

APPENDIX

Traffic Count Data

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Traffic Count Data

Mystic Avenue
east of Taylor Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR-A

Count Date: Thursday, September 29, 2022
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	25	0	0	0	25
12:15 AM	0	0	12	1	0	0	13
12:30 AM	0	0	17	0	0	0	17
12:45 AM	0	0	12	0	0	0	12
1:00 AM	0	0	14	1	0	0	15
1:15 AM	0	0	8	0	1	2	11
1:30 AM	0	0	4	0	0	0	4
1:45 AM	0	0	5	0	0	0	5
2:00 AM	0	0	9	1	0	0	10
2:15 AM	0	0	6	0	1	0	7
2:30 AM	0	0	5	0	0	0	5
2:45 AM	0	0	11	0	1	0	12
3:00 AM	0	0	11	0	1	0	12
3:15 AM	0	0	4	0	0	0	4
3:30 AM	0	0	10	0	0	1	11
3:45 AM	0	0	9	0	2	0	11
4:00 AM	0	0	18	0	2	2	22
4:15 AM	0	0	20	0	5	2	27
4:30 AM	0	0	28	1	5	1	35
4:45 AM	0	0	65	0	1	0	66
5:00 AM	1	0	73	0	5	2	81
5:15 AM	0	2	122	2	1	1	128
5:30 AM	0	2	197	0	7	1	207
5:45 AM	0	1	204	1	3	2	211
6:00 AM	0	1	236	3	8	2	250
6:15 AM	0	2	225	3	6	3	239
6:30 AM	0	0	244	1	12	2	259
6:45 AM	0	1	228	2	16	0	247
7:00 AM	0	1	221	5	10	2	239
7:15 AM	0	0	228	0	10	4	242
7:30 AM	0	1	213	1	9	1	225
7:45 AM	2	0	159	1	4	1	167
8:00 AM	1	0	168	2	6	1	178
8:15 AM	1	0	180	1	2	2	186
8:30 AM	0	1	204	2	11	1	219
8:45 AM	1	0	166	0	14	1	182
9:00 AM	0	0	184	5	4	0	193
9:15 AM	0	0	152	2	6	1	161
9:30 AM	1	0	171	2	15	1	190
9:45 AM	0	0	215	1	7	1	224
10:00 AM	0	0	202	3	10	2	217
10:15 AM	0	2	249	0	11	3	265
10:30 AM	0	1	217	3	14	1	236
10:45 AM	0	1	135	0	7	0	143
11:00 AM	0	0	158	2	8	2	170
11:15 AM	0	0	152	0	10	2	164
11:30 AM	0	0	143	2	9	2	156
11:45 AM	0	2	129	1	5	0	137

AM Total	7	18	5468	49	249	49	5840
Percentage	0.12%	0.31%	93.63%	0.84%	4.26%	0.84%	
AM Peak	7:30 AM	5:15 AM	6:00 AM	6:15 AM	6:30 AM	5:45 AM	6:00 AM
Volume	4	6	933	11	48	9	995

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	132	1	8	1	142
12:15 PM	0	1	148	1	8	0	158
12:30 PM	0	0	146	2	5	0	153
12:45 PM	0	0	152	2	5	0	159
1:00 PM	0	0	121	1	10	1	133
1:15 PM	0	1	129	3	8	1	142
1:30 PM	0	1	119	2	10	2	134
1:45 PM	0	0	167	0	11	1	179
2:00 PM	0	1	157	1	2	0	161
2:15 PM	1	2	145	2	3	0	153
2:30 PM	0	0	145	1	8	0	154
2:45 PM	0	0	137	2	2	1	142
3:00 PM	1	0	130	3	3	0	137
3:15 PM	0	0	146	1	5	1	153
3:30 PM	0	0	139	0	3	0	142
3:45 PM	0	0	141	1	1	2	145
4:00 PM	2	2	159	0	7	0	170
4:15 PM	1	0	139	2	1	1	144
4:30 PM	2	0	129	0	1	0	132
4:45 PM	1	2	182	1	5	1	192
5:00 PM	0	0	163	0	1	0	164
5:15 PM	0	2	194	0	1	0	197
5:30 PM	0	0	204	3	1	0	208
5:45 PM	1	1	165	2	1	0	170
6:00 PM	0	1	187	2	3	1	194
6:15 PM	1	0	178	0	1	0	180
6:30 PM	0	0	187	2	3	0	192
6:45 PM	1	4	170	2	1	0	178
7:00 PM	0	0	154	1	2	0	157
7:15 PM	1	0	159	1	1	1	163
7:30 PM	1	0	115	5	1	0	122
7:45 PM	0	0	101	3	0	0	104
8:00 PM	0	1	95	1	1	1	99
8:15 PM	0	0	101	1	0	0	102
8:30 PM	0	1	78	4	1	0	84
8:45 PM	0	0	77	0	1	0	78
9:00 PM	0	0	60	4	1	1	66
9:15 PM	0	0	75	4	0	0	79
9:30 PM	0	1	77	2	0	0	80
9:45 PM	0	0	69	2	1	1	73
10:00 PM	0	1	55	0	0	0	56
10:15 PM	0	0	70	0	1	0	71
10:30 PM	0	0	52	1	1	1	55
10:45 PM	0	0	55	0	2	2	59
11:00 PM	1	0	42	0	1	0	44
11:15 PM	0	0	40	1	0	0	41
11:30 PM	0	1	34	0	1	0	36
11:45 PM	0	0	28	0	0	0	28

PM Total	14	23	5848	67	133	20	6105
Percentage	0.23%	0.38%	95.79%	1.10%	2.18%	0.33%	
PM Peak	4:00 PM	6:00 PM	5:15 PM	8:30 PM	1:00 PM	1:00 PM	5:15 PM
Volume	6	5	750	12	39	5	769
Day Total	21	41	11316	116	382	69	11945
Percentage	0.18%	0.34%	94.73%	0.97%	3.20%	0.58%	

Mystic Avenue
east of Taylor Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR-A

Count Date: Friday, September 30, 2022
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	19	0	1	0	20
12:15 AM	0	0	17	1	0	0	18
12:30 AM	1	0	10	0	0	1	12
12:45 AM	0	0	10	0	0	0	10
1:00 AM	0	0	13	1	2	0	16
1:15 AM	0	0	4	1	0	0	5
1:30 AM	0	0	8	0	0	0	8
1:45 AM	0	0	8	0	0	0	8
2:00 AM	0	0	11	1	1	0	13
2:15 AM	0	0	13	0	0	0	13
2:30 AM	0	0	3	0	1	0	4
2:45 AM	0	0	5	0	1	0	6
3:00 AM	0	0	14	0	1	1	16
3:15 AM	0	0	4	0	0	1	5
3:30 AM	0	0	11	0	0	0	11
3:45 AM	0	0	19	0	3	0	22
4:00 AM	0	0	13	0	1	0	14
4:15 AM	0	0	15	0	3	0	18
4:30 AM	0	0	30	0	3	1	34
4:45 AM	0	0	56	0	6	1	63
5:00 AM	0	0	74	1	3	0	78
5:15 AM	0	0	125	0	7	0	132
5:30 AM	0	1	185	1	5	1	193
5:45 AM	0	1	206	2	7	1	217
6:00 AM	0	2	243	1	12	3	261
6:15 AM	0	2	245	0	9	1	257
6:30 AM	0	0	272	3	11	4	290
6:45 AM	0	1	245	4	9	1	260
7:00 AM	0	1	216	2	13	1	233
7:15 AM	0	0	209	0	11	2	222
7:30 AM	0	2	204	2	7	0	215
7:45 AM	0	0	207	2	5	0	214
8:00 AM	0	0	195	2	4	2	203
8:15 AM	0	0	216	2	7	0	225
8:30 AM	0	0	243	2	6	2	253
8:45 AM	0	0	225	1	6	0	232
9:00 AM	0	0	160	2	5	1	168
9:15 AM	0	1	142	3	7	2	155
9:30 AM	0	1	151	0	1	1	154
9:45 AM	2	1	161	2	6	3	175
10:00 AM	0	0	136	3	8	1	148
10:15 AM	0	0	132	2	10	3	147
10:30 AM	0	0	130	2	3	1	136
10:45 AM	0	0	125	1	11	4	141
11:00 AM	0	1	128	1	11	0	141
11:15 AM	0	0	136	0	7	3	146
11:30 AM	0	0	115	0	9	4	128
11:45 AM	0	0	139	2	4	1	146

AM Total	3	14	5248	47	227	47	5586
Percentage	0.05%	0.25%	93.95%	0.84%	4.06%	0.84%	
AM Peak	9:00 AM	5:30 AM	6:00 AM	6:15 AM	6:30 AM	10:45 AM	6:00 AM
Volume	2	6	1005	9	44	11	1068

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	133	1	11	1	146
12:15 PM	0	0	148	1	7	1	157
12:30 PM	0	1	135	0	4	2	142
12:45 PM	0	1	122	1	5	1	130
1:00 PM	0	0	119	1	3	0	123
1:15 PM	1	1	131	1	6	1	141
1:30 PM	0	0	132	1	9	0	142
1:45 PM	0	0	136	2	4	0	142
2:00 PM	0	1	137	1	4	0	143
2:15 PM	0	0	167	1	6	0	174
2:30 PM	0	0	136	2	3	0	141
2:45 PM	1	0	150	3	5	0	159
3:00 PM	0	0	165	2	3	1	171
3:15 PM	0	1	170	3	5	1	180
3:30 PM	0	0	178	1	2	0	181
3:45 PM	0	0	144	3	5	0	152
4:00 PM	1	2	152	0	3	0	158
4:15 PM	0	0	140	1	1	0	142
4:30 PM	0	1	179	2	3	1	186
4:45 PM	0	1	175	1	2	0	179
5:00 PM	1	0	174	0	2	1	178
5:15 PM	0	0	182	1	1	0	184
5:30 PM	0	0	185	2	0	0	187
5:45 PM	0	0	169	0	1	0	170
6:00 PM	0	0	189	2	0	0	191
6:15 PM	1	2	171	1	1	3	179
6:30 PM	0	0	153	2	0	1	156
6:45 PM	1	0	168	1	2	0	172
7:00 PM	0	0	150	1	0	0	151
7:15 PM	0	0	143	2	3	1	149
7:30 PM	0	0	142	3	0	0	145
7:45 PM	0	0	133	2	2	0	137
8:00 PM	0	0	124	2	3	1	130
8:15 PM	0	0	101	2	0	0	103
8:30 PM	0	0	93	1	1	0	95
8:45 PM	0	0	105	1	2	0	108
9:00 PM	0	0	69	3	2	0	74
9:15 PM	0	0	66	4	2	1	73
9:30 PM	0	0	76	2	2	0	80
9:45 PM	0	0	79	2	0	0	81
10:00 PM	0	0	74	0	2	1	77
10:15 PM	0	0	79	0	1	0	80
10:30 PM	0	0	73	1	1	0	75
10:45 PM	0	0	67	0	1	0	68
11:00 PM	1	0	61	0	0	0	62
11:15 PM	0	0	50	1	0	0	51
11:30 PM	0	2	47	0	0	0	49
11:45 PM	0	0	41	0	0	0	41

PM Total	7	13	6113	64	120	18	6335
Percentage	0.11%	0.21%	96.50%	1.01%	1.89%	0.28%	
PM Peak	6:00 PM	4:00 PM	5:15 PM	9:00 PM	12:00 PM	12:00 PM	5:15 PM
Volume	2	4	725	11	27	5	732

Day Total	10	27	11361	111	347	65	11921
Percentage	0.08%	0.23%	95.30%	0.93%	2.91%	0.55%	

Mystic Avenue
east of Taylor Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR-A

Count Date: Saturday, October 1, 2022
Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	1	0	38	0	0	0	39
12:15 AM	0	0	32	1	0	0	33
12:30 AM	0	0	32	0	0	1	33
12:45 AM	0	0	21	0	0	0	21
1:00 AM	0	0	37	1	0	1	39
1:15 AM	0	0	38	0	0	0	38
1:30 AM	0	0	21	0	0	0	21
1:45 AM	0	0	33	0	0	0	33
2:00 AM	0	0	19	0	2	0	21
2:15 AM	0	0	20	0	1	1	22
2:30 AM	0	0	9	0	0	0	9
2:45 AM	0	0	17	0	1	0	18
3:00 AM	0	0	18	0	0	1	19
3:15 AM	0	0	10	0	0	0	10
3:30 AM	0	0	7	0	2	0	9
3:45 AM	0	0	17	0	2	0	19
4:00 AM	0	0	9	0	0	1	10
4:15 AM	0	0	10	0	2	0	12
4:30 AM	0	0	19	0	2	0	21
4:45 AM	0	0	13	0	1	0	14
5:00 AM	0	0	29	0	1	1	31
5:15 AM	0	0	36	0	3	0	39
5:30 AM	0	0	54	0	3	2	59
5:45 AM	0	0	53	0	5	0	58
6:00 AM	0	0	45	0	6	1	52
6:15 AM	0	0	56	1	3	0	60
6:30 AM	0	0	80	2	3	0	85
6:45 AM	0	0	65	0	6	0	71
7:00 AM	0	0	53	1	3	1	58
7:15 AM	0	0	78	0	3	0	81
7:30 AM	0	0	94	0	4	1	99
7:45 AM	0	0	87	0	0	0	87
8:00 AM	0	0	84	1	6	1	92
8:15 AM	0	0	89	1	3	1	94
8:30 AM	0	0	112	1	1	0	114
8:45 AM	0	0	94	0	2	0	96
9:00 AM	0	0	125	1	5	0	131
9:15 AM	0	1	120	1	8	0	130
9:30 AM	0	1	144	1	5	0	151
9:45 AM	0	0	146	2	3	2	153
10:00 AM	0	0	138	1	6	0	145
10:15 AM	0	1	124	0	3	0	128
10:30 AM	0	0	152	2	3	0	157
10:45 AM	0	1	140	0	4	0	145
11:00 AM	0	0	139	0	6	1	146
11:15 AM	0	0	143	2	5	1	151
11:30 AM	0	0	178	0	3	0	181
11:45 AM	0	0	178	2	5	0	185

AM Total	1	4	3256	21	121	17	3420
Percentage	0.03%	0.12%	95.20%	0.61%	3.54%	0.50%	
AM Peak	12:00 AM	8:45 AM	11:00 AM	9:00 AM	9:15 AM	4:45 AM	11:00 AM
Volume	1	2	638	5	22	3	663

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	178	0	2	0	181
12:15 PM	0	0	182	0	3	0	185
12:30 PM	0	0	236	0	3	0	239
12:45 PM	0	0	256	2	3	2	263
1:00 PM	0	0	213	0	2	0	215
1:15 PM	0	0	221	1	4	0	226
1:30 PM	0	0	166	0	2	0	168
1:45 PM	0	0	178	0	2	0	180
2:00 PM	0	0	186	3	3	0	192
2:15 PM	0	0	171	0	1	0	172
2:30 PM	0	1	217	1	0	0	219
2:45 PM	0	0	149	1	2	0	152
3:00 PM	0	0	172	1	1	1	175
3:15 PM	0	1	158	0	0	0	159
3:30 PM	0	0	136	1	3	1	141
3:45 PM	0	0	176	1	1	0	178
4:00 PM	0	0	147	0	1	0	148
4:15 PM	0	0	153	0	1	0	154
4:30 PM	1	0	146	0	1	0	148
4:45 PM	0	0	178	1	0	0	179
5:00 PM	0	0	147	0	2	1	150
5:15 PM	2	0	139	1	0	0	142
5:30 PM	0	1	135	1	0	0	137
5:45 PM	0	0	117	0	1	2	120
6:00 PM	0	0	122	0	0	0	122
6:15 PM	0	1	127	0	2	0	130
6:30 PM	0	0	151	1	0	0	152
6:45 PM	0	0	97	1	1	0	99
7:00 PM	0	0	131	1	1	0	133
7:15 PM	0	0	121	0	2	1	124
7:30 PM	0	0	114	0	0	0	114
7:45 PM	0	0	108	1	1	0	110
8:00 PM	0	0	112	0	0	0	112
8:15 PM	0	0	90	1	0	0	91
8:30 PM	0	0	81	0	0	0	81
8:45 PM	0	0	93	0	1	0	94
9:00 PM	0	0	99	0	2	0	101
9:15 PM	0	0	77	1	0	0	78
9:30 PM	0	1	89	0	1	0	91
9:45 PM	0	1	93	2	0	0	96
10:00 PM	0	0	94	1	2	0	97
10:15 PM	0	0	74	0	0	1	75
10:30 PM	0	0	65	0	1	0	66
10:45 PM	0	0	63	0	0	0	63
11:00 PM	1	0	54	1	0	0	56
11:15 PM	0	0	57	0	0	0	57
11:30 PM	0	0	50	0	0	0	50
11:45 PM	0	1	42	1	0	0	44

PM Total	4	8	6361	25	52	9	6459
Percentage	0.06%	0.12%	98.48%	0.39%	0.81%	0.14%	
PM Peak	4:30 PM	2:30 PM	12:30 PM	2:00 PM	12:30 PM	5:00 PM	12:30 PM
Volume	3	2	926	5	12	3	943
Day Total	5	12	9617	46	173	26	9879
Percentage	0.05%	0.12%	97.35%	0.47%	1.75%	0.26%	

Mystic Avenue
east of Taylor Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR-A

Count Date: Thursday, September 29, 2022
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	79	0	1	0	80
12:15 AM	0	0	46	0	1	0	47
12:30 AM	0	0	46	1	0	0	47
12:45 AM	0	0	36	0	2	0	38
1:00 AM	0	0	40	0	1	0	41
1:15 AM	0	0	28	0	0	0	28
1:30 AM	0	0	15	1	0	1	17
1:45 AM	0	0	21	0	4	0	25
2:00 AM	0	0	19	0	0	0	19
2:15 AM	0	0	16	0	1	1	18
2:30 AM	0	0	9	0	0	0	9
2:45 AM	0	0	14	0	1	1	16
3:00 AM	0	0	10	0	0	0	10
3:15 AM	0	0	11	0	2	2	15
3:30 AM	0	0	19	0	1	0	20
3:45 AM	0	0	10	0	1	0	11
4:00 AM	0	0	11	0	3	0	14
4:15 AM	0	0	15	1	0	1	17
4:30 AM	0	0	19	1	2	1	23
4:45 AM	0	1	19	0	0	3	23
5:00 AM	1	0	22	1	0	2	26
5:15 AM	0	0	42	0	0	0	42
5:30 AM	0	0	65	1	4	1	71
5:45 AM	0	0	46	0	2	1	49
6:00 AM	0	0	98	3	2	1	104
6:15 AM	0	0	100	2	8	1	111
6:30 AM	0	0	148	2	7	1	158
6:45 AM	0	0	168	1	6	1	176
7:00 AM	0	0	190	1	5	0	196
7:15 AM	0	0	175	1	11	6	193
7:30 AM	0	0	219	1	5	1	226
7:45 AM	0	1	214	1	9	1	226
8:00 AM	0	5	250	1	4	2	262
8:15 AM	0	0	162	5	6	6	179
8:30 AM	0	1	194	3	13	3	214
8:45 AM	0	0	180	4	13	6	203
9:00 AM	0	0	181	4	13	0	198
9:15 AM	0	1	162	2	8	1	174
9:30 AM	0	0	185	2	13	4	204
9:45 AM	0	0	172	2	12	4	190
10:00 AM	0	0	193	0	14	1	208
10:15 AM	0	0	199	2	15	1	217
10:30 AM	0	0	171	3	11	4	189
10:45 AM	0	0	194	1	15	4	214
11:00 AM	0	0	193	1	14	0	208
11:15 AM	0	0	192	1	12	5	210
11:30 AM	0	0	223	1	15	2	241
11:45 AM	0	3	184	0	14	0	201

AM Total	1	12	5005	50	271	69	5408
Percentage	0.02%	0.22%	92.55%	0.92%	5.01%	1.28%	
AM Peak	4:15 AM	7:45 AM	7:15 AM	8:15 AM	10:45 AM	8:00 AM	7:15 AM
Volume	1	7	858	16	56	17	907

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	187	1	5	6	199
12:15 PM	0	0	237	2	13	3	255
12:30 PM	0	0	263	2	13	2	280
12:45 PM	0	1	222	2	10	3	238
1:00 PM	0	1	239	0	13	0	253
1:15 PM	0	1	235	2	8	3	249
1:30 PM	0	0	231	0	13	1	245
1:45 PM	0	0	299	7	12	2	320
2:00 PM	0	1	288	2	15	2	308
2:15 PM	0	2	340	3	6	1	352
2:30 PM	0	0	360	2	13	2	377
2:45 PM	0	0	349	2	10	0	361
3:00 PM	0	0	332	1	8	0	341
3:15 PM	0	4	363	0	14	3	384
3:30 PM	0	0	334	2	6	1	343
3:45 PM	0	1	312	0	10	3	326
4:00 PM	0	1	226	2	8	0	237
4:15 PM	0	0	192	1	4	2	199
4:30 PM	0	2	166	2	2	2	174
4:45 PM	0	0	246	1	7	4	258
5:00 PM	0	1	303	1	4	0	309
5:15 PM	0	4	301	0	4	2	311
5:30 PM	0	0	342	1	2	0	345
5:45 PM	0	0	326	2	3	0	331
6:00 PM	0	0	355	1	6	1	363
6:15 PM	0	1	312	2	6	0	321
6:30 PM	0	0	328	0	0	0	328
6:45 PM	0	1	317	5	1	0	324
7:00 PM	0	0	291	1	3	1	296
7:15 PM	0	2	307	2	1	0	312
7:30 PM	0	0	288	5	2	1	296
7:45 PM	0	0	245	2	1	1	249
8:00 PM	0	0	225	2	3	1	231
8:15 PM	0	0	206	2	0	0	208
8:30 PM	0	1	187	0	1	2	191
8:45 PM	0	0	186	4	1	2	193
9:00 PM	0	0	177	3	1	1	182
9:15 PM	0	0	175	3	0	0	178
9:30 PM	0	1	139	2	0	0	142
9:45 PM	0	2	150	0	0	0	152
10:00 PM	0	1	153	0	3	0	157
10:15 PM	0	0	119	0	1	1	121
10:30 PM	0	1	135	0	1	0	137
10:45 PM	0	0	118	2	1	1	122
11:00 PM	0	0	109	0	0	1	110
11:15 PM	0	1	110	0	0	0	111
11:30 PM	0	1	89	1	0	2	93
11:45 PM	0	0	71	0	0	1	72

PM Total	0	31	11485	75	235	58	11884
Percentage	0.00%	0.26%	96.64%	0.63%	1.98%	0.49%	
PM Peak	12:00 PM	4:30 PM	2:30 PM	1:45 PM	12:15 PM	12:00 PM	2:30 PM
Volume	0	7	1404	14	49	14	1463

Day Total	1	43	16490	125	506	127	17292
Percentage	0.01%	0.25%	95.36%	0.72%	2.93%	0.73%	

Mystic Avenue
east of Taylor Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR-A

Count Date: Friday, September 30, 2022
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	1	96	0	1	0	98
12:15 AM	0	0	64	0	0	0	64
12:30 AM	0	0	53	1	0	1	55
12:45 AM	0	0	34	0	0	0	34
1:00 AM	0	0	26	0	0	0	26
1:15 AM	0	0	27	0	2	0	29
1:30 AM	0	0	37	0	1	0	38
1:45 AM	0	0	22	1	0	0	23
2:00 AM	0	0	34	0	0	0	34
2:15 AM	0	0	24	0	2	0	26
2:30 AM	0	0	17	0	2	1	20
2:45 AM	0	0	22	0	1	0	23
3:00 AM	0	0	13	0	1	0	14
3:15 AM	0	0	19	0	2	1	22
3:30 AM	0	0	11	0	1	0	12
3:45 AM	0	1	11	0	1	1	14
4:00 AM	0	0	24	0	2	1	27
4:15 AM	0	0	16	0	0	0	16
4:30 AM	0	0	19	2	2	0	23
4:45 AM	0	2	25	0	1	0	28
5:00 AM	0	0	30	0	2	1	33
5:15 AM	0	0	47	0	3	1	51
5:30 AM	0	0	50	1	3	0	54
5:45 AM	0	0	62	0	3	2	67
6:00 AM	0	0	89	1	0	1	91
6:15 AM	0	0	100	1	2	2	105
6:30 AM	0	0	144	0	5	2	151
6:45 AM	0	0	145	1	6	1	153
7:00 AM	0	0	178	3	3	3	187
7:15 AM	0	0	165	1	5	0	171
7:30 AM	0	1	208	1	8	4	222
7:45 AM	0	0	194	1	13	2	210
8:00 AM	0	0	202	1	9	3	215
8:15 AM	0	0	214	2	11	3	230
8:30 AM	0	0	215	1	5	3	224
8:45 AM	0	0	227	5	11	4	247
9:00 AM	0	1	180	1	6	0	188
9:15 AM	0	0	174	1	8	3	186
9:30 AM	0	0	180	3	14	2	199
9:45 AM	0	1	181	2	17	3	204
10:00 AM	0	0	175	0	10	4	189
10:15 AM	0	0	200	1	13	2	216
10:30 AM	0	0	209	1	12	3	225
10:45 AM	0	0	186	1	9	2	198
11:00 AM	0	0	192	0	11	4	207
11:15 AM	0	1	191	1	6	5	204
11:30 AM	0	0	214	4	18	2	238
11:45 AM	0	0	250	0	13	0	263

AM Total	0	8	5196	38	245	67	5554
Percentage	0.00%	0.14%	93.55%	0.68%	4.41%	1.21%	
AM Peak	12:00 AM	4:00 AM	8:00 AM	8:45 AM	9:30 AM	10:30 AM	8:00 AM
Volume	0	2	858	10	54	14	916

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	1	220	1	9	2	233
12:15 PM	0	0	260	0	13	3	276
12:30 PM	0	0	239	2	8	3	252
12:45 PM	0	1	248	0	17	5	271
1:00 PM	0	0	240	1	11	3	255
1:15 PM	0	0	285	2	9	1	297
1:30 PM	0	3	281	0	9	3	296
1:45 PM	0	1	354	2	12	4	373
2:00 PM	0	2	305	0	12	3	322
2:15 PM	0	1	340	3	13	0	357
2:30 PM	0	1	341	1	14	5	362
2:45 PM	0	0	299	0	11	0	310
3:00 PM	0	0	321	4	6	0	331
3:15 PM	0	1	355	4	4	1	365
3:30 PM	0	0	321	2	5	1	329
3:45 PM	0	1	324	1	3	1	330
4:00 PM	0	2	346	1	4	1	354
4:15 PM	0	0	310	2	3	4	319
4:30 PM	0	1	322	3	3	2	331
4:45 PM	0	0	327	1	5	1	334
5:00 PM	0	0	327	3	1	0	331
5:15 PM	0	0	313	0	2	1	316
5:30 PM	0	0	298	2	0	2	302
5:45 PM	1	3	314	3	3	0	324
6:00 PM	0	1	270	2	1	0	274
6:15 PM	0	1	284	4	2	0	291
6:30 PM	0	0	281	4	3	0	288
6:45 PM	0	0	266	3	0	0	269
7:00 PM	1	0	270	3	0	1	275
7:15 PM	0	1	211	1	0	0	213
7:30 PM	0	0	164	2	0	1	167
7:45 PM	0	1	234	2	2	1	240
8:00 PM	0	0	251	3	1	0	255
8:15 PM	0	0	195	1	0	3	199
8:30 PM	0	1	191	0	2	1	195
8:45 PM	0	0	177	5	1	0	183
9:00 PM	0	2	185	3	1	0	191
9:15 PM	1	3	156	1	1	0	162
9:30 PM	0	0	176	2	0	0	178
9:45 PM	0	0	165	0	0	1	166
10:00 PM	0	0	177	0	0	0	177
10:15 PM	0	0	142	0	0	0	142
10:30 PM	0	0	135	1	0	0	136
10:45 PM	0	0	136	1	0	0	137
11:00 PM	0	0	153	0	0	0	153
11:15 PM	0	0	160	0	1	1	162
11:30 PM	0	0	145	1	1	0	147
11:45 PM	0	0	141	0	1	0	142

PM Total	3	28	11955	77	194	55	12312
Percentage	0.02%	0.23%	97.10%	0.63%	1.58%	0.45%	
PM Peak	5:00 PM	1:30 PM	3:15 PM	6:15 PM	1:45 PM	12:15 PM	1:45 PM
Volume	1	7	1346	14	51	14	1414
Day Total	3	36	17151	115	439	122	17866
Percentage	0.02%	0.20%	96.00%	0.64%	2.46%	0.68%	

Mystic Avenue
east of Taylor Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR-A

Count Date: Saturday, October 1, 2022
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	128	0	3	1	132
12:15 AM	0	1	95	0	0	0	96
12:30 AM	0	1	90	1	0	0	92
12:45 AM	0	0	86	0	0	1	87
1:00 AM	0	0	87	0	1	0	88
1:15 AM	0	0	67	0	1	0	68
1:30 AM	0	0	85	1	2	0	88
1:45 AM	0	0	71	0	1	0	72
2:00 AM	0	0	54	0	4	0	58
2:15 AM	0	0	51	0	1	0	52
2:30 AM	0	1	50	0	0	0	51
2:45 AM	0	0	28	0	1	0	29
3:00 AM	0	0	33	0	1	0	34
3:15 AM	0	0	21	0	0	1	22
3:30 AM	0	1	26	0	0	0	27
3:45 AM	0	0	10	0	1	1	12
4:00 AM	0	0	20	1	0	0	21
4:15 AM	0	0	22	1	0	0	23
4:30 AM	0	0	22	0	0	1	23
4:45 AM	0	0	17	0	0	0	17
5:00 AM	0	0	16	0	2	0	18
5:15 AM	0	0	21	0	0	1	22
5:30 AM	0	0	35	0	1	1	37
5:45 AM	0	0	25	1	2	0	28
6:00 AM	0	0	50	0	0	2	52
6:15 AM	0	0	56	1	1	0	58
6:30 AM	0	0	63	1	2	1	67
6:45 AM	1	0	60	1	3	2	67
7:00 AM	0	0	80	0	0	1	81
7:15 AM	0	0	125	1	2	0	128
7:30 AM	0	0	108	0	7	0	115
7:45 AM	0	0	122	0	4	1	127
8:00 AM	1	0	128	0	6	0	135
8:15 AM	0	0	145	1	6	0	152
8:30 AM	0	0	149	1	6	0	156
8:45 AM	0	0	136	0	3	0	139
9:00 AM	0	0	155	2	3	0	160
9:15 AM	1	0	182	1	5	0	189
9:30 AM	0	0	206	0	2	1	209
9:45 AM	0	0	206	0	3	1	210
10:00 AM	0	0	193	1	6	0	200
10:15 AM	0	0	220	0	5	2	227
10:30 AM	0	1	198	0	5	1	205
10:45 AM	0	0	239	0	7	0	246
11:00 AM	0	1	219	3	2	0	225
11:15 AM	0	0	230	1	5	1	237
11:30 AM	0	1	262	1	2	2	268
11:45 AM	0	1	250	0	3	3	257

AM Total	3	8	4942	20	109	25	5107
Percentage	0.06%	0.16%	96.77%	0.39%	2.13%	0.49%	

AM Peak Volume	6:00 AM	11:00 AM	11:00 AM	10:45 AM	7:30 AM	11:00 AM	11:00 AM
	1	3	961	5	23	6	987

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	272	2	2	2	278
12:15 PM	0	0	255	0	1	0	256
12:30 PM	0	0	247	0	0	1	248
12:45 PM	0	0	275	0	6	1	282
1:00 PM	0	0	272	3	1	0	276
1:15 PM	0	0	247	0	0	0	247
1:30 PM	0	0	244	1	0	2	247
1:45 PM	2	0	272	1	4	0	279
2:00 PM	0	0	258	1	5	0	264
2:15 PM	0	0	265	2	2	0	269
2:30 PM	1	0	244	0	6	1	252
2:45 PM	0	0	243	0	1	0	244
3:00 PM	0	0	270	1	0	0	271
3:15 PM	0	0	224	0	2	0	226
3:30 PM	0	1	223	0	1	0	225
3:45 PM	0	0	244	1	1	0	246
4:00 PM	0	0	253	0	1	0	254
4:15 PM	0	0	256	2	1	0	259
4:30 PM	0	0	271	1	2	1	275
4:45 PM	0	0	254	0	0	0	254
5:00 PM	1	1	246	1	2	0	251
5:15 PM	0	0	237	0	0	0	237
5:30 PM	0	0	242	0	1	0	243
5:45 PM	0	1	233	1	3	0	238
6:00 PM	0	0	247	0	1	0	248
6:15 PM	0	1	234	2	0	1	238
6:30 PM	0	2	230	1	2	0	235
6:45 PM	0	0	239	0	2	0	241
7:00 PM	0	0	246	1	1	1	249
7:15 PM	1	0	210	1	0	0	212
7:30 PM	0	0	214	0	0	0	214
7:45 PM	0	1	229	1	0	0	231
8:00 PM	0	0	191	0	1	0	192
8:15 PM	0	0	197	0	0	0	197
8:30 PM	0	0	187	2	0	0	189
8:45 PM	0	0	185	0	0	0	185
9:00 PM	0	0	175	0	1	0	176
9:15 PM	0	0	180	0	1	1	182
9:30 PM	0	0	156	1	2	1	160
9:45 PM	0	1	157	0	2	0	160
10:00 PM	0	0	126	0	1	0	127
10:15 PM	0	0	131	1	1	0	133
10:30 PM	0	0	149	0	0	0	149
10:45 PM	0	0	137	0	0	0	137
11:00 PM	0	0	161	0	1	0	162
11:15 PM	0	0	135	1	0	0	136
11:30 PM	0	0	124	0	0	0	124
11:45 PM	0	0	121	0	1	0	122

PM Total	5	8	10408	28	59	12	10520
Percentage	0.05%	0.08%	98.94%	0.27%	0.56%	0.11%	

PM Peak Volume	1:45 PM	5:45 PM	12:00 PM	1:00 PM	1:45 PM	12:00 PM	12:00 PM
	3	4	1049	5	17	4	1064

Day Total	8	16	15350	48	168	37	15627
Percentage	0.05%	0.10%	98.23%	0.31%	1.08%	0.24%	



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	09/29/22		09/30/22		10/01/22										Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	25	142	20	146	39	181	0	0	0	0	0	0	0	0	28	156
12:15	13	158	18	157	33	185	0	0	0	0	0	0	0	0	21	167
12:30	17	153	12	142	33	239	0	0	0	0	0	0	0	0	21	178
12:45	12	159	10	130	21	263	0	0	0	0	0	0	0	0	14	184
1:00	15	133	16	123	39	215	0	0	0	0	0	0	0	0	23	157
1:15	11	142	5	141	38	226	0	0	0	0	0	0	0	0	18	170
1:30	4	134	8	142	21	168	0	0	0	0	0	0	0	0	11	148
1:45	5	179	8	142	33	180	0	0	0	0	0	0	0	0	15	167
2:00	10	161	13	143	21	192	0	0	0	0	0	0	0	0	15	165
2:15	7	153	13	174	22	172	0	0	0	0	0	0	0	0	14	166
2:30	5	154	4	141	9	219	0	0	0	0	0	0	0	0	6	171
2:45	12	142	6	159	18	152	0	0	0	0	0	0	0	0	12	151
3:00	12	137	16	171	19	175	0	0	0	0	0	0	0	0	16	161
3:15	4	153	5	180	10	159	0	0	0	0	0	0	0	0	6	164
3:30	11	142	11	181	9	141	0	0	0	0	0	0	0	0	10	155
3:45	11	145	22	152	19	178	0	0	0	0	0	0	0	0	17	158
4:00	22	170	14	158	10	148	0	0	0	0	0	0	0	0	15	159
4:15	27	144	18	142	12	154	0	0	0	0	0	0	0	0	19	147
4:30	35	132	34	186	21	148	0	0	0	0	0	0	0	0	30	155
4:45	66	192	63	179	14	179	0	0	0	0	0	0	0	0	48	183
5:00	81	164	78	178	31	150	0	0	0	0	0	0	0	0	63	164
5:15	128	197	132	184	39	142	0	0	0	0	0	0	0	0	100	174
5:30	207	208	193	187	59	137	0	0	0	0	0	0	0	0	153	177
5:45	211	170	217	170	58	120	0	0	0	0	0	0	0	0	162	153
6:00	250	194	261	191	52	122	0	0	0	0	0	0	0	0	188	169
6:15	239	180	257	179	60	130	0	0	0	0	0	0	0	0	185	163
6:30	259	192	290	156	85	152	0	0	0	0	0	0	0	0	211	167
6:45	247	178	260	172	71	99	0	0	0	0	0	0	0	0	193	150
7:00	239	157	233	151	58	133	0	0	0	0	0	0	0	0	177	147
7:15	242	163	222	149	81	124	0	0	0	0	0	0	0	0	182	145
7:30	225	122	215	145	99	114	0	0	0	0	0	0	0	0	180	127
7:45	167	104	214	137	87											



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	09/29/22		09/30/22		10/01/22										Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	80	199	98	233	132	278	0	0	0	0	0	0	0	0	103	237
12:15	47	255	64	276	96	256	0	0	0	0	0	0	0	0	69	262
12:30	47	280	55	252	92	248	0	0	0	0	0	0	0	0	65	260
12:45	38	238	34	271	87	282	0	0	0	0	0	0	0	0	53	264
1:00	41	253	26	255	88	276	0	0	0	0	0	0	0	0	52	261
1:15	28	249	29	297	68	247	0	0	0	0	0	0	0	0	42	264
1:30	17	245	38	296	88	247	0	0	0	0	0	0	0	0	48	263
1:45	25	320	23	373	72	279	0	0	0	0	0	0	0	0	40	324
2:00	19	308	34	322	58	264	0	0	0	0	0	0	0	0	37	298
2:15	18	352	26	357	52	269	0	0	0	0	0	0	0	0	32	326
2:30	9	377	20	362	51	252	0	0	0	0	0	0	0	0	27	330
2:45	16	361	23	310	29	244	0	0	0	0	0	0	0	0	23	305
3:00	10	341	14	331	34	271	0	0	0	0	0	0	0	0	19	314
3:15	15	384	22	365	22	226	0	0	0	0	0	0	0	0	20	325
3:30	20	343	12	329	27	225	0	0	0	0	0	0	0	0	20	299
3:45	11	326	14	330	12	246	0	0	0	0	0	0	0	0	12	301
4:00	14	237	27	354	21	254	0	0	0	0	0	0	0	0	21	282
4:15	17	199	16	319	23	259	0	0	0	0	0	0	0	0	19	259
4:30	23	174	23	331	23	275	0	0	0	0	0	0	0	0	23	260
4:45	23	258	28	334	17	254	0	0	0	0	0	0	0	0	23	282
5:00	26	309	33	331	18	251	0	0	0	0	0	0	0	0	26	297
5:15	42	311	51	316	22	237	0	0	0	0	0	0	0	0	38	288
5:30	71	345	54	302	37	243	0	0	0	0	0	0	0	0	54	297
5:45	49	331	67	324	28	238	0	0	0	0	0	0	0	0	48	298
6:00	104	363	91	274	52	248	0	0	0	0	0	0	0	0	82	295
6:15	111	321	105	291	58	238	0	0	0	0	0	0	0	0	91	283
6:30	158	328	151	288	67	235	0	0	0	0	0	0	0	0	125	284
6:45	176	324	153	269	67	241	0	0	0	0	0	0	0	0	132	278
7:00	196	296	187	275	81	249	0	0	0	0	0	0	0	0	155	273
7:15	193	312	171	213	128	212	0	0	0	0	0	0	0	0	164	246
7:30	226	296	222	167	115	214	0	0	0	0	0	0	0	0	188	226
7:45	226	249	210	240												

Temple Street
south of Snyder Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR-B

Count Date: Thursday, September 29, 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	4	0	0	0	4
12:30 AM	0	0	10	0	0	0	10
12:45 AM	0	0	6	0	1	0	7
1:00 AM	0	0	7	0	0	0	7
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	2	0	0	0	2
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	4	0	1	0	5
2:45 AM	0	0	2	0	0	0	2
3:00 AM	0	0	5	0	1	0	6
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	4	0	1	0	5
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	3	0	1	0	4
4:30 AM	0	0	2	0	1	0	3
4:45 AM	0	0	8	0	1	0	9
5:00 AM	0	0	6	0	1	0	7
5:15 AM	0	0	8	0	0	0	8
5:30 AM	0	0	21	0	0	0	21
5:45 AM	0	0	22	0	1	0	23
6:00 AM	0	0	24	0	0	0	24
6:15 AM	2	0	53	0	0	0	55
6:30 AM	0	0	51	0	1	0	52
6:45 AM	1	1	48	0	0	0	50
7:00 AM	0	0	70	1	1	0	72
7:15 AM	1	0	67	0	1	0	69
7:30 AM	1	0	55	0	0	0	56
7:45 AM	3	0	52	0	0	0	55
8:00 AM	0	1	72	1	2	0	76
8:15 AM	2	0	65	0	0	0	67
8:30 AM	1	0	57	0	0	0	58
8:45 AM	0	0	51	1	0	0	52
9:00 AM	1	0	56	2	5	0	64
9:15 AM	1	0	48	0	0	0	49
9:30 AM	1	0	32	0	2	0	35
9:45 AM	0	0	48	0	0	0	48
10:00 AM	0	0	48	0	2	0	50
10:15 AM	1	1	38	0	1	1	42
10:30 AM	0	0	38	0	1	0	39
10:45 AM	2	0	31	0	0	0	33
11:00 AM	0	0	48	0	1	0	49
11:15 AM	0	0	33	0	2	0	35
11:30 AM	1	0	49	0	1	0	51
11:45 AM	0	0	39	0	0	0	39

AM Total	18	3	1313	5	29	1	1369
Percentage	1.31%	0.22%	95.91%	0.37%	2.12%	0.07%	
AM Peak Volume	7:30 AM 6	6:00 AM 1	7:15 AM 246	8:15 AM 3	8:45 AM 7	9:30 AM 1	7:15 AM 256

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	45	0	0	0	45
12:30 PM	0	0	49	1	1	0	51
12:45 PM	2	0	48	0	1	0	51
1:00 PM	0	0	52	0	0	0	52
1:15 PM	2	0	63	1	1	0	67
1:30 PM	1	0	46	0	0	0	47
1:45 PM	0	0	62	0	1	0	63
2:00 PM	1	1	64	1	0	0	67
2:15 PM	0	0	54	0	0	0	54
2:30 PM	0	0	70	0	2	0	72
2:45 PM	2	1	68	1	1	0	73
3:00 PM	0	0	71	0	2	0	73
3:15 PM	1	0	82	0	0	1	84
3:30 PM	0	0	52	0	0	0	52
3:45 PM	1	1	49	1	1	0	53
4:00 PM	0	1	60	0	0	0	61
4:15 PM	1	1	65	0	2	0	69
4:30 PM	1	0	53	1	1	0	56
4:45 PM	3	1	42	0	0	0	46
5:00 PM	4	0	93	0	0	0	97
5:15 PM	1	0	73	0	1	0	75
5:30 PM	2	0	73	0	0	0	75
5:45 PM	0	0	84	0	2	0	86
6:00 PM	0	1	78	0	1	0	80
6:15 PM	2	0	68	0	1	0	71
6:30 PM	1	0	67	0	0	0	68
6:45 PM	0	0	58	0	1	0	59
7:00 PM	1	1	62	0	1	0	65
7:15 PM	0	0	54	0	0	0	54
7:30 PM	1	0	57	1	0	0	59
7:45 PM	0	0	55	0	0	0	55
8:00 PM	1	0	44	0	1	0	46
8:15 PM	1	0	43	0	1	0	45
8:30 PM	0	0	31	0	0	0	31
8:45 PM	0	0	34	0	0	0	34
9:00 PM	0	0	28	0	1	0	29
9:15 PM	2	0	38	0	0	0	40
9:30 PM	0	2	39	0	0	0	41
9:45 PM	0	0	35	0	0	0	35
10:00 PM	1	0	26	0	0	0	27
10:15 PM	0	0	27	0	0	0	27
10:30 PM	0	0	21	0	0	0	21
10:45 PM	0	0	24	0	0	0	24
11:00 PM	0	0	19	0	0	0	19
11:15 PM	1	0	15	0	0	0	16
11:30 PM	0	0	17	0	0	0	17
11:45 PM	0	0	20	0	0	0	20

PM Total	33	10	2428	7	23	1	2502
Percentage	1.32%	0.40%	97.04%	0.28%	0.92%	0.04%	
PM Peak Volume	4:45 PM 10	3:30 PM 3	5:00 PM 323	12:30 PM 2	2:15 PM 5	2:30 PM 1	5:00 PM 333
Day Total	51	13	3741	12	52	2	3871
Percentage	1.32%	0.34%	96.64%	0.31%	1.34%	0.05%	

Temple Street
south of Snyder Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR-B

Count Date: Friday, September 30, 2022
Direction: NB

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	7	0	0	0	7
12:30 AM	0	0	6	0	0	0	6
12:45 AM	0	0	8	0	0	0	8
1:00 AM	0	0	3	0	2	0	5
1:15 AM	0	0	5	0	0	0	5
1:30 AM	0	0	7	0	0	0	7
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	5	0	0	0	5
2:15 AM	0	0	4	0	0	0	4
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	4	0	0	0	4
3:00 AM	0	0	4	0	0	0	4
3:15 AM	0	0	7	0	1	0	8
3:30 AM	0	0	1	0	0	0	1
3:45 AM	0	0	1	0	0	0	1
4:00 AM	0	0	4	0	0	0	4
4:15 AM	0	0	5	0	1	0	6
4:30 AM	0	0	7	0	1	0	8
4:45 AM	0	0	8	0	0	0	8
5:00 AM	0	0	14	0	2	0	16
5:15 AM	2	0	12	0	0	0	14
5:30 AM	0	0	11	0	0	0	11
5:45 AM	0	0	34	0	1	0	35
6:00 AM	0	0	24	0	1	0	25
6:15 AM	0	0	43	0	0	0	43
6:30 AM	3	0	48	0	0	0	51
6:45 AM	1	0	51	0	2	0	54
7:00 AM	2	0	59	0	0	0	61
7:15 AM	0	0	74	2	0	0	76
7:30 AM	0	0	58	0	0	0	58
7:45 AM	0	0	43	1	0	0	44
8:00 AM	0	0	54	0	1	0	55
8:15 AM	0	1	62	0	0	0	63
8:30 AM	1	0	50	0	0	0	51
8:45 AM	0	0	35	1	0	0	36
9:00 AM	0	0	55	1	1	0	57
9:15 AM	2	0	51	0	1	0	54
9:30 AM	2	0	37	0	1	0	40
9:45 AM	0	1	32	0	1	0	34
10:00 AM	1	0	49	0	2	0	52
10:15 AM	0	0	34	0	2	0	36
10:30 AM	0	0	39	0	0	0	39
10:45 AM	1	0	41	0	2	0	44
11:00 AM	1	2	48	0	4	0	55
11:15 AM	0	0	43	0	2	0	45
11:30 AM	0	0	49	1	1	0	51
11:45 AM	1	0	70	0	0	0	71

AM Total	17	4	1321	6	29	0	1377
Percentage	1.23%	0.29%	95.93%	0.44%	2.11%	0.00%	

AM Peak Volume	6:15 AM	10:15 AM	6:45 AM	7:00 AM	10:45 AM	12:00 AM	6:45 AM
	6	2	242	3	9	0	249

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	53	1	3	0	57
12:15 PM	2	0	49	0	2	0	53
12:30 PM	0	0	55	0	2	0	57
12:45 PM	0	0	56	0	2	0	58
1:00 PM	0	0	69	0	2	0	71
1:15 PM	1	2	53	0	6	0	62
1:30 PM	0	0	64	0	2	0	66
1:45 PM	0	0	64	0	1	0	65
2:00 PM	0	0	78	1	3	1	83
2:15 PM	0	0	60	0	0	0	60
2:30 PM	0	0	59	0	1	0	60
2:45 PM	2	0	80	1	0	0	83
3:00 PM	0	1	86	0	1	0	88
3:15 PM	0	0	80	0	0	0	80
3:30 PM	1	0	66	1	1	0	69
3:45 PM	0	0	89	0	1	0	90
4:00 PM	0	1	74	0	2	0	77
4:15 PM	0	1	59	0	0	0	60
4:30 PM	0	0	61	0	2	0	63
4:45 PM	0	1	74	0	2	0	77
5:00 PM	2	0	70	0	0	0	72
5:15 PM	1	0	82	0	2	0	85
5:30 PM	0	2	84	0	0	0	86
5:45 PM	0	0	81	0	1	0	82
6:00 PM	1	0	78	0	1	0	80
6:15 PM	1	2	73	0	2	0	78
6:30 PM	0	0	81	0	0	0	81
6:45 PM	2	0	59	0	2	0	63
7:00 PM	0	0	59	0	0	0	59
7:15 PM	0	1	55	0	0	0	56
7:30 PM	0	0	63	0	0	0	63
7:45 PM	2	0	51	0	0	0	53
8:00 PM	0	1	47	0	1	0	49
8:15 PM	0	0	44	0	0	0	44
8:30 PM	0	0	38	0	0	0	38
8:45 PM	0	0	39	0	1	0	40
9:00 PM	0	0	34	0	0	0	34
9:15 PM	1	0	31	0	0	0	32
9:30 PM	0	0	39	0	0	0	39
9:45 PM	0	0	32	0	0	0	32
10:00 PM	3	0	29	0	0	0	32
10:15 PM	0	0	30	0	0	0	30
10:30 PM	1	0	32	0	0	0	33
10:45 PM	1	0	29	0	0	0	30
11:00 PM	0	0	26	0	1	0	27
11:15 PM	0	0	25	0	0	0	25
11:30 PM	0	3	23	0	0	0	26
11:45 PM	0	0	13	0	0	0	13

PM Total	21	15	2676	4	44	1	2761
Percentage	0.76%	0.54%	96.92%	0.14%	1.59%	0.04%	

PM Peak Volume	10:00 PM	5:30 PM	5:15 PM	2:00 PM	12:30 PM	1:15 PM	5:15 PM
	5	4	325	2	12	1	333

Day Total	38	19	3997	10	73	1	4138
Percentage	0.92%	0.46%	96.59%	0.24%	1.76%	0.02%	

Temple Street
south of Snyder Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR-B

Count Date: Saturday, October 1, 2022
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	20	0	0	0	20
12:15 AM	0	0	18	0	0	0	18
12:30 AM	0	0	11	0	0	0	11
12:45 AM	0	0	5	0	0	0	5
1:00 AM	0	0	11	0	0	0	11
1:15 AM	1	0	7	0	0	0	8
1:30 AM	0	0	11	0	0	0	11
1:45 AM	0	0	10	0	0	0	10
2:00 AM	1	0	5	0	0	0	6
2:15 AM	0	0	4	0	0	0	4
2:30 AM	0	0	6	0	0	0	6
2:45 AM	0	0	4	0	0	0	4
3:00 AM	0	0	6	0	0	0	6
3:15 AM	0	0	6	0	0	0	6
3:30 AM	0	0	5	0	0	0	5
3:45 AM	0	0	5	0	0	0	5
4:00 AM	0	0	4	0	1	0	5
4:15 AM	0	0	4	0	1	0	5
4:30 AM	0	0	6	0	0	0	6
4:45 AM	0	0	9	0	1	0	10
5:00 AM	0	0	5	0	0	0	5
5:15 AM	0	0	6	0	0	0	6
5:30 AM	0	0	8	0	0	0	8
5:45 AM	1	0	8	0	0	0	9
6:00 AM	0	0	10	0	3	0	13
6:15 AM	0	0	19	0	0	0	19
6:30 AM	1	0	20	0	0	0	21
6:45 AM	0	0	18	0	0	0	18
7:00 AM	0	0	19	0	0	0	19
7:15 AM	0	0	24	0	1	0	25
7:30 AM	0	0	29	0	0	0	29
7:45 AM	1	0	27	0	0	0	28
8:00 AM	0	0	42	1	1	0	44
8:15 AM	1	0	39	0	3	0	43
8:30 AM	0	0	40	0	0	0	40
8:45 AM	0	0	43	0	0	0	43
9:00 AM	0	0	45	0	1	0	46
9:15 AM	0	0	44	0	0	0	44
9:30 AM	0	1	72	0	0	0	73
9:45 AM	0	0	60	0	2	0	62
10:00 AM	0	0	57	0	0	0	57
10:15 AM	0	0	64	0	2	0	66
10:30 AM	0	0	63	0	1	0	64
10:45 AM	0	0	59	0	1	0	60
11:00 AM	0	0	80	0	0	0	80
11:15 AM	0	0	64	0	2	0	66
11:30 AM	0	0	67	0	0	0	67
11:45 AM	0	0	64	0	0	0	64

AM Total	6	1	1253	1	20	0	1281
Percentage	0.47%	0.08%	97.81%	0.08%	1.56%	0.00%	
AM Peak	1:15 AM	8:45 AM	11:00 AM	7:15 AM	9:45 AM	12:00 AM	11:00 AM
Volume	2	1	275	1	5	0	277

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	72	0	1	0	73
12:15 PM	0	0	76	0	0	0	76
12:30 PM	0	0	56	0	1	0	57
12:45 PM	0	0	61	0	1	0	62
1:00 PM	0	0	63	1	1	0	65
1:15 PM	0	0	73	0	0	0	73
1:30 PM	1	0	64	0	1	0	66
1:45 PM	0	0	67	0	1	0	68
2:00 PM	0	0	69	0	1	0	70
2:15 PM	0	0	78	0	0	0	78
2:30 PM	1	0	69	0	1	0	71
2:45 PM	0	0	58	0	0	0	58
3:00 PM	0	1	55	0	0	0	56
3:15 PM	0	0	64	0	0	0	64
3:30 PM	0	0	57	0	1	0	58
3:45 PM	0	0	62	0	0	0	62
4:00 PM	0	0	52	0	0	0	52
4:15 PM	1	0	64	0	0	0	65
4:30 PM	3	0	60	0	0	0	63
4:45 PM	0	0	60	0	0	0	60
5:00 PM	0	0	45	0	0	0	45
5:15 PM	0	0	50	0	1	0	51
5:30 PM	1	0	54	0	0	0	55
5:45 PM	0	0	48	0	0	0	48
6:00 PM	0	0	46	0	0	0	46
6:15 PM	0	1	58	0	0	0	59
6:30 PM	1	0	39	0	0	0	40
6:45 PM	0	0	53	0	1	0	54
7:00 PM	1	0	35	0	1	0	37
7:15 PM	0	0	46	0	1	0	47
7:30 PM	0	1	46	0	0	0	47
7:45 PM	0	0	43	0	0	0	43
8:00 PM	0	0	42	0	0	0	42
8:15 PM	0	1	31	0	0	0	32
8:30 PM	0	0	32	0	0	0	32
8:45 PM	0	0	42	0	0	0	42
9:00 PM	0	0	26	0	0	0	26
9:15 PM	1	0	27	0	0	0	28
9:30 PM	0	0	31	0	1	0	32
9:45 PM	0	0	17	0	0	0	17
10:00 PM	0	0	28	0	0	0	28
10:15 PM	0	0	27	0	0	0	27
10:30 PM	0	0	27	0	0	0	27
10:45 PM	0	0	23	0	0	0	23
11:00 PM	0	0	19	0	0	0	19
11:15 PM	0	0	21	0	0	0	21
11:30 PM	0	0	28	0	0	0	28
11:45 PM	0	0	13	0	0	0	13

PM Total	10	4	2277	1	14	0	2306
Percentage	0.43%	0.17%	98.74%	0.04%	0.61%	0.00%	
PM Peak	3:45 PM	7:30 PM	1:45 PM	12:15 PM	12:00 PM	12:00 PM	1:45 PM
Volume	4	2	283	1	3	0	287
Day Total	16	5	3530	2	34	0	3587
Percentage	0.45%	0.14%	98.41%	0.06%	0.95%	0.00%	

Temple Street
south of Snyder Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR-B

Count Date: Thursday, September 29, 2022
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	42	0	1	0	43
12:15 AM	0	0	27	0	0	0	27
12:30 AM	0	0	15	0	0	0	15
12:45 AM	0	0	23	0	0	0	23
1:00 AM	0	0	25	0	1	0	26
1:15 AM	0	0	15	0	0	0	15
1:30 AM	0	0	3	0	0	0	3
1:45 AM	0	0	8	0	4	0	12
2:00 AM	0	0	6	0	0	0	6
2:15 AM	0	0	9	0	1	0	10
2:30 AM	0	0	5	0	0	0	5
2:45 AM	0	0	5	0	1	0	6
3:00 AM	0	0	3	0	0	0	3
3:15 AM	0	0	3	0	1	0	4
3:30 AM	0	0	6	0	1	0	7
3:45 AM	0	0	6	0	0	0	6
4:00 AM	0	0	5	0	1	0	6
4:15 AM	0	0	6	0	0	0	6
4:30 AM	0	0	9	0	1	0	10
4:45 AM	0	0	10	0	0	0	10
5:00 AM	1	0	7	0	0	0	8
5:15 AM	0	0	27	0	0	0	27
5:30 AM	0	0	31	0	0	0	31
5:45 AM	0	0	27	0	1	0	28
6:00 AM	0	0	42	0	1	0	43
6:15 AM	1	0	49	0	2	0	52
6:30 AM	0	0	96	0	4	0	100
6:45 AM	0	0	122	1	2	0	125
7:00 AM	0	0	114	0	2	0	116
7:15 AM	0	0	110	2	1	0	113
7:30 AM	1	0	114	1	1	0	117
7:45 AM	2	0	129	1	3	0	135
8:00 AM	2	0	139	0	2	0	143
8:15 AM	0	0	115	1	4	0	120
8:30 AM	2	0	99	2	3	0	106
8:45 AM	0	0	89	1	8	1	99
9:00 AM	4	0	120	1	3	0	128
9:15 AM	1	0	111	0	3	0	115
9:30 AM	0	0	103	0	3	1	107
9:45 AM	0	0	109	0	2	2	113
10:00 AM	0	0	96	0	4	0	100
10:15 AM	0	0	94	0	6	0	100
10:30 AM	2	0	98	0	6	0	106
10:45 AM	0	0	118	0	5	0	123
11:00 AM	0	0	98	0	3	0	101
11:15 AM	0	0	86	1	3	0	90
11:30 AM	1	0	107	0	1	0	109
11:45 AM	0	0	103	0	5	1	109

AM Total	17	0	2784	11	90	5	2907
Percentage	0.58%	0.00%	95.77%	0.38%	3.10%	0.17%	
AM Peak	8:30 AM	12:00 AM	7:30 AM	8:15 AM	10:00 AM	9:00 AM	7:30 AM
Volume	7	0	497	5	21	3	515

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	1	0	104	0	1	0	106
12:15 PM	0	0	133	1	2	0	136
12:30 PM	0	0	115	2	3	0	120
12:45 PM	0	1	97	1	2	0	101
1:00 PM	1	0	110	0	1	0	112
1:15 PM	0	0	99	1	0	0	100
1:30 PM	0	0	102	0	2	0	104
1:45 PM	0	0	132	1	2	1	136
2:00 PM	1	0	100	1	3	0	105
2:15 PM	0	0	103	1	1	0	105
2:30 PM	0	1	123	0	3	0	127
2:45 PM	0	0	109	0	1	0	110
3:00 PM	2	0	112	0	0	0	114
3:15 PM	0	1	135	0	3	0	139
3:30 PM	1	0	112	0	4	0	117
3:45 PM	1	0	114	0	1	1	117
4:00 PM	0	0	99	0	0	0	99
4:15 PM	2	0	102	0	0	0	104
4:30 PM	1	0	98	1	2	0	102
4:45 PM	0	0	117	0	0	0	117
5:00 PM	0	0	123	0	1	0	124
5:15 PM	2	2	135	0	0	0	139
5:30 PM	0	0	113	0	0	0	113
5:45 PM	2	0	132	0	0	0	134
6:00 PM	1	0	138	0	0	0	139
6:15 PM	0	0	114	0	1	0	115
6:30 PM	2	0	140	0	0	0	142
6:45 PM	1	1	141	0	3	0	146
7:00 PM	0	0	127	0	1	0	128
7:15 PM	2	1	122	0	1	0	126
7:30 PM	1	0	159	0	0	0	160
7:45 PM	0	0	124	0	0	0	124
8:00 PM	2	0	97	0	1	0	100
8:15 PM	1	0	141	0	0	0	142
8:30 PM	1	1	105	0	0	0	107
8:45 PM	0	0	102	0	1	0	103
9:00 PM	0	0	84	0	0	0	84
9:15 PM	0	1	75	0	0	0	76
9:30 PM	0	2	72	0	0	0	74
9:45 PM	0	1	95	0	1	0	97
10:00 PM	0	0	86	0	1	0	87
10:15 PM	0	0	69	0	0	0	69
10:30 PM	0	1	63	0	0	0	64
10:45 PM	0	0	75	0	0	0	75
11:00 PM	0	0	44	0	0	0	44
11:15 PM	0	2	41	0	0	0	43
11:30 PM	0	0	35	0	0	0	35
11:45 PM	0	0	24	0	0	0	24

PM Total	25	15	4992	9	42	2	5085
Percentage	0.49%	0.29%	98.17%	0.18%	0.83%	0.04%	
PM Peak	5:15 PM	9:00 PM	6:45 PM	12:00 PM	1:45 PM	1:00 PM	6:45 PM
Volume	5	4	549	4	9	1	560
Day Total	42	15	7776	20	132	7	7992
Percentage	0.53%	0.19%	97.30%	0.25%	1.65%	0.09%	

Temple Street
south of Snyder Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR-B

Count Date: Friday, September 30, 2022
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	36	0	0	0	36
12:15 AM	0	0	26	0	0	0	26
12:30 AM	0	0	23	0	1	0	24
12:45 AM	0	0	13	0	0	0	13
1:00 AM	0	0	8	0	0	0	8
1:15 AM	0	0	10	0	2	0	12
1:30 AM	0	0	14	0	1	0	15
1:45 AM	0	0	11	0	0	0	11
2:00 AM	0	0	15	0	0	0	15
2:15 AM	0	0	3	0	1	0	4
2:30 AM	0	0	5	0	1	0	6
2:45 AM	0	0	5	0	1	0	6
3:00 AM	0	0	4	0	0	0	4
3:15 AM	0	0	8	0	0	0	8
3:30 AM	0	0	5	0	0	0	5
3:45 AM	0	0	5	0	1	0	6
4:00 AM	0	0	10	0	1	0	11
4:15 AM	0	0	13	0	0	0	13
4:30 AM	0	0	6	0	1	0	7
4:45 AM	0	0	9	0	0	0	9
5:00 AM	0	0	14	0	1	0	15
5:15 AM	0	0	24	0	1	0	25
5:30 AM	0	0	26	0	2	0	28
5:45 AM	0	0	32	0	0	0	32
6:00 AM	0	0	44	0	1	0	45
6:15 AM	2	0	48	0	0	0	50
6:30 AM	0	0	88	1	4	1	94
6:45 AM	1	0	102	0	5	0	108
7:00 AM	0	0	115	1	3	0	119
7:15 AM	0	0	109	1	6	0	116
7:30 AM	1	1	121	1	1	0	125
7:45 AM	0	0	103	0	4	0	107
8:00 AM	1	0	112	0	1	0	114
8:15 AM	1	0	118	1	2	0	122
8:30 AM	0	0	92	0	1	0	93
8:45 AM	1	0	87	1	3	0	92
9:00 AM	0	0	82	1	3	0	86
9:15 AM	0	0	85	0	2	0	87
9:30 AM	0	0	75	0	4	0	79
9:45 AM	0	0	88	1	5	0	94
10:00 AM	0	0	93	0	1	0	94
10:15 AM	0	0	105	0	2	0	107
10:30 AM	0	0	109	0	5	0	114
10:45 AM	0	0	117	0	2	0	119
11:00 AM	0	0	94	1	1	0	96
11:15 AM	0	0	99	1	1	0	101
11:30 AM	1	0	116	2	3	0	122
11:45 AM	0	0	110	0	5	0	115

AM Total	8	1	2637	12	79	1	2738
Percentage	0.29%	0.04%	96.31%	0.44%	2.89%	0.04%	

AM Peak Volume	6:00 AM	6:45 AM	7:30 AM	10:45 AM	6:30 AM	5:45 AM	6:45 AM
	3	1	454	4	18	1	468

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	1	0	119	0	3	0	123
12:15 PM	0	0	113	0	2	0	115
12:30 PM	0	0	111	0	3	0	114
12:45 PM	0	0	116	0	3	0	119
1:00 PM	0	1	111	0	3	0	115
1:15 PM	0	0	124	1	1	0	126
1:30 PM	0	2	98	0	1	0	101
1:45 PM	0	0	112	1	1	0	114
2:00 PM	2	0	117	0	4	0	123
2:15 PM	3	1	103	1	0	0	108
2:30 PM	1	0	110	0	2	0	113
2:45 PM	1	0	119	0	3	0	123
3:00 PM	0	0	110	1	2	0	113
3:15 PM	0	0	118	0	1	1	120
3:30 PM	1	0	118	0	0	0	119
3:45 PM	1	1	111	0	2	0	115
4:00 PM	0	1	107	0	1	0	109
4:15 PM	0	1	110	0	2	0	113
4:30 PM	0	1	123	1	1	0	126
4:45 PM	1	0	135	0	0	0	136
5:00 PM	1	0	129	1	0	0	131
5:15 PM	0	0	142	0	0	0	142
5:30 PM	2	0	133	0	1	0	136
5:45 PM	0	3	144	0	0	0	147
6:00 PM	3	0	159	0	1	0	163
6:15 PM	1	1	147	0	1	0	150
6:30 PM	2	0	141	0	2	0	145
6:45 PM	0	0	113	0	0	0	113
7:00 PM	1	0	139	0	1	0	141
7:15 PM	0	1	110	0	0	0	111
7:30 PM	0	0	111	0	0	0	111
7:45 PM	0	1	135	0	0	0	136
8:00 PM	0	0	121	1	0	0	122
8:15 PM	0	0	108	0	1	0	109
8:30 PM	0	1	93	0	0	0	94
8:45 PM	0	0	101	0	0	0	101
9:00 PM	1	0	92	0	1	0	94
9:15 PM	1	2	91	0	0	0	94
9:30 PM	1	0	86	0	0	0	87
9:45 PM	1	0	90	0	0	0	91
10:00 PM	0	0	102	0	0	0	102
10:15 PM	0	1	92	0	0	0	93
10:30 PM	0	0	67	0	0	0	67
10:45 PM	0	0	69	0	0	0	69
11:00 PM	0	0	81	0	1	0	82
11:15 PM	0	0	52	0	1	0	53
11:30 PM	0	1	68	0	0	0	69
11:45 PM	0	0	58	0	2	0	60

PM Total	25	19	5259	7	47	1	5358
Percentage	0.47%	0.35%	98.15%	0.13%	0.88%	0.02%	

PM Peak Volume	2:00 PM	3:45 PM	5:45 PM	1:00 PM	12:00 PM	2:30 PM	5:45 PM
	7	4	591	2	11	1	605

Day Total	33	20	7896	19	126	2	8096
Percentage	0.41%	0.25%	97.53%	0.23%	1.56%	0.02%	

Temple Street
south of Snyder Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR-B

Count Date: Saturday, October 1, 2022
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	55	0	2	0	57
12:15 AM	0	1	47	0	0	0	48
12:30 AM	0	0	44	0	0	0	44
12:45 AM	0	0	41	0	0	0	41
1:00 AM	0	0	39	0	0	0	39
1:15 AM	0	0	33	1	0	0	34
1:30 AM	0	0	32	1	2	0	35
1:45 AM	0	0	33	0	1	0	34
2:00 AM	0	0	21	0	2	0	23
2:15 AM	0	0	22	0	0	0	22
2:30 AM	0	0	26	0	0	0	26
2:45 AM	0	0	12	0	1	0	13
3:00 AM	0	0	14	0	0	0	14
3:15 AM	0	0	9	0	0	1	10
3:30 AM	0	0	7	0	0	0	7
3:45 AM	0	0	4	0	0	0	4
4:00 AM	0	0	9	0	0	0	9
4:15 AM	0	0	8	0	0	0	8
4:30 AM	0	0	14	0	0	0	14
4:45 AM	0	0	9	0	1	0	10
5:00 AM	0	0	11	0	1	0	12
5:15 AM	0	0	8	0	1	0	9
5:30 AM	0	0	12	0	0	0	12
5:45 AM	1	0	13	0	1	0	15
6:00 AM	1	0	34	0	0	0	35
6:15 AM	0	0	23	0	0	0	23
6:30 AM	0	0	34	0	1	0	35
6:45 AM	1	0	40	0	0	0	41
7:00 AM	0	0	42	0	0	0	42
7:15 AM	0	0	42	0	0	0	42
7:30 AM	0	0	51	0	0	0	51
7:45 AM	0	0	59	0	3	0	62
8:00 AM	1	0	59	0	3	0	63
8:15 AM	0	0	68	0	3	0	71
8:30 AM	1	0	86	0	3	0	90
8:45 AM	0	0	77	0	1	0	78
9:00 AM	0	0	80	0	1	0	81
9:15 AM	1	0	89	0	1	0	91
9:30 AM	0	0	112	0	1	0	113
9:45 AM	0	0	117	0	2	0	119
10:00 AM	0	0	100	0	2	0	102
10:15 AM	0	0	115	0	1	0	116
10:30 AM	0	1	81	0	2	0	84
10:45 AM	1	0	138	0	1	0	140
11:00 AM	0	0	135	1	1	0	137
11:15 AM	0	0	120	0	0	0	120
11:30 AM	0	1	125	0	1	0	127
11:45 AM	0	0	124	1	2	0	127

AM Total	7	3	2474	4	41	1	2530
Percentage	0.28%	0.12%	97.79%	0.16%	1.62%	0.04%	
AM Peak	5:15 AM	12:00 AM	10:45 AM	12:45 AM	7:45 AM	2:30 AM	10:45 AM
Volume	2	1	518	2	12	1	524

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	122	0	1	0	123
12:15 PM	0	0	138	0	0	0	138
12:30 PM	0	0	137	0	0	0	137
12:45 PM	0	0	126	0	3	0	129
1:00 PM	0	0	117	1	1	0	119
1:15 PM	0	0	124	0	0	0	124
1:30 PM	0	0	120	0	0	0	120
1:45 PM	0	0	137	1	1	0	139
2:00 PM	0	0	122	0	1	0	123
2:15 PM	1	0	135	0	1	0	137
2:30 PM	0	0	122	0	0	0	122
2:45 PM	0	0	128	0	2	0	130
3:00 PM	0	0	120	0	0	0	120
3:15 PM	0	0	113	0	1	0	114
3:30 PM	0	0	149	0	0	0	149
3:45 PM	0	0	129	0	0	0	129
4:00 PM	0	0	130	0	0	0	130
4:15 PM	0	0	134	0	0	0	134
4:30 PM	1	0	140	0	0	0	141
4:45 PM	0	0	128	0	0	0	128
5:00 PM	1	3	148	0	0	0	152
5:15 PM	1	0	128	0	0	0	129
5:30 PM	1	0	136	0	0	0	137
5:45 PM	2	0	137	0	0	0	139
6:00 PM	2	1	142	0	1	0	146
6:15 PM	0	1	122	0	0	0	123
6:30 PM	1	0	122	0	0	0	123
6:45 PM	0	0	131	0	0	0	131
7:00 PM	0	0	144	0	0	0	144
7:15 PM	2	0	130	0	0	0	132
7:30 PM	0	0	133	0	1	0	134
7:45 PM	1	1	115	0	1	0	118
8:00 PM	0	0	118	0	1	0	119
8:15 PM	0	0	84	0	0	0	84
8:30 PM	3	0	92	0	0	0	95
8:45 PM	0	0	93	0	0	0	93
9:00 PM	0	0	92	0	0	0	92
9:15 PM	0	0	96	0	0	0	96
9:30 PM	2	0	49	0	0	0	51
9:45 PM	0	0	11	0	1	0	12
10:00 PM	0	0	33	0	1	1	35
10:15 PM	0	0	77	0	1	0	78
10:30 PM	0	1	68	0	0	0	69
10:45 PM	0	0	80	0	0	0	80
11:00 PM	0	0	74	0	0	0	74
11:15 PM	0	0	71	0	0	0	71
11:30 PM	0	0	62	0	0	0	62
11:45 PM	0	0	56	0	0	0	56

PM Total	18	7	5315	2	18	1	5361
Percentage	0.34%	0.13%	99.14%	0.04%	0.34%	0.02%	
PM Peak	5:15 PM	4:15 PM	4:15 PM	1:00 PM	12:00 PM	9:15 PM	5:00 PM
Volume	6	3	550	2	4	1	557
Day Total	25	10	7789	6	59	2	7891
Percentage	0.32%	0.13%	98.71%	0.08%	0.75%	0.03%	



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	09/29/22		09/30/22		10/01/22										Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	11	50	12	57	20	73	0	0	0	0	0	0	0	0	14	60
12:15	4	45	7	53	18	76	0	0	0	0	0	0	0	0	10	58
12:30	10	51	6	57	11	57	0	0	0	0	0	0	0	0	9	55
12:45	7	51	8	58	5	62	0	0	0	0	0	0	0	0	7	57
1:00	7	52	5	71	11	65	0	0	0	0	0	0	0	0	8	63
1:15	3	67	5	62	8	73	0	0	0	0	0	0	0	0	5	67
1:30	3	47	7	66	11	66	0	0	0	0	0	0	0	0	7	60
1:45	2	63	1	65	10	68	0	0	0	0	0	0	0	0	4	65
2:00	2	67	5	83	6	70	0	0	0	0	0	0	0	0	4	73
2:15	3	54	4	60	4	78	0	0	0	0	0	0	0	0	4	64
2:30	5	72	2	60	6	71	0	0	0	0	0	0	0	0	4	68
2:45	2	73	4	83	4	58	0	0	0	0	0	0	0	0	3	71
3:00	6	73	4	88	6	56	0	0	0	0	0	0	0	0	5	72
3:15	1	84	8	80	6	64	0	0	0	0	0	0	0	0	5	76
3:30	2	52	1	69	5	58	0	0	0	0	0	0	0	0	3	60
3:45	5	53	1	90	5	62	0	0	0	0	0	0	0	0	4	68
4:00	1	61	4	77	5	52	0	0	0	0	0	0	0	0	3	63
4:15	4	69	6	60	5	65	0	0	0	0	0	0	0	0	5	65
4:30	3	56	8	63	6	63	0	0	0	0	0	0	0	0	6	61
4:45	9	46	8	77	10	60	0	0	0	0	0	0	0	0	9	61
5:00	7	97	16	72	5	45	0	0	0	0	0	0	0	0	9	71
5:15	8	75	14	85	6	51	0	0	0	0	0	0	0	0	9	70
5:30	21	75	11	86	8	55	0	0	0	0	0	0	0	0	13	72
5:45	23	86	35	82	9	48	0	0	0	0	0	0	0	0	22	72
6:00	24	80	25	80	13	46	0	0	0	0	0	0	0	0	21	69
6:15	55	71	43	78	19	59	0	0	0	0	0	0	0	0	39	69
6:30	52	68	51	81	21	40	0	0	0	0	0	0	0	0	41	63
6:45	50	59	54	63	18	54	0	0	0	0	0	0	0	0	41	59
7:00	72	65	61	59	19	37	0	0	0	0	0	0	0	0	51	54
7:15	69	54	76	56	25	47	0	0	0	0	0	0	0	0	57	52
7:30	56	59	58	63	29	47	0	0	0	0	0	0	0	0	48	56
7:45	55	55	44	53	28	43	0	0	0	0	0	0	0	0	42	50
8:00	76	46	55	49	44	42	0	0	0	0	0	0	0	0	58	46
8:15	67	45	63													



PRECISION
DATA
INDUSTRIES, LLC

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

Weekly Report

[illegible]

Taylor Street
north of Sydney Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR C

Count Date: Thursday, September 29, 2022
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
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	1	0	0	0	1
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	1	0	0	0	1
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	2	0	0	0	2
5:45 AM	0	0	1	0	0	0	1
6:00 AM	0	0	2	0	0	0	2
6:15 AM	0	0	1	0	0	0	1
6:30 AM	0	0	1	0	0	0	1
6:45 AM	0	0	1	0	0	0	1
7:00 AM	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	5	0	0	0	5
7:45 AM	0	0	2	0	0	0	2
8:00 AM	0	0	4	0	0	0	4
8:15 AM	0	0	3	0	0	0	3
8:30 AM	0	0	4	0	0	0	4
8:45 AM	1	0	2	0	0	0	3
9:00 AM	0	0	3	0	0	0	3
9:15 AM	0	0	2	0	1	0	3
9:30 AM	0	0	1	0	0	0	1
9:45 AM	0	0	1	0	0	0	1
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	3	0	0	0	3
10:30 AM	0	0	1	0	0	0	1
10:45 AM	0	0	1	0	0	0	1
11:00 AM	0	0	3	0	0	0	3
11:15 AM	0	0	3	0	0	0	3
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	0	0	1

AM Total	1	0	52	0	1	0	54
Percentage	1.85%	0.00%	96.30%	0.00%	1.85%	0.00%	

AM Peak Volume	8:00 AM	12:00 AM	7:30 AM	12:00 AM	8:30 AM	12:00 AM	7:30 AM
	1	0	14	0	1	0	14

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	7	0	0	0	7
12:15 PM	0	0	1	0	0	0	1
12:30 PM	0	0	1	0	0	0	1
12:45 PM	0	0	1	0	0	0	1
1:00 PM	0	0	4	0	0	0	4
1:15 PM	0	0	2	0	0	0	2
1:30 PM	0	0	4	0	0	0	4
1:45 PM	0	0	1	0	0	0	1
2:00 PM	0	0	3	0	0	0	3
2:15 PM	0	0	3	0	1	0	4
2:30 PM	0	0	3	0	1	0	4
2:45 PM	0	0	6	0	0	0	6
3:00 PM	0	0	3	0	0	0	3
3:15 PM	1	0	3	0	0	0	4
3:30 PM	0	0	1	0	0	0	1
3:45 PM	0	0	4	0	0	0	4
4:00 PM	0	0	0	0	0	0	0
4:15 PM	0	0	3	0	0	0	3
4:30 PM	0	0	4	0	0	0	4
4:45 PM	0	0	3	0	0	0	3
5:00 PM	0	0	4	0	0	0	4
5:15 PM	0	0	5	0	0	0	5
5:30 PM	0	0	5	0	0	0	5
5:45 PM	0	0	2	0	0	0	2
6:00 PM	0	0	11	0	0	0	11
6:15 PM	0	0	5	0	0	0	5
6:30 PM	0	0	3	0	1	0	4
6:45 PM	0	0	3	0	0	0	3
7:00 PM	0	0	2	0	0	0	2
7:15 PM	0	0	3	0	0	0	3
7:30 PM	0	0	4	0	0	0	4
7:45 PM	0	0	1	0	0	0	1
8:00 PM	0	0	3	0	0	0	3
8:15 PM	0	0	3	0	0	0	3
8:30 PM	0	0	1	0	0	0	1
8:45 PM	0	0	3	0	0	0	3
9:00 PM	0	0	2	0	0	0	2
9:15 PM	0	0	1	0	0	0	1
9:30 PM	0	0	1	0	0	0	1
9:45 PM	0	0	2	0	0	0	2
10:00 PM	0	0	1	0	0	0	1
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	4	0	0	0	4
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	3	0	0	0	3
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	1	0	0	0	1

PM Total	1	0	131	0	3	0	135
Percentage	0.74%	0.00%	97.04%	0.00%	2.22%	0.00%	

PM Peak Volume	2:30 PM	12:00 PM	5:15 PM	12:00 PM	1:45 PM	12:00 PM	5:15 PM
	1	0	23	0	2	0	23

Day Total	2	0	183	0	4	0	189
Percentage	1.06%	0.00%	96.83%	0.00%	2.12%	0.00%	

Taylor Street
north of Sydney Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR C

Count Date: Friday, September 30, 2022
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
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	1	0	0	0	1
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	1
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	2	0	0	0	2
6:00 AM	0	0	1	0	0	0	1
6:15 AM	0	0	2	0	0	0	2
6:30 AM	0	0	1	0	0	0	1
6:45 AM	0	0	2	0	0	0	2
7:00 AM	0	0	3	0	0	0	3
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	2	0	0	0	2
7:45 AM	0	0	3	0	0	0	3
8:00 AM	0	0	1	0	0	0	1
8:15 AM	0	0	2	0	0	0	2
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	1
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	4	0	0	0	4
9:30 AM	0	0	1	0	0	0	1
9:45 AM	0	0	0	0	1	0	1
10:00 AM	0	0	2	0	0	0	2
10:15 AM	0	0	3	0	0	0	3
10:30 AM	0	0	1	0	0	0	1
10:45 AM	0	0	2	0	0	0	2
11:00 AM	0	0	1	0	0	0	1
11:15 AM	0	0	2	0	0	0	2
11:30 AM	0	0	1	0	0	0	1
11:45 AM	0	0	4	0	0	0	4

AM Total	0	0	45	0	1	0	46
Percentage	0.00%	0.00%	97.83%	0.00%	2.17%	0.00%	
AM Peak	12:00 AM	12:00 AM	6:15 AM	12:00 AM	9:00 AM	12:00 AM	6:15 AM
Volume	0	0	8	0	1	0	8

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	0	0	0	0	0
12:15 PM	0	0	2	0	0	0	2
12:30 PM	0	0	4	0	0	0	4
12:45 PM	0	0	4	0	1	0	5
1:00 PM	0	0	0	0	0	0	0
1:15 PM	0	0	3	0	0	0	3
1:30 PM	0	0	2	0	0	0	2
1:45 PM	0	0	2	0	0	0	2
2:00 PM	0	0	5	0	0	0	5
2:15 PM	0	0	1	0	0	0	1
2:30 PM	0	0	2	0	0	0	2
2:45 PM	1	0	2	0	0	0	3
3:00 PM	0	0	9	0	0	0	9
3:15 PM	0	0	1	0	0	0	1
3:30 PM	0	0	2	0	0	0	2
3:45 PM	0	0	5	0	0	0	5
4:00 PM	0	0	1	0	0	0	1
4:15 PM	0	0	2	0	0	0	2
4:30 PM	0	0	2	0	0	0	2
4:45 PM	0	0	2	0	0	0	2
5:00 PM	0	0	5	0	0	0	5
5:15 PM	0	0	5	0	0	0	5
5:30 PM	0	0	4	0	0	0	4
5:45 PM	0	0	5	0	0	0	5
6:00 PM	1	0	6	0	0	0	7
6:15 PM	0	1	5	0	0	0	6
6:30 PM	0	0	6	0	0	0	6
6:45 PM	0	0	4	0	0	0	4
7:00 PM	0	0	3	0	0	0	3
7:15 PM	0	0	5	0	0	0	5
7:30 PM	0	0	1	0	0	0	1
7:45 PM	0	0	3	0	0	0	3
8:00 PM	0	0	4	0	0	0	4
8:15 PM	0	0	1	0	0	0	1
8:30 PM	0	0	6	0	0	0	6
8:45 PM	0	0	4	0	0	0	4
9:00 PM	0	0	1	0	0	0	1
9:15 PM	0	0	2	0	0	0	2
9:30 PM	0	0	3	0	0	0	3
9:45 PM	0	0	1	0	0	0	1
10:00 PM	0	0	1	0	0	0	1
10:15 PM	0	0	1	0	0	0	1
10:30 PM	0	0	2	0	0	0	2
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	6	0	0	0	6
11:15 PM	0	0	2	0	0	0	2
11:30 PM	0	0	2	0	0	0	2
11:45 PM	0	0	0	0	0	0	0

PM Total	2	1	139	0	1	0	143
Percentage	1.40%	0.70%	97.20%	0.00%	0.70%	0.00%	
PM Peak	2:00 PM	5:30 PM	5:45 PM	12:00 PM	12:00 PM	12:00 PM	5:45 PM
Volume	1	1	22	0	1	0	24
Day Total	2	1	184	0	2	0	189
Percentage	1.06%	0.53%	97.35%	0.00%	1.06%	0.00%	

Taylor Street
north of Sydney Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR C

Count Date: Saturday, October 1, 2022
Direction: NB

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	0	0	0	0	0
12:30 AM	0	0	1	0	0	0	1
12:45 AM	0	0	2	0	0	0	2
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	3	0	0	0	3
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	0	0	1
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	2	0	0	0	2
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	1	0	0	0	1
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	2	0	0	0	2
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	1	0	0	0	1
6:30 AM	0	0	1	0	0	0	1
6:45 AM	0	0	0	0	0	0	0
7:00 AM	0	0	1	0	0	0	1
7:15 AM	0	0	2	0	0	0	2
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	3	0	0	0	3
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	3	0	0	0	3
9:00 AM	0	0	1	0	0	0	1
9:15 AM	0	0	2	0	0	0	2
9:30 AM	0	0	5	0	0	0	5
9:45 AM	0	0	3	0	0	0	3
10:00 AM	0	0	1	0	0	0	1
10:15 AM	0	0	3	0	0	0	3
10:30 AM	0	0	6	0	0	0	6
10:45 AM	0	0	1	0	0	0	1
11:00 AM	0	0	3	0	0	0	3
11:15 AM	0	0	1	0	0	0	1
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0

AM Total	0	0	56	0	0	0	56
Percentage	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	

AM Peak	12:00 AM	12:00 AM	9:45 AM	12:00 AM	12:00 AM	12:00 AM	9:45 AM
Volume	0	0	13	0	0	0	13

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	3	0	0	0	3
12:15 PM	0	0	1	0	0	0	1
12:30 PM	0	0	1	0	0	0	1
12:45 PM	0	0	4	0	0	0	4
1:00 PM	0	0	3	0	0	0	3
1:15 PM	1	0	5	0	0	0	6
1:30 PM	0	0	4	0	0	0	4
1:45 PM	0	0	7	0	0	0	7
2:00 PM	0	0	3	0	0	0	3
2:15 PM	0	0	4	0	0	0	4
2:30 PM	0	0	6	0	0	0	6
2:45 PM	0	0	5	0	0	0	5
3:00 PM	0	0	5	0	0	0	5
3:15 PM	0	0	4	0	0	0	4
3:30 PM	0	0	1	0	0	0	1
3:45 PM	0	0	3	0	1	0	4
4:00 PM	0	0	4	0	0	0	4
4:15 PM	0	0	5	0	0	0	5
4:30 PM	0	0	2	0	0	0	2
4:45 PM	0	0	6	0	0	0	6
5:00 PM	0	0	2	0	0	0	2
5:15 PM	0	0	3	0	0	0	3
5:30 PM	0	0	2	0	0	0	2
5:45 PM	0	0	3	0	0	0	3
6:00 PM	0	0	1	0	0	0	1
6:15 PM	0	0	6	0	0	0	6
6:30 PM	0	0	2	0	0	0	2
6:45 PM	0	0	7	0	0	0	7
7:00 PM	0	0	2	0	0	0	2
7:15 PM	1	0	4	0	1	0	6
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	1	0	0	0	1
8:00 PM	0	0	2	0	0	0	2
8:15 PM	0	0	3	0	0	0	3
8:30 PM	0	0	2	0	0	0	2
8:45 PM	0	0	2	0	0	0	2
9:00 PM	0	0	3	0	0	0	3
9:15 PM	0	0	2	0	0	0	2
9:30 PM	0	0	4	0	0	0	4
9:45 PM	0	0	5	0	0	0	5
10:00 PM	0	0	2	0	0	0	2
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	2	0	0	0	2
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0

PM Total	2	0	138	0	2	0	142
Percentage	1.41%	0.00%	97.18%	0.00%	1.41%	0.00%	

PM Peak	12:30 PM	12:00 PM	1:45 PM	12:00 PM	3:00 PM	12:00 PM	1:00 PM
Volume	1	0	20	0	1	0	20

Day Total	2	0	194	0	2	0	198
Percentage	1.01%	0.00%	97.98%	0.00%	1.01%	0.00%	

Taylor Street
north of Sydney Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR C

Count Date: Thursday, September 29, 2022
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
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	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0
6:15 AM	1	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0

AM Total 2 0 0 0 0 0 0 2
Percentage 100.00% 0.00% 0.00% 0.00% 0.00% 0.00%

AM Peak 5:30 AM 12:00 AM 12:00 AM 12:00 AM 12:00 AM 12:00 AM 5:30 AM
Volume 1 0 0 0 0 0 1

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0
2:15 PM	1	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0
3:45 PM	1	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0
6:30 PM	0	0	2	0	0	0	2
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0

PM Total 2 0 2 0 0 0 4
Percentage 50.00% 0.00% 50.00% 0.00% 0.00% 0.00%

PM Peak 1:30 PM 12:00 PM 5:45 PM 12:00 PM 12:00 PM 12:00 PM 5:45 PM
Volume 1 0 2 0 0 0 2

Day Total 4 0 2 0 0 0 6
Percentage 66.67% 0.00% 33.33% 0.00% 0.00% 0.00%

Taylor Street
north of Sydney Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR C

Count Date: Friday, September 30, 2022
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
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	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	1
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	1	0	0	0	1
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	1	0	0	0	1
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0

AM Total	0	0	3	0	0	0	3
Percentage	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
AM Peak	12:00 AM	12:00 AM	9:30 AM	12:00 AM	12:00 AM	12:00 AM	9:30 AM
Volume	0	0	2	0	0	0	2

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0
6:00 PM	1	0	0	0	0	0	1
6:15 PM	1	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	1	0	0	0	1
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	1	0	0	0	1
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0

PM Total	2	0	2	0	0	0	4
Percentage	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	
PM Peak	5:30 PM	12:00 PM	8:15 PM	12:00 PM	12:00 PM	12:00 PM	5:30 PM
Volume	2	0	2	0	0	0	2
Day Total	2	0	5	0	0	0	7
Percentage	28.57%	0.00%	71.43%	0.00%	0.00%	0.00%	

Taylor Street
north of Sydney Street
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210



PDI File #: 228776 ATR C

Count Date: Saturday, October 1, 2022
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
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	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	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0

AM Total	0	0	1	0	0	0	1
Percentage	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	

AM Peak	12:00 AM	12:00 AM	1:15 AM	12:00 AM	12:00 AM	12:00 AM	1:15 AM
Volume	0	0	1	0	0	0	1

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0
6:15 PM	0	1	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0
7:15 PM	1	0	1	0	0	0	2
7:30 PM	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0
9:45 PM	0	0	1	0	0	0	1
10:00 PM	0	0	2	0	0	0	2
10:15 PM	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0

PM Total	1	1	4	0	0	0	6
Percentage	16.67%	16.67%	66.67%	0.00%	0.00%	0.00%	

PM Peak	6:30 PM	5:30 PM	9:15 PM	12:00 PM	12:00 PM	12:00 PM	9:15 PM
Volume	1	1	3	0	0	0	3

Day Total	1	1	5	0	0	0	7
Percentage	14.29%	14.29%	71.43%	0.00%	0.00%	0.00%	



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	09/29/22		09/30/22		10/01/22										Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	0	7	0	0	3	3	0	0	0	0	0	0	0	0	1	3
12:15	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	1
12:30	1	1	0	4	1	1	0	0	0	0	0	0	0	0	1	2
12:45	1	1	1	5	2	4	0	0	0	0	0	0	0	0	1	3
1:00	0	4	0	0	1	3	0	0	0	0	0	0	0	0	0	2
1:15	0	2	0	3	3	6	0	0	0	0	0	0	0	0	1	4
1:30	0	4	0	2	0	4	0	0	0	0	0	0	0	0	0	3
1:45	0	1	0	2	1	7	0	0	0	0	0	0	0	0	0	3
2:00	0	3	0	5	1	3	0	0	0	0	0	0	0	0	0	4
2:15	0	4	0	1	0	4	0	0	0	0	0	0	0	0	0	3
2:30	0	4	0	2	0	6	0	0	0	0	0	0	0	0	0	4
2:45	0	6	0	3	0	5	0	0	0	0	0	0	0	0	0	5
3:00	0	3	1	9	2	5	0	0	0	0	0	0	0	0	1	6
3:15	0	4	0	1	0	4	0	0	0	0	0	0	0	0	0	3
3:30	1	1	0	2	1	1	0	0	0	0	0	0	0	0	1	1
3:45	0	4	0	5	1	4	0	0	0	0	0	0	0	0	0	4
4:00	0	0	1	1	0	4	0	0	0	0	0	0	0	0	0	2
4:15	0	3	0	2	1	5	0	0	0	0	0	0	0	0	0	3
4:30	0	4	1	2	0	2	0	0	0	0	0	0	0	0	0	3
4:45	0	3	0	2	0	6	0	0	0	0	0	0	0	0	0	4
5:00	1	4	0	5	2	2	0	0	0	0	0	0	0	0	1	4
5:15	0	5	0	5	0	3	0	0	0	0	0	0	0	0	0	4
5:30	2	5	0	4	0	2	0	0	0	0	0	0	0	0	1	4
5:45	1	2	2	5	0	3	0	0	0	0	0	0	0	0	1	3
6:00	2	11	1	7	0	1	0	0	0	0	0	0	0	0	1	6
6:15	1	5	2	6	1	6	0	0	0	0	0	0	0	0	1	6
6:30	1	4	1	6	1	2	0	0	0	0	0	0	0	0	1	4
6:45	1	3	2	4	0	7	0	0	0	0	0	0	0	0	1	5
7:00	1	2	3	3	1	2	0	0	0	0	0	0	0	0	2	2
7:15	0	3	0	5	2	6	0	0	0	0	0	0	0	0	1	5
7:30	5	4	2	1	0	0	0	0	0	0	0	0	0	0	2	2
7:45	2	1	3	3	0	1	0	0	0	0	0	0	0	0	2	2
8:00	4	3	1	4	0	2	0	0	0	0	0	0	0	0	2	3
8:15	3	3	2	1	3	3	0	0	0	0	0	0	0	0	3	2
8:30	4	1	0	6	0	2	0	0	0	0	0	0	0	0	1	3
8:45	3	3	1	4	3	2	0	0	0	0	0	0	0	0	2	3
9:00	3	2	0	1	1	3	0	0	0	0	0	0	0	0	1	2
9:15	3	1	4	2	2	2	0	0	0	0	0	0	0	0	3	2
9:30	1	1	1	3	5	4	0	0	0	0	0	0	0	0	2	3
9:45	1	2	1	1	3	5	0	0	0	0	0	0	0	0	2	3
10:00	0	1	2	1	1	2	0	0	0	0	0	0	0	0	1	1
10:15	3	0	3	1	3	0	0	0	0	0	0	0	0	0	3	0
10:30	1	4	1	2	6	0	0	0	0	0	0	0	0	0	3	2
10:45	1	0	2	0	1	1	0	0	0	0	0	0	0	0	1	0
11:00	3	1	1	6	3	1	0	0	0	0	0	0	0	0	2	3
11:15	3	3	2	2	1	2	0	0	0	0	0	0	0	0	2	2
11:30	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1
11:45	1	1	4	0	0	0	0	0	0	0	0	0	0	0	2	0
Total	54	135	46	143	56	142	0	0	0	0	0	0	0	0	52	140
Day Total	189		189		198		0		0		0		0		192	
Peak HR	7:30 AM	5:15 PM	6:15 AM	5:45 PM	9:45 AM	1:00 PM									10:15 AM	6:00 PM
Volume	14	23	8	24	13	20									9	21



PRECISION
DATA
INDUSTRIES, LLC

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

Weekly Report

[illegible]

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**



Cars and Heavy Vehicles (Combined)

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	105	0	0	105	3	0	0	3	0	247	0	247	355
6:15 AM	113	0	0	113	0	0	0	0	0	238	0	238	351
6:30 AM	158	0	0	158	0	1	0	1	0	259	0	259	418
6:45 AM	179	0	1	180	1	0	0	1	0	245	0	245	426
Total	555	0	1	556	4	1	0	5	0	989	0	989	1550
7:00 AM	193	0	0	193	0	0	0	0	0	241	0	241	434
7:15 AM	194	0	0	194	0	2	0	2	0	244	0	244	440
7:30 AM	215	0	0	215	5	2	0	7	0	224	0	224	446
7:45 AM	220	0	0	220	2	1	0	3	0	166	0	166	389
Total	822	0	0	822	7	5	0	12	0	875	0	875	1709
8:00 AM	257	0	0	257	4	0	0	4	0	169	0	169	430
8:15 AM	176	0	0	176	3	0	0	3	0	184	1	185	364
8:30 AM	208	0	0	208	2	1	0	3	0	216	0	216	427
8:45 AM	203	0	0	203	1	0	0	1	0	181	0	181	385
Total	844	0	0	844	10	1	0	11	0	750	1	751	1606
9:00 AM	206	0	0	206	4	0	0	4	0	193	0	193	403
9:15 AM	188	0	0	188	3	0	0	3	0	175	0	175	366
9:30 AM	203	0	0	203	1	0	0	1	0	193	0	193	397
9:45 AM	196	0	1	197	2	1	0	3	0	222	0	222	422
Total	793	0	1	794	10	1	0	11	0	783	0	783	1588
10:00 AM	208	0	0	208	0	0	0	0	0	219	0	219	427
10:15 AM	214	0	0	214	4	0	0	4	0	260	0	260	478
10:30 AM	195	0	0	195	1	0	0	1	0	238	0	238	434
10:45 AM	215	0	0	215	1	0	0	1	0	146	0	146	362
Total	832	0	0	832	6	0	0	6	0	863	0	863	1701
11:00 AM	210	0	1	211	2	0	0	2	0	163	0	163	376
11:15 AM	210	0	0	210	1	1	0	2	0	166	0	166	378
11:30 AM	240	0	2	242	2	0	0	2	0	167	0	167	411
11:45 AM	201	0	0	201	1	0	0	1	0	140	0	140	342
Total	861	0	3	864	6	1	0	7	0	636	0	636	1507
12:00 PM	198	0	0	198	5	0	0	5	0	137	0	137	340
12:15 PM	255	0	0	255	1	0	0	1	0	155	0	155	411
12:30 PM	286	0	0	286	1	0	0	1	0	154	0	154	441
12:45 PM	236	0	1	237	1	0	0	1	0	159	0	159	397
Total	975	0	1	976	8	0	0	8	0	605	0	605	1589
1:00 PM	259	0	0	259	5	0	0	5	0	128	0	128	392
1:15 PM	248	0	1	249	0	1	0	1	0	144	0	144	394
1:30 PM	243	0	0	243	2	2	0	4	0	131	0	131	378
1:45 PM	328	0	0	328	2	0	0	2	0	177	0	177	507
Total	1078	0	1	1079	9	3	0	12	0	580	0	580	1671
2:00 PM	303	0	0	303	4	0	0	4	0	156	1	157	464
2:15 PM	336	0	0	336	3	0	0	3	0	149	0	149	488
2:30 PM	373	0	0	373	2	1	0	3	0	153	0	153	529
2:45 PM	361	0	0	361	9	0	0	9	1	131	0	132	502
Total	1373	0	0	1373	18	1	0	19	1	589	1	591	1983
3:00 PM	353	0	0	353	2	0	0	2	0	138	0	138	493
3:15 PM	380	0	0	380	4	0	0	4	0	155	0	155	539
3:30 PM	339	0	0	339	1	0	0	1	0	153	0	153	493
3:45 PM	324	0	1	325	2	1	0	3	0	155	0	155	483
Total	1396	0	1	1397	9	1	0	10	0	601	0	601	2008
4:00 PM	234	0	0	234	0	0	0	0	0	171	0	171	405
4:15 PM	201	0	1	202	1	0	0	1	0	151	0	151	354
4:30 PM	172	0	0	172	5	0	0	5	0	130	0	130	307
4:45 PM	254	0	0	254	2	0	0	2	0	196	0	196	452

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Total	861	0	1	862	8	0	0	8	0	648	0	648	1518
5:00 PM	318	0	1	319	1	3	0	4	0	170	0	170	493
5:15 PM	318	0	1	319	3	1	0	4	0	211	0	211	534
5:30 PM	350	0	0	350	5	1	0	6	0	226	0	226	582
5:45 PM	334	0	0	334	3	0	0	3	0	183	0	183	520
Total	1320	0	2	1322	12	5	0	17	0	790	0	790	2129
6:00 PM	363	0	0	363	5	2	0	7	0	193	0	193	563
6:15 PM	317	0	0	317	6	1	0	7	0	174	1	175	499
6:30 PM	332	0	1	333	4	0	0	4	2	197	0	199	536
6:45 PM	329	0	0	329	3	0	0	3	0	179	0	179	511
Total	1341	0	1	1342	18	3	0	21	2	743	1	746	2109
7:00 PM	285	0	1	286	1	2	0	3	0	153	0	153	442
7:15 PM	309	0	1	310	3	1	0	4	0	157	0	157	471
7:30 PM	277	0	0	277	3	1	0	4	0	119	0	119	400
7:45 PM	248	0	0	248	0	1	0	1	0	104	0	104	353
Total	1119	0	2	1121	7	5	0	12	0	533	0	533	1666
Grand Total	14170	0	14	14184	132	27	0	159	3	9985	3	9991	24334
Approach %	99.9	0.0	0.1		83.0	17.0	0.0		0.0	99.9	0.0		
Total %	58.2	0.0	0.1	58.3	0.5	0.1	0.0	0.7	0.0	41.0	0.0	41.1	
Exiting Leg Total	10131				3				14200				24334
Cars	13492	0	14	13506	130	26	0	156	3	9475	2	9480	23142
% Cars	95.2	0.0	100.0	95.2	98.5	96.3	0.0	98.1	100.0	94.9	66.7	94.9	95.1
Exiting Leg Total	9619				3				13520				23142
Heavy Vehicles	678	0	0	678	2	1	0	3	0	510	1	511	1192
% Heavy Vehicles	4.8	0.0	0.0	4.8	1.5	3.7	0.0	1.9	0.0	5.1	33.3	5.1	4.9
Exiting Leg Total	512				0				680				1192

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

9:45 AM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
9:45 AM	196	0	1	197	2	1	0	3	0	222	0	222	422
10:00 AM	208	0	0	208	0	0	0	0	0	219	0	219	427
10:15 AM	214	0	0	214	4	0	0	4	0	260	0	260	478
10:30 AM	195	0	0	195	1	0	0	1	0	238	0	238	434
Total Volume	813	0	1	814	7	1	0	8	0	939	0	939	1761
% Approach Total	99.9	0.0	0.1		87.5	12.5	0.0		0.0	100.0	0.0		
PHF	0.950	0.000	0.250	0.951	0.438	0.250	0.000	0.500	0.000	0.903	0.000	0.903	0.921
Cars	740	0	1	741	7	1	0	8	0	878	0	878	1627
Cars %	91.0	0.0	100.0	91.0	100.0	100.0	0.0	100.0	0.0	93.5	0.0	93.5	92.4
Heavy Vehicles	73	0	0	73	0	0	0	0	0	61	0	61	134
Heavy Vehicles %	9.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	6.5	7.6
Cars Enter Leg	740	0	1	741	7	1	0	8	0	878	0	878	1627
Heavy Enter Leg	73	0	0	73	0	0	0	0	0	61	0	61	134
Total Entering Leg	813	0	1	814	7	1	0	8	0	939	0	939	1761
Cars Exiting Leg				886				0				741	1627
Heavy Exiting Leg				61				0				73	134
Total Exiting Leg				947				0				814	1761

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

1:45 PM	Mystic Avenue					Taylor Street					Mystic Avenue					Total
	from East					from South					from West					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
1:45 PM	328	0	0	328		2	0	0	2		0	177	0	177		507
2:00 PM	303	0	0	303		4	0	0	4		0	156	1	157		464

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:15 PM	336	0	0	336	3	0	0	3	0	149	0	149	488
2:30 PM	373	0	0	373	2	1	0	3	0	153	0	153	529
Total Volume	1340	0	0	1340	11	1	0	12	0	635	1	636	1988
% Approach Total	100.0	0.0	0.0		91.7	8.3	0.0		0.0	99.8	0.2		
PHF	0.898	0.000	0.000	0.898	0.688	0.250	0.000	0.750	0.000	0.897	0.250	0.898	0.940
Cars	1275	0	0	1275	10	0	0	10	0	606	0	606	1891
Cars %	95.1	0.0	0.0	95.1	90.9	0.0	0.0	83.3	0.0	95.4	0.0	95.3	95.1
Heavy Vehicles	65	0	0	65	1	1	0	2	0	29	1	30	97
Heavy Vehicles %	4.9	0.0	0.0	4.9	9.1	100.0	0.0	16.7	0.0	4.6	100.0	4.7	4.9
Cars Enter Leg	1275	0	0	1275	10	0	0	10	0	606	0	606	1891
Heavy Enter Leg	65	0	0	65	1	1	0	2	0	29	1	30	97
Total Entering Leg	1340	0	0	1340	11	1	0	12	0	635	1	636	1988
Cars Exiting Leg				616				0				1275	1891
Heavy Exiting Leg				30				0				67	97
Total Exiting Leg				646				0				1342	1988

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

5:15 PM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:15 PM	318	0	1	319	3	1	0	4	0	211	0	211	534
5:30 PM	350	0	0	350	5	1	0	6	0	226	0	226	582
5:45 PM	334	0	0	334	3	0	0	3	0	183	0	183	520
6:00 PM	363	0	0	363	5	2	0	7	0	193	0	193	563
Total Volume	1365	0	1	1366	16	4	0	20	0	813	0	813	2199
% Approach Total	99.9	0.0	0.1		80.0	20.0	0.0		0.0	100.0	0.0		
PHF	0.940	0.000	0.250	0.941	0.800	0.500	0.000	0.714	0.000	0.899	0.000	0.899	0.945
Cars	1344	0	1	1345	16	4	0	20	0	796	0	796	2161
Cars %	98.5	0.0	100.0	98.5	100.0	100.0	0.0	100.0	0.0	97.9	0.0	97.9	98.3
Heavy Vehicles	21	0	0	21	0	0	0	0	0	17	0	17	38
Heavy Vehicles %	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	2.1	0.0	2.1	1.7
Cars Enter Leg	1344	0	1	1345	16	4	0	20	0	796	0	796	2161
Heavy Enter Leg	21	0	0	21	0	0	0	0	0	17	0	17	38
Total Entering Leg	1365	0	1	1366	16	4	0	20	0	813	0	813	2199
Cars Exiting Leg				813				0				1348	2161
Heavy Exiting Leg				17				0				21	38
Total Exiting Leg				830				0				1369	2199

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Cars

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	99	0	0	99	3	0	0	3	0	234	0	234	336
6:15 AM	101	0	0	101	0	0	0	0	0	225	0	225	326
6:30 AM	146	0	0	146	0	1	0	1	0	245	0	245	392
6:45 AM	172	0	1	173	1	0	0	1	0	228	0	228	402
Total	518	0	1	519	4	1	0	5	0	932	0	932	1456
7:00 AM	187	0	0	187	0	0	0	0	0	224	0	224	411
7:15 AM	176	0	0	176	0	2	0	2	0	230	0	230	408
7:30 AM	208	0	0	208	5	2	0	7	0	213	0	213	428
7:45 AM	208	0	0	208	2	1	0	3	0	160	0	160	371
Total	779	0	0	779	7	5	0	12	0	827	0	827	1618
8:00 AM	250	0	0	250	4	0	0	4	0	160	0	160	414
8:15 AM	162	0	0	162	3	0	0	3	0	177	1	178	343
8:30 AM	192	0	0	192	2	1	0	3	0	201	0	201	396
8:45 AM	178	0	0	178	1	0	0	1	0	164	0	164	343
Total	782	0	0	782	10	1	0	11	0	702	1	703	1496
9:00 AM	192	0	0	192	4	0	0	4	0	183	0	183	379
9:15 AM	174	0	0	174	3	0	0	3	0	162	0	162	339
9:30 AM	184	0	0	184	1	0	0	1	0	175	0	175	360
9:45 AM	177	0	1	178	2	1	0	3	0	213	0	213	394
Total	727	0	1	728	10	1	0	11	0	733	0	733	1472
10:00 AM	193	0	0	193	0	0	0	0	0	202	0	202	395
10:15 AM	197	0	0	197	4	0	0	4	0	245	0	245	446
10:30 AM	173	0	0	173	1	0	0	1	0	218	0	218	392
10:45 AM	195	0	0	195	1	0	0	1	0	138	0	138	334
Total	758	0	0	758	6	0	0	6	0	803	0	803	1567
11:00 AM	195	0	1	196	2	0	0	2	0	151	0	151	349
11:15 AM	192	0	0	192	1	1	0	2	0	152	0	152	346
11:30 AM	223	0	2	225	2	0	0	2	0	154	0	154	381
11:45 AM	187	0	0	187	1	0	0	1	0	132	0	132	320
Total	797	0	3	800	6	1	0	7	0	589	0	589	1396
12:00 PM	186	0	0	186	5	0	0	5	0	127	0	127	318
12:15 PM	236	0	0	236	1	0	0	1	0	147	0	147	384
12:30 PM	269	0	0	269	1	0	0	1	0	146	0	146	416
12:45 PM	222	0	1	223	1	0	0	1	0	152	0	152	376
Total	913	0	1	914	8	0	0	8	0	572	0	572	1494
1:00 PM	245	0	0	245	5	0	0	5	0	116	0	116	366
1:15 PM	235	0	1	236	0	1	0	1	0	131	0	131	368
1:30 PM	229	0	0	229	2	2	0	4	0	117	0	117	350
1:45 PM	308	0	0	308	2	0	0	2	0	165	0	165	475
Total	1017	0	1	1018	9	3	0	12	0	529	0	529	1559
2:00 PM	285	0	0	285	4	0	0	4	0	152	0	152	441
2:15 PM	326	0	0	326	2	0	0	2	0	145	0	145	473
2:30 PM	356	0	0	356	2	0	0	2	0	144	0	144	502
2:45 PM	348	0	0	348	9	0	0	9	1	126	0	127	484
Total	1315	0	0	1315	17	0	0	17	1	567	0	568	1900
3:00 PM	343	0	0	343	2	0	0	2	0	130	0	130	475
3:15 PM	363	0	0	363	4	0	0	4	0	145	0	145	512
3:30 PM	328	0	0	328	1	0	0	1	0	147	0	147	476
3:45 PM	309	0	1	310	2	1	0	3	0	149	0	149	462
Total	1343	0	1	1344	9	1	0	10	0	571	0	571	1925
4:00 PM	224	0	0	224	0	0	0	0	0	163	0	163	387
4:15 PM	195	0	1	196	1	0	0	1	0	145	0	145	342
4:30 PM	166	0	0	166	5	0	0	5	0	127	0	127	298
4:45 PM	241	0	0	241	2	0	0	2	0	190	0	190	433

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Cars

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Total	826	0	1	827	8	0	0	8	0	625	0	625	1460
5:00 PM	312	0	1	313	1	3	0	4	0	169	0	169	486
5:15 PM	313	0	1	314	3	1	0	4	0	208	0	208	526
5:30 PM	346	0	0	346	5	1	0	6	0	221	0	221	573
5:45 PM	329	0	0	329	3	0	0	3	0	180	0	180	512
Total	1300	0	2	1302	12	5	0	17	0	778	0	778	2097
6:00 PM	356	0	0	356	5	2	0	7	0	187	0	187	550
6:15 PM	309	0	0	309	6	1	0	7	0	173	1	174	490
6:30 PM	331	0	1	332	3	0	0	3	2	193	0	195	530
6:45 PM	323	0	0	323	3	0	0	3	0	176	0	176	502
Total	1319	0	1	1320	17	3	0	20	2	729	1	732	2072
7:00 PM	280	0	1	281	1	2	0	3	0	150	0	150	434
7:15 PM	305	0	1	306	3	1	0	4	0	154	0	154	464
7:30 PM	269	0	0	269	3	1	0	4	0	113	0	113	386
7:45 PM	244	0	0	244	0	1	0	1	0	101	0	101	346
Total	1098	0	2	1100	7	5	0	12	0	518	0	518	1630
Grand Total	13492	0	14	13506	130	26	0	156	3	9475	2	9480	23142
Approach %	99.9	0.0	0.1		83.3	16.7	0.0		0.0	99.9	0.0		
Total %	58.3	0.0	0.1	58.4	0.6	0.1	0.0	0.7	0.0	40.9	0.0	41.0	
Exiting Leg Total	9619				3				13520				23142

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

6:45 AM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	172	0	1	173	1	0	0	1	0	228	0	228	402
7:00 AM	187	0	0	187	0	0	0	0	0	224	0	224	411
7:15 AM	176	0	0	176	0	2	0	2	0	230	0	230	408
7:30 AM	208	0	0	208	5	2	0	7	0	213	0	213	428
Total Volume	743	0	1	744	6	4	0	10	0	895	0	895	1649
% Approach Total	99.9	0.0	0.1		60.0	40.0	0.0		0.0	100.0	0.0		
PHF	0.893	0.000	0.250	0.894	0.300	0.500	0.000	0.357	0.000	0.973	0.000	0.973	0.963
Entering Leg	743	0	1	744	6	4	0	10	0	895	0	895	1649
Exiting Leg				902				0				747	1649
Total				1646				10				1642	3298

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

1:45 PM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
1:45 PM	308	0	0	308	2	0	0	2	0	165	0	165	475
2:00 PM	285	0	0	285	4	0	0	4	0	152	0	152	441
2:15 PM	326	0	0	326	2	0	0	2	0	145	0	145	473
2:30 PM	356	0	0	356	2	0	0	2	0	144	0	144	502
Total Volume	1275	0	0	1275	10	0	0	10	0	606	0	606	1891
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.895	0.000	0.000	0.895	0.625	0.000	0.000	0.625	0.000	0.918	0.000	0.918	0.942
Entering Leg	1275	0	0	1275	10	0	0	10	0	606	0	606	1891
Exiting Leg				616				0				1275	1891
Total				1891				10				1881	3782

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

5:15 PM	Mystic Avenue				Taylor Street				Mystic Avenue			
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PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Cars

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:15 PM	313	0	1	314	3	1	0	4	0	208	0	208	526
5:30 PM	346	0	0	346	5	1	0	6	0	221	0	221	573
5:45 PM	329	0	0	329	3	0	0	3	0	180	0	180	512
6:00 PM	356	0	0	356	5	2	0	7	0	187	0	187	550
Total Volume	1344	0	1	1345	16	4	0	20	0	796	0	796	2161
% Approach Total	99.9	0.0	0.1		80.0	20.0	0.0		0.0	100.0	0.0		
PHF	0.944	0.000	0.250	0.945	0.800	0.500	0.000	0.714	0.000	0.900	0.000	0.900	0.943
Entering Leg	1344	0	1	1345	16	4	0	20	0	796	0	796	2161
Exiting Leg				813				0				1348	2161
Total				2158				20				2144	4322

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**



Class:

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

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	6	0	0	6	0	0	0	0	0	13	0	13	19
6:15 AM	12	0	0	12	0	0	0	0	0	13	0	13	25
6:30 AM	12	0	0	12	0	0	0	0	0	14	0	14	26
6:45 AM	7	0	0	7	0	0	0	0	0	17	0	17	24
Total	37	0	0	37	0	0	0	0	0	57	0	57	94
7:00 AM	6	0	0	6	0	0	0	0	0	17	0	17	23
7:15 AM	18	0	0	18	0	0	0	0	0	14	0	14	32
7:30 AM	7	0	0	7	0	0	0	0	0	11	0	11	18
7:45 AM	12	0	0	12	0	0	0	0	0	6	0	6	18
Total	43	0	0	43	0	0	0	0	0	48	0	48	91
8:00 AM	7	0	0	7	0	0	0	0	0	9	0	9	16
8:15 AM	14	0	0	14	0	0	0	0	0	7	0	7	21
8:30 AM	16	0	0	16	0	0	0	0	0	15	0	15	31
8:45 AM	25	0	0	25	0	0	0	0	0	17	0	17	42
Total	62	0	0	62	0	0	0	0	0	48	0	48	110
9:00 AM	14	0	0	14	0	0	0	0	0	10	0	10	24
9:15 AM	14	0	0	14	0	0	0	0	0	13	0	13	27
9:30 AM	19	0	0	19	0	0	0	0	0	18	0	18	37
9:45 AM	19	0	0	19	0	0	0	0	0	9	0	9	28
Total	66	0	0	66	0	0	0	0	0	50	0	50	116
10:00 AM	15	0	0	15	0	0	0	0	0	17	0	17	32
10:15 AM	17	0	0	17	0	0	0	0	0	15	0	15	32
10:30 AM	22	0	0	22	0	0	0	0	0	20	0	20	42
10:45 AM	20	0	0	20	0	0	0	0	0	8	0	8	28
Total	74	0	0	74	0	0	0	0	0	60	0	60	134
11:00 AM	15	0	0	15	0	0	0	0	0	12	0	12	27
11:15 AM	18	0	0	18	0	0	0	0	0	14	0	14	32
11:30 AM	17	0	0	17	0	0	0	0	0	13	0	13	30
11:45 AM	14	0	0	14	0	0	0	0	0	8	0	8	22
Total	64	0	0	64	0	0	0	0	0	47	0	47	111
12:00 PM	12	0	0	12	0	0	0	0	0	10	0	10	22
12:15 PM	19	0	0	19	0	0	0	0	0	8	0	8	27
12:30 PM	17	0	0	17	0	0	0	0	0	8	0	8	25
12:45 PM	14	0	0	14	0	0	0	0	0	7	0	7	21
Total	62	0	0	62	0	0	0	0	0	33	0	33	95
1:00 PM	14	0	0	14	0	0	0	0	0	12	0	12	26
1:15 PM	13	0	0	13	0	0	0	0	0	13	0	13	26
1:30 PM	14	0	0	14	0	0	0	0	0	14	0	14	28
1:45 PM	20	0	0	20	0	0	0	0	0	12	0	12	32
Total	61	0	0	61	0	0	0	0	0	51	0	51	112
2:00 PM	18	0	0	18	0	0	0	0	0	4	1	5	23
2:15 PM	10	0	0	10	1	0	0	1	0	4	0	4	15
2:30 PM	17	0	0	17	0	1	0	1	0	9	0	9	27
2:45 PM	13	0	0	13	0	0	0	0	0	5	0	5	18
Total	58	0	0	58	1	1	0	2	0	22	1	23	83
3:00 PM	10	0	0	10	0	0	0	0	0	8	0	8	18
3:15 PM	17	0	0	17	0	0	0	0	0	10	0	10	27
3:30 PM	11	0	0	11	0	0	0	0	0	6	0	6	17
3:45 PM	15	0	0	15	0	0	0	0	0	6	0	6	21
Total	53	0	0	53	0	0	0	0	0	30	0	30	83
4:00 PM	10	0	0	10	0	0	0	0	0	8	0	8	18
4:15 PM	6	0	0	6	0	0	0	0	0	6	0	6	12
4:30 PM	6	0	0	6	0	0	0	0	0	3	0	3	9
4:45 PM	13	0	0	13	0	0	0	0	0	6	0	6	19

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



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

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Total	35	0	0	35	0	0	0	0	0	23	0	23	58
5:00 PM	6	0	0	6	0	0	0	0	0	1	0	1	7
5:15 PM	5	0	0	5	0	0	0	0	0	3	0	3	8
5:30 PM	4	0	0	4	0	0	0	0	0	5	0	5	9
5:45 PM	5	0	0	5	0	0	0	0	0	3	0	3	8
Total	20	0	0	20	0	0	0	0	0	12	0	12	32
6:00 PM	7	0	0	7	0	0	0	0	0	6	0	6	13
6:15 PM	8	0	0	8	0	0	0	0	0	1	0	1	9
6:30 PM	1	0	0	1	1	0	0	1	0	4	0	4	6
6:45 PM	6	0	0	6	0	0	0	0	0	3	0	3	9
Total	22	0	0	22	1	0	0	1	0	14	0	14	37
7:00 PM	5	0	0	5	0	0	0	0	0	3	0	3	8
7:15 PM	4	0	0	4	0	0	0	0	0	3	0	3	7
7:30 PM	8	0	0	8	0	0	0	0	0	6	0	6	14
7:45 PM	4	0	0	4	0	0	0	0	0	3	0	3	7
Total	21	0	0	21	0	0	0	0	0	15	0	15	36
Grand Total	678	0	0	678	2	1	0	3	0	510	1	511	1192
Approach %	100.0	0.0	0.0		66.7	33.3	0.0		0.0	99.8	0.2		
Total %	56.9	0.0	0.0	56.9	0.2	0.1	0.0	0.3	0.0	42.8	0.1	42.9	
Exiting Leg Total				512				0				680	1192
Buses	92	0	0	92	0	0	0	0	0	90	0	90	182
% Buses	13.6	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	17.6	0.0	17.6	15.3
Exiting Leg Total				90				0				92	182
Single-Unit Trucks	485	0	0	485	2	1	0	3	0	369	1	370	858
% Single-Unit	71.5	0.0	0.0	71.5	100.0	100.0	0.0	100.0	0.0	72.4	100.0	72.4	72.0
Exiting Leg Total				371				0				487	858
Articulated Trucks	101	0	0	101	0	0	0	0	0	51	0	51	152
% Articulated	14.9	0.0	0.0	14.9	0.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0	12.8
Exiting Leg Total				51				0				101	152

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

9:45 AM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
9:45 AM	19	0	0	19	0	0	0	0	0	9	0	9	28
10:00 AM	15	0	0	15	0	0	0	0	0	17	0	17	32
10:15 AM	17	0	0	17	0	0	0	0	0	15	0	15	32
10:30 AM	22	0	0	22	0	0	0	0	0	20	0	20	42
Total Volume	73	0	0	73	0	0	0	0	0	61	0	61	134
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.830	0.000	0.000	0.830	0.000	0.000	0.000	0.000	0.000	0.763	0.000	0.763	0.798
Buses	5	0	0	5	0	0	0	0	0	5	0	5	10
Buses %	6.8	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	8.2	0.0	8.2	7.5
Single-Unit Trucks	57	0	0	57	0	0	0	0	0	48	0	48	105
Single-Unit %	78.1	0.0	0.0	78.1	0.0	0.0	0.0	0.0	0.0	78.7	0.0	78.7	78.4
Articulated Trucks	11	0	0	11	0	0	0	0	0	8	0	8	19
Articulated %	15.1	0.0	0.0	15.1	0.0	0.0	0.0	0.0	0.0	13.1	0.0	13.1	14.2
Buses	5	0	0	5	0	0	0	0	0	5	0	5	10
Single-Unit Trucks	57	0	0	57	0	0	0	0	0	48	0	48	105
Articulated Trucks	11	0	0	11	0	0	0	0	0	8	0	8	19
Total Entering Leg	73	0	0	73	0	0	0	0	0	61	0	61	134
Buses				5				0				5	10
Single-Unit Trucks				48				0				57	105
Articulated Trucks				8				0				11	19

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



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

Total Exiting Leg	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
	61				0				73				

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

10:00 AM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	15	0	0	15	0	0	0	0	0	17	0	17	32
10:15 AM	17	0	0	17	0	0	0	0	0	15	0	15	32
10:30 AM	22	0	0	22	0	0	0	0	0	20	0	20	42
10:45 AM	20	0	0	20	0	0	0	0	0	8	0	8	28
Total Volume	74	0	0	74	0	0	0	0	0	60	0	60	134
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.841	0.000	0.000	0.841	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.798
Buses	5	0	0	5	0	0	0	0	0	7	0	7	12
Buses %	6.8	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	11.7	0.0	11.7	9.0
Single-Unit Trucks	56	0	0	56	0	0	0	0	0	46	0	46	102
Single-Unit %	75.7	0.0	0.0	75.7	0.0	0.0	0.0	0.0	0.0	76.7	0.0	76.7	76.1
Articulated Trucks	13	0	0	13	0	0	0	0	0	7	0	7	20
Articulated %	17.6	0.0	0.0	17.6	0.0	0.0	0.0	0.0	0.0	11.7	0.0	11.7	14.9
Buses	5	0	0	5	0	0	0	0	0	7	0	7	12
Single-Unit Trucks	56	0	0	56	0	0	0	0	0	46	0	46	102
Articulated Trucks	13	0	0	13	0	0	0	0	0	7	0	7	20
Total Entering Leg	74	0	0	74	0	0	0	0	0	60	0	60	134
Buses				7				0				5	12
Single-Unit Trucks				46				0				56	102
Articulated Trucks				7				0				13	20
Total Exiting Leg				60				0				74	134

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

2:30 PM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:30 PM	17	0	0	17	0	1	0	1	0	9	0	9	27
2:45 PM	13	0	0	13	0	0	0	0	0	5	0	5	18
3:00 PM	10	0	0	10	0	0	0	0	0	8	0	8	18
3:15 PM	17	0	0	17	0	0	0	0	0	10	0	10	27
Total Volume	57	0	0	57	0	1	0	1	0	32	0	32	90
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.838	0.000	0.000	0.838	0.000	0.250	0.000	0.250	0.000	0.800	0.000	0.800	0.833
Buses	5	0	0	5	0	0	0	0	0	7	0	7	12
Buses %	8.8	0.0	0.0	8.8	0.0	0.0	0.0	0.0	0.0	21.9	0.0	21.9	13.3
Single-Unit Trucks	48	0	0	48	0	1	0	1	0	22	0	22	71
Single-Unit %	84.2	0.0	0.0	84.2	0.0	100.0	0.0	100.0	0.0	68.8	0.0	68.8	78.9
Articulated Trucks	4	0	0	4	0	0	0	0	0	3	0	3	7
Articulated %	7.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	9.4	0.0	9.4	7.8
Buses	5	0	0	5	0	0	0	0	0	7	0	7	12
Single-Unit Trucks	48	0	0	48	0	1	0	1	0	22	0	22	71
Articulated Trucks	4	0	0	4	0	0	0	0	0	3	0	3	7
Total Entering Leg	57	0	0	57	0	1	0	1	0	32	0	32	90
Buses				7				0				5	12
Single-Unit Trucks				22				0				49	71
Articulated Trucks				3				0				4	7
Total Exiting Leg				32				0				58	90

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Class:	Buses												
	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
6:00 AM	3	0	0	3	0	0	0	0	0	3	0	3	6
6:15 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
6:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
6:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
Total	7	0	0	7	0	0	0	0	0	9	0	9	16
7:00 AM	1	0	0	1	0	0	0	0	0	5	0	5	6
7:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
7:45 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	5	0	0	5	0	0	0	0	0	7	0	7	12
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
8:30 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
8:45 AM	4	0	0	4	0	0	0	0	0	0	0	0	4
Total	8	0	0	8	0	0	0	0	0	4	0	4	12
9:00 AM	2	0	0	2	0	0	0	0	0	5	0	5	7
9:15 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
9:30 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
9:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	7	0	0	7	0	0	0	0	0	9	0	9	16
10:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
10:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
10:30 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
10:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
Total	5	0	0	5	0	0	0	0	0	7	0	7	12
11:00 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
11:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
11:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
11:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	3	0	0	3	0	0	0	0	0	6	0	6	9
12:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
12:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
12:30 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
12:45 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
Total	7	0	0	7	0	0	0	0	0	6	0	6	13
1:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
1:15 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
1:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
1:45 PM	7	0	0	7	0	0	0	0	0	0	0	0	7
Total	9	0	0	9	0	0	0	0	0	6	0	6	15
2:00 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
2:15 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
2:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
2:45 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
Total	9	0	0	9	0	0	0	0	0	7	0	7	16
3:00 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	3	0	0	3	0	0	0	0	0	6	0	6	9
4:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
4:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Buses

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Total	6	0	0	6	0	0	0	0	0	3	0	3	9
5:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
5:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	4	0	0	4	0	0	0	0	0	4	0	4	8
6:00 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
6:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
6:45 PM	5	0	0	5	0	0	0	0	0	2	0	2	7
Total	8	0	0	8	0	0	0	0	0	6	0	6	14
7:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
7:15 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
7:30 PM	5	0	0	5	0	0	0	0	0	5	0	5	10
7:45 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
Total	11	0	0	11	0	0	0	0	0	10	0	10	21
Grand Total	92	0	0	92	0	0	0	0	0	90	0	90	182
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	50.5	0.0	0.0	50.5	0.0	0.0	0.0	0.0	0.0	49.5	0.0	49.5	
Exiting Leg Total	90				0				92				182

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

8:30 AM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:30 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
8:45 AM	4	0	0	4	0	0	0	0	0	0	0	0	4
9:00 AM	2	0	0	2	0	0	0	0	0	5	0	5	7
9:15 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
Total Volume	10	0	0	10	0	0	0	0	0	9	0	9	19
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.450	0.000	0.450	0.679
Entering Leg	10	0	0	10	0	0	0	0	0	9	0	9	19
Exiting Leg				9				0				10	19
Total				19				0				19	38

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

1:45 PM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
1:45 PM	7	0	0	7	0	0	0	0	0	0	0	0	7
2:00 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
2:15 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
2:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total Volume	14	0	0	14	0	0	0	0	0	5	0	5	19
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.679
Entering Leg	14	0	0	14	0	0	0	0	0	5	0	5	19
Exiting Leg				5				0				14	19
Total				19				0				19	38

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

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Buses

6:45 PM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
	Mystic Avenue				Taylor Street				Mystic Avenue				
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 PM	5	0	0	5	0	0	0	0	0	2	0	2	7
7:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
7:15 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
7:30 PM	5	0	0	5	0	0	0	0	0	5	0	5	10
Total Volume	14	0	0	14	0	0	0	0	0	9	0	9	23
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.700	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.450	0.000	0.450	0.575
Entering Leg	14	0	0	14	0	0	0	0	0	9	0	9	23
Exiting Leg				9				0				14	23
Total	23				0				23				46

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Single-Unit Trucks

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	2	0	0	2	0	0	0	0	0	8	0	8	10
6:15 AM	10	0	0	10	0	0	0	0	0	7	0	7	17
6:30 AM	9	0	0	9	0	0	0	0	0	12	0	12	21
6:45 AM	5	0	0	5	0	0	0	0	0	15	0	15	20
Total	26	0	0	26	0	0	0	0	0	42	0	42	68
7:00 AM	5	0	0	5	0	0	0	0	0	10	0	10	15
7:15 AM	12	0	0	12	0	0	0	0	0	9	0	9	21
7:30 AM	5	0	0	5	0	0	0	0	0	9	0	9	14
7:45 AM	10	0	0	10	0	0	0	0	0	4	0	4	14
Total	32	0	0	32	0	0	0	0	0	32	0	32	64
8:00 AM	5	0	0	5	0	0	0	0	0	6	0	6	11
8:15 AM	7	0	0	7	0	0	0	0	0	4	0	4	11
8:30 AM	11	0	0	11	0	0	0	0	0	13	0	13	24
8:45 AM	15	0	0	15	0	0	0	0	0	16	0	16	31
Total	38	0	0	38	0	0	0	0	0	39	0	39	77
9:00 AM	12	0	0	12	0	0	0	0	0	5	0	5	17
9:15 AM	12	0	0	12	0	0	0	0	0	10	0	10	22
9:30 AM	13	0	0	13	0	0	0	0	0	15	0	15	28
9:45 AM	14	0	0	14	0	0	0	0	0	8	0	8	22
Total	51	0	0	51	0	0	0	0	0	38	0	38	89
10:00 AM	14	0	0	14	0	0	0	0	0	12	0	12	26
10:15 AM	14	0	0	14	0	0	0	0	0	12	0	12	26
10:30 AM	15	0	0	15	0	0	0	0	0	16	0	16	31
10:45 AM	13	0	0	13	0	0	0	0	0	6	0	6	19
Total	56	0	0	56	0	0	0	0	0	46	0	46	102
11:00 AM	14	0	0	14	0	0	0	0	0	10	0	10	24
11:15 AM	13	0	0	13	0	0	0	0	0	11	0	11	24
11:30 AM	14	0	0	14	0	0	0	0	0	8	0	8	22
11:45 AM	13	0	0	13	0	0	0	0	0	6	0	6	19
Total	54	0	0	54	0	0	0	0	0	35	0	35	89
12:00 PM	5	0	0	5	0	0	0	0	0	8	0	8	13
12:15 PM	13	0	0	13	0	0	0	0	0	7	0	7	20
12:30 PM	10	0	0	10	0	0	0	0	0	6	0	6	16
12:45 PM	9	0	0	9	0	0	0	0	0	5	0	5	14
Total	37	0	0	37	0	0	0	0	0	26	0	26	63
1:00 PM	13	0	0	13	0	0	0	0	0	10	0	10	23
1:15 PM	8	0	0	8	0	0	0	0	0	9	0	9	17
1:30 PM	13	0	0	13	0	0	0	0	0	10	0	10	23
1:45 PM	12	0	0	12	0	0	0	0	0	11	0	11	23
Total	46	0	0	46	0	0	0	0	0	40	0	40	86
2:00 PM	14	0	0	14	0	0	0	0	0	2	1	3	17
2:15 PM	7	0	0	7	1	0	0	1	0	2	0	2	10
2:30 PM	14	0	0	14	0	1	0	1	0	8	0	8	23
2:45 PM	11	0	0	11	0	0	0	0	0	2	0	2	13
Total	46	0	0	46	1	1	0	2	0	14	1	15	63
3:00 PM	9	0	0	9	0	0	0	0	0	5	0	5	14
3:15 PM	14	0	0	14	0	0	0	0	0	7	0	7	21
3:30 PM	8	0	0	8	0	0	0	0	0	5	0	5	13
3:45 PM	11	0	0	11	0	0	0	0	0	3	0	3	14
Total	42	0	0	42	0	0	0	0	0	20	0	20	62
4:00 PM	8	0	0	8	0	0	0	0	0	8	0	8	16
4:15 PM	4	0	0	4	0	0	0	0	0	3	0	3	7
4:30 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
4:45 PM	9	0	0	9	0	0	0	0	0	4	0	4	13

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Single-Unit Trucks

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Total	23	0	0	23	0	0	0	0	0	18	0	18	41
5:00 PM	5	0	0	5	0	0	0	0	0	1	0	1	6
5:15 PM	4	0	0	4	0	0	0	0	0	3	0	3	7
5:30 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
5:45 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
Total	15	0	0	15	0	0	0	0	0	8	0	8	23
6:00 PM	5	0	0	5	0	0	0	0	0	3	0	3	8
6:15 PM	6	0	0	6	0	0	0	0	0	1	0	1	7
6:30 PM	1	0	0	1	1	0	0	1	0	2	0	2	4
6:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	13	0	0	13	1	0	0	1	0	7	0	7	21
7:00 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
7:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
7:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
7:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	6	0	0	6	0	0	0	0	0	4	0	4	10
Grand Total	485	0	0	485	2	1	0	3	0	369	1	370	858
Approach %	100.0	0.0	0.0		66.7	33.3	0.0		0.0	99.7	0.3		
Total %	56.5	0.0	0.0	56.5	0.2	0.1	0.0	0.3	0.0	43.0	0.1	43.1	
Exiting Leg Total	371				0				487				858

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

9:45 AM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
9:45 AM	14	0	0	14	0	0	0	0	0	8	0	8	22
10:00 AM	14	0	0	14	0	0	0	0	0	12	0	12	26
10:15 AM	14	0	0	14	0	0	0	0	0	12	0	12	26
10:30 AM	15	0	0	15	0	0	0	0	0	16	0	16	31
Total Volume	57	0	0	57	0	0	0	0	0	48	0	48	105
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.950	0.000	0.000	0.950	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.847
Entering Leg	57	0	0	57	0	0	0	0	0	48	0	48	105
Exiting Leg				48				0				57	105
Total				105				0				105	210

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

10:00 AM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	14	0	0	14	0	0	0	0	0	12	0	12	26
10:15 AM	14	0	0	14	0	0	0	0	0	12	0	12	26
10:30 AM	15	0	0	15	0	0	0	0	0	16	0	16	31
10:45 AM	13	0	0	13	0	0	0	0	0	6	0	6	19
Total Volume	56	0	0	56	0	0	0	0	0	46	0	46	102
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.933	0.000	0.000	0.933	0.000	0.000	0.000	0.000	0.000	0.719	0.000	0.719	0.823
Entering Leg	56	0	0	56	0	0	0	0	0	46	0	46	102
Exiting Leg				46				0				56	102
Total				102				0				102	204

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

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Single-Unit Trucks

2:30 PM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:30 PM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:30 PM	14	0	0	14	0	1	0	1	0	8	0	8	23
2:45 PM	11	0	0	11	0	0	0	0	0	2	0	2	13
3:00 PM	9	0	0	9	0	0	0	0	0	5	0	5	14
3:15 PM	14	0	0	14	0	0	0	0	0	7	0	7	21
Total Volume	48	0	0	48	0	1	0	1	0	22	0	22	71
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.857	0.000	0.000	0.857	0.000	0.250	0.000	0.250	0.000	0.688	0.000	0.688	0.772
Entering Leg	48	0	0	48	0	1	0	1	0	22	0	22	71
Exiting Leg				22				0				49	71
Total	70				1				71				142

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Articulated Trucks

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
6:15 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
6:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
6:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	4	0	0	4	0	0	0	0	0	6	0	6	10
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:15 AM	5	0	0	5	0	0	0	0	0	5	0	5	10
7:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	6	0	0	6	0	0	0	0	0	9	0	9	15
8:00 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
8:15 AM	5	0	0	5	0	0	0	0	0	2	0	2	7
8:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
8:45 AM	6	0	0	6	0	0	0	0	0	1	0	1	7
Total	16	0	0	16	0	0	0	0	0	5	0	5	21
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
9:30 AM	4	0	0	4	0	0	0	0	0	1	0	1	5
9:45 AM	4	0	0	4	0	0	0	0	0	1	0	1	5
Total	8	0	0	8	0	0	0	0	0	3	0	3	11
10:00 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
10:15 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
10:30 AM	5	0	0	5	0	0	0	0	0	1	0	1	6
10:45 AM	6	0	0	6	0	0	0	0	0	0	0	0	6
Total	13	0	0	13	0	0	0	0	0	7	0	7	20
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
11:15 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
11:30 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
11:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	7	0	0	7	0	0	0	0	0	6	0	6	13
12:00 PM	6	0	0	6	0	0	0	0	0	1	0	1	7
12:15 PM	4	0	0	4	0	0	0	0	0	0	0	0	4
12:30 PM	5	0	0	5	0	0	0	0	0	0	0	0	5
12:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
Total	18	0	0	18	0	0	0	0	0	1	0	1	19
1:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
1:15 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
1:30 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
1:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	6	0	0	6	0	0	0	0	0	5	0	5	11
2:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	3	0	0	3	0	0	0	0	0	1	0	1	4
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
3:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
3:45 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
Total	8	0	0	8	0	0	0	0	0	4	0	4	12
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:45 PM	3	0	0	3	0	0	0	0	0	1	0	1	4

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Articulated Trucks

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Total	6	0	0	6	0	0	0	0	0	2	0	2	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	1	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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
6:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
6:15 PM	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
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	1	0	1	2
7:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
7:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	4	0	0	4	0	0	0	0	0	1	0	1	5
Grand Total	101	0	0	101	0	0	0	0	0	51	0	51	152
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	66.4	0.0	0.0	66.4	0.0	0.0	0.0	0.0	0.0	33.6	0.0	33.6	
Exiting Leg Total	51				0				101				152

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

8:00 AM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
8:15 AM	5	0	0	5	0	0	0	0	0	2	0	2	7
8:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
8:45 AM	6	0	0	6	0	0	0	0	0	1	0	1	7
Total Volume	16	0	0	16	0	0	0	0	0	5	0	5	21
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.667	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.750
Entering Leg	16	0	0	16	0	0	0	0	0	5	0	5	21
Exiting Leg				5				0				16	21
Total				21				0				21	42

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

10:00 AM	Mystic Avenue					Taylor Street				Mystic Avenue				Total		
	from East					from South				from West						
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total			
10:00 AM	1	0	0	1		0	0	0	0	0	3	0	3	4		
10:15 AM	1	0	0	1		0	0	0	0	0	3	0	3	4		
10:30 AM	5	0	0	5		0	0	0	0	0	1	0	1	6		
10:45 AM	6	0	0	6		0	0	0	0	0	0	0	0	6		
Total Volume	13	0	0	13		0	0	0	0	0	7	0	7	20		
% Approach Total	100.0	0.0	0.0			0.0	0.0	0.0		0.0	100.0	0.0				
PHF	0.542	0.000	0.000	0.542		0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.583	0.833		
Entering Leg	13	0	0	13		0	0	0	0	0	7	0	7	20		
Exiting Leg	7					0					13					20
Total	20					0					20					40

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

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Articulated Trucks

3:00 PM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
	Mystic Avenue				Taylor Street				Mystic Avenue				
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
3:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
3:45 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
Total Volume	8	0	0	8	0	0	0	0	0	4	0	4	12
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500
Entering Leg	8	0	0	8	0	0	0	0	0	4	0	4	12
Exiting Leg				4				0				8	12
Total	12				0				12				24

PDI File #: 228776 A
Location: S: Taylor Street
Location: E: Mystic Avenue W: Mystic Avenue
City, State: Somerville, MA
Client: Bayside/ K. Cram
Site Code: 2223210
Count Date: Thursday, September 29, 2022
Start Time: 6:00 AM
End Time: 8:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Mystic Avenue						Taylor Street						Mystic Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	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
6:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	1	2	3	0	2	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	2	1	1	0	0	0	4
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	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
11:30 AM	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
Total	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
12:15 PM	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
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	1	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	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
Total	1	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	2
2:00 PM	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	1	0	1	0	1	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
2:45 PM	0	1	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	1	0	0	0	1	0	0	0	0	1	2	3	0	1	0	0	0	5
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	3	1	4	0	1	0	0	0	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	2
4:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	3
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	2

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Mystic Avenue						Taylor Street						Mystic Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
Total	1	0	0	0	0	1	1	0	0	2	1	4	0	5	0	0	0	5	10
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	1	0	0	0	1	4
Total	0	0	0	0	0	0	0	0	0	3	1	4	0	1	0	0	0	1	5
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
6:30 PM	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	1	0	1	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	0	0	3	4
7:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	0	0	2	4
Grand Total	2	1	0	0	0	3	1	0	0	16	8	25	2	18	0	0	0	20	48
Approach %	66.7	33.3	0.0	0.0	0.0		4.0	0.0	0.0	64.0	32.0		10.0	90.0	0.0	0.0	0.0		
Total %	4.2	2.1	0.0	0.0	0.0	6.3	2.1	0.0	0.0	33.3	16.7	52.1	4.2	37.5	0.0	0.0	0.0	41.7	
Exiting Leg Total	19						27						2						48

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

7:15 AM	Mystic Avenue						Taylor Street						Mystic Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	2	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	1	2	3	0	3	0	0	0	3	6
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	66.7		0.0	100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.750	0.000	0.375	0.000	0.000	0.000	0.375	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	1	2	3	0	3	0	0	0	3	6
Exiting Leg	3						3						0						6
Total	3						6						3						12

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

1:45 PM	Mystic Avenue						Taylor Street						Mystic Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	0	0	1	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.250	0.000	0.000	0.000	0.250	0.375
Entering Leg	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	0	0	1	3
Exiting Leg	1						2						0						3
Total	1						4						1						6

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

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

4:00 PM	Mystic Avenue						Taylor Street						Mystic Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
	Mystic Avenue						Taylor Street						Mystic Avenue							Total
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	2	3	
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	2	
4:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	3	
4:45 PM	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	2	
Total Volume	1	0	0	0	0	1	1	0	0	2	1	4	0	5	0	0	0	5	10	
% Approach Total	100.0	0.0	0.0	0.0	0.0		25.0	0.0	0.0	50.0	25.0		0.0	100.0	0.0	0.0	0.0			
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.250	0.500	0.000	0.625	0.000	0.000	0.000	0.625	0.833	
Entering Leg	1	0	0	0	0	1	1	0	0	2	1	4	0	5	0	0	0	5	10	
Exiting Leg						6						3						1	10	
Total						7						7						6	20	

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Pedestrians

	Mystic Avenue						Taylor Street						Mystic Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	4
6:15 AM	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
6:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	2	11	13	0	0	0	0	0	0	13
7:00 AM	0	0	0	0	0	0	0	0	0	1	7	8	0	0	0	0	0	0	8
7:15 AM	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	6
7:30 AM	0	0	0	0	1	1	0	0	0	3	2	5	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	1	1	0	0	0	7	13	20	0	0	0	0	0	0	21
8:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	3	6	9	0	0	0	0	0	0	9
9:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	1	0	1	5
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	1	0	1	9
10:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4
10:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	4	4	8	0	0	0	0	0	0	8
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	2	6	8	0	0	0	0	0	0	8
12:00 PM	0	0	0	0	0	0	0	0	0	7	1	8	0	0	0	0	0	0	8
12:15 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	5
12:45 PM	0	0	0	0	0	0	0	0	0	6	2	8	0	0	0	0	0	0	8
Total	0	0	0	0	0	0	0	0	0	15	9	24	0	0	0	0	0	0	24
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	4
2:00 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	3
2:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	3
2:45 PM	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	7	6	13	0	0	0	0	0	0	13
3:00 PM	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	5
3:15 PM	0	0	0	0	0	0	0	0	0	9	3	12	0	0	0	0	0	0	12
3:30 PM	0	0	0	0	0	0	0	0	0	3	8	11	0	0	0	0	0	0	11
3:45 PM	0	0	0	0	0	0	0	0	0	10	3	13	0	0	0	0	0	0	13
Total	0	0	0	0	0	0	0	0	0	25	16	41	0	0	0	0	0	0	41
4:00 PM	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	7
4:15 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	0	0	7
4:45 PM	0	0	0	0	0	0	0	0	0	4	4	8	0	0	0	0	0	0	8

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Pedestrians

	Mystic Avenue						Taylor Street						Mystic Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
Total	0	0	0	0	0	0	0	0	0	14	11	25	0	0	0	0	0	0	25
5:00 PM	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	6
5:15 PM	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	6	7	13	0	0	0	0	0	0	13
5:45 PM	0	0	0	0	0	0	0	0	0	7	10	17	0	0	0	0	0	0	17
Total	0	0	0	0	0	0	0	0	0	20	21	41	0	0	0	0	0	0	41
6:00 PM	0	0	0	0	0	0	0	0	0	4	6	10	0	0	0	0	0	0	10
6:15 PM	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	0	0	7
6:30 PM	0	0	0	0	0	0	0	0	0	4	6	10	0	0	0	0	0	0	10
6:45 PM	0	0	0	0	0	0	0	0	0	5	1	6	0	0	0	0	0	0	6
Total	0	0	0	0	0	0	0	0	0	17	16	33	0	0	0	0	0	0	33
7:00 PM	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	7
7:15 PM	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	8
7:30 PM	0	0	0	0	0	0	0	0	0	4	5	9	0	0	0	0	0	0	9
7:45 PM	0	0	0	0	0	0	0	0	0	3	6	9	0	0	0	0	0	0	9
Total	0	0	0	0	0	0	0	0	0	22	11	33	0	0	0	0	0	0	33
Grand Total	0	0	0	0	1	1	0	0	0	143	137	280	0	0	0	1	0	1	282
Approach %	0	0	0	0	100		0	0	0	51.071	48.929		0	0	0	100	0		
Total %	0	0	0	0	0.3546	0.3546	0	0	0	50.709	48.582	99.291	0	0	0	0.3546	0	0.3546	
Exiting Leg Total	1						280						1						282

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

6:45 AM	Mystic Avenue						Taylor Street						Mystic Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
7:00 AM	0	0	0	0	0	0	0	0	0	1	7	8	0	0	0	0	0	0	8
7:15 AM	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	6
7:30 AM	0	0	0	0	1	1	0	0	0	3	2	5	0	0	0	0	0	0	6
Total Volume	0	0	0	0	1	1	0	0	0	7	15	22	0	0	0	0	0	0	23
% Approach Total	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	31.8	68.2		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.583	0.536	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.719
Entering Leg	0	0	0	0	1	1	0	0	0	7	15	22	0	0	0	0	0	0	23
Exiting Leg	1						22						0						23
Total	2						44						0						46

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

12:00 PM	Mystic Avenue						Taylor Street						Mystic Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
12:00 PM	0	0	0	0	0	0	0	0	0	7	1	8	0	0	0	0	0	0	8
12:15 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	5
12:45 PM	0	0	0	0	0	0	0	0	0	6	2	8	0	0	0	0	0	0	8
Total Volume	0	0	0	0	0	0	0	0	0	15	9	24	0	0	0	0	0	0	24
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	62.5	37.5		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.536	0.563	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	0	0	0	0	0	0	0	0	15	9	24	0	0	0	0	0	0	24
Exiting Leg	0						24						0						24
Total	0						48						0						48

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

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Pedestrians

5:30 PM	Mystic Avenue						Taylor Street						Mystic Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
	Mystic Avenue						Taylor Street						Mystic Avenue							Total
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
5:30 PM	0	0	0	0	0	0	0	0	0	6	7	13	0	0	0	0	0	0	13	
5:45 PM	0	0	0	0	0	0	0	0	0	7	10	17	0	0	0	0	0	0	17	
6:00 PM	0	0	0	0	0	0	0	0	0	4	6	10	0	0	0	0	0	0	10	
6:15 PM	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	0	0	7	
Total Volume	0	0	0	0	0	0	0	0	0	21	26	47	0	0	0	0	0	0	47	
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	44.7	55.3		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	0.750	0.650	0.691	0.000	0.000	0.000	0.000	0.000	0.000	0.691	
Entering Leg	0	0	0	0	0	0	0	0	0	21	26	47	0	0	0	0	0	0	47	
Exiting Leg						0						47						0	47	
Total						0						94						0	94	

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Mystic Avenue				Taylor Street				Mystic Avenue				
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	199	0	0	199	1	0	0	1	0	144	0	144	344
10:15 AM	221	0	2	223	2	0	0	2	0	123	0	123	348
10:30 AM	200	0	0	200	6	0	0	6	0	153	0	153	359
10:45 AM	241	0	0	241	2	1	0	3	0	143	0	143	387
Total	861	0	2	863	11	1	0	12	0	563	0	563	1438
11:00 AM	220	0	0	220	3	1	0	4	0	143	0	143	367
11:15 AM	230	0	0	230	2	1	0	3	0	148	0	148	381
11:30 AM	249	0	1	250	0	0	0	0	0	181	0	181	431
11:45 AM	247	0	0	247	0	0	0	0	0	184	0	184	431
Total	946	0	1	947	5	2	0	7	0	656	0	656	1610
12:00 PM	277	0	1	278	1	0	0	1	0	182	0	182	461
12:15 PM	257	0	0	257	2	0	0	2	0	198	0	198	457
12:30 PM	248	0	0	248	1	0	0	1	0	247	0	247	496
12:45 PM	285	0	0	285	3	0	0	3	0	260	0	260	548
Total	1067	0	1	1068	7	0	0	7	0	887	0	887	1962
1:00 PM	287	0	1	288	3	1	0	4	0	212	0	212	504
1:15 PM	258	0	0	258	3	1	0	4	0	224	0	224	486
1:30 PM	249	0	0	249	2	2	0	4	0	162	0	162	415
1:45 PM	276	0	0	276	4	0	0	4	0	178	0	178	458
Total	1070	0	1	1071	12	4	0	16	0	776	0	776	1863
Grand Total	3944	0	5	3949	35	7	0	42	0	2882	0	2882	6873
Approach %	99.9	0.0	0.1		83.3	16.7	0.0		0.0	100.0	0.0		
Total %	57.4	0.0	0.1	57.5	0.5	0.1	0.0	0.6	0.0	41.9	0.0	41.9	
Exiting Leg Total				2922				0				3951	6873
Cars	3864	0	5	3869	35	7	0	42	0	2816	0	2816	6727
% Cars	98.0	0.0	100.0	98.0	100.0	100.0	0.0	100.0	0.0	97.7	0.0	97.7	97.9
Exiting Leg Total				2856				0				3871	6727
Heavy Vehicles	80	0	0	80	0	0	0	0	0	66	0	66	146
% Heavy Vehicles	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	2.3	2.1
Exiting Leg Total				66				0				80	146

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

12:30 PM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:30 PM	248	0	0	248	1	0	0	1	0	247	0	247	496
12:45 PM	285	0	0	285	3	0	0	3	0	260	0	260	548
1:00 PM	287	0	1	288	3	1	0	4	0	212	0	212	504
1:15 PM	258	0	0	258	3	1	0	4	0	224	0	224	486
Total Volume	1078	0	1	1079	10	2	0	12	0	943	0	943	2034
% Approach Total	99.9	0.0	0.1		83.3	16.7	0.0		0.0	100.0	0.0		
PHF	0.939	0.000	0.250	0.937	0.833	0.500	0.000	0.750	0.000	0.907	0.000	0.907	0.928
Cars	1064	0	1	1065	10	2	0	12	0	928	0	928	2005
Cars %	98.7	0.0	100.0	98.7	100.0	100.0	0.0	100.0	0.0	98.4	0.0	98.4	98.6
Heavy Vehicles	14	0	0	14	0	0	0	0	0	15	0	15	29
Heavy Vehicles %	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.6	0.0	1.6	1.4
Cars Enter Leg	1064	0	1	1065	10	2	0	12	0	928	0	928	2005
Heavy Enter Leg	14	0	0	14	0	0	0	0	0	15	0	15	29
Total Entering Leg	1078	0	1	1079	10	2	0	12	0	943	0	943	2034
Cars Exiting Leg				939				0				1066	2005
Heavy Exiting Leg				15				0				14	29
Total Exiting Leg				954				0				1080	2034

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	192	0	0	192	1	0	0	1	0	137	0	137	330
10:15 AM	214	0	2	216	2	0	0	2	0	121	0	121	339
10:30 AM	194	0	0	194	6	0	0	6	0	148	0	148	348
10:45 AM	235	0	0	235	2	1	0	3	0	140	0	140	378
Total	835	0	2	837	11	1	0	12	0	546	0	546	1395
11:00 AM	214	0	0	214	3	1	0	4	0	136	0	136	354
11:15 AM	222	0	0	222	2	1	0	3	0	140	0	140	365
11:30 AM	244	0	1	245	0	0	0	0	0	178	0	178	423
11:45 AM	241	0	0	241	0	0	0	0	0	177	0	177	418
Total	921	0	1	922	5	2	0	7	0	631	0	631	1560
12:00 PM	271	0	1	272	1	0	0	1	0	180	0	180	453
12:15 PM	256	0	0	256	2	0	0	2	0	195	0	195	453
12:30 PM	247	0	0	247	1	0	0	1	0	245	0	245	493
12:45 PM	278	0	0	278	3	0	0	3	0	254	0	254	535
Total	1052	0	1	1053	7	0	0	7	0	874	0	874	1934
1:00 PM	282	0	1	283	3	1	0	4	0	210	0	210	497
1:15 PM	257	0	0	257	3	1	0	4	0	219	0	219	480
1:30 PM	246	0	0	246	2	2	0	4	0	160	0	160	410
1:45 PM	271	0	0	271	4	0	0	4	0	176	0	176	451
Total	1056	0	1	1057	12	4	0	16	0	765	0	765	1838
Grand Total	3864	0	5	3869	35	7	0	42	0	2816	0	2816	6727
Approach %	99.9	0.0	0.1		83.3	16.7	0.0		0.0	100.0	0.0		
Total %	57.4	0.0	0.1	57.5	0.5	0.1	0.0	0.6	0.0	41.9	0.0	41.9	
Exiting Leg Total	2856				0				3871				6727

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

12:30 PM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:30 PM	247	0	0	247	1	0	0	1	0	245	0	245	493
12:45 PM	278	0	0	278	3	0	0	3	0	254	0	254	535
1:00 PM	282	0	1	283	3	1	0	4	0	210	0	210	497
1:15 PM	257	0	0	257	3	1	0	4	0	219	0	219	480
Total Volume	1064	0	1	1065	10	2	0	12	0	928	0	928	2005
% Approach Total	99.9	0.0	0.1		83.3	16.7	0.0		0.0	100.0	0.0		
PHF	0.943	0.000	0.250	0.941	0.833	0.500	0.000	0.750	0.000	0.913	0.000	0.913	0.937
Entering Leg	1064	0	1	1065	10	2	0	12	0	928	0	928	2005
Exiting Leg				939				0				1066	2005
Total				2004				12				1994	4010

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



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

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	7	0	0	7	0	0	0	0	0	7	0	7	14
10:15 AM	7	0	0	7	0	0	0	0	0	2	0	2	9
10:30 AM	6	0	0	6	0	0	0	0	0	5	0	5	11
10:45 AM	6	0	0	6	0	0	0	0	0	3	0	3	9
Total	26	0	0	26	0	0	0	0	0	17	0	17	43
11:00 AM	6	0	0	6	0	0	0	0	0	7	0	7	13
11:15 AM	8	0	0	8	0	0	0	0	0	8	0	8	16
11:30 AM	5	0	0	5	0	0	0	0	0	3	0	3	8
11:45 AM	6	0	0	6	0	0	0	0	0	7	0	7	13
Total	25	0	0	25	0	0	0	0	0	25	0	25	50
12:00 PM	6	0	0	6	0	0	0	0	0	2	0	2	8
12:15 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
12:30 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
12:45 PM	7	0	0	7	0	0	0	0	0	6	0	6	13
Total	15	0	0	15	0	0	0	0	0	13	0	13	28
1:00 PM	5	0	0	5	0	0	0	0	0	2	0	2	7
1:15 PM	1	0	0	1	0	0	0	0	0	5	0	5	6
1:30 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
1:45 PM	5	0	0	5	0	0	0	0	0	2	0	2	7
Total	14	0	0	14	0	0	0	0	0	11	0	11	25
Grand Total	80	0	0	80	0	0	0	0	0	66	0	66	146
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	54.8	0.0	0.0	54.8	0.0	0.0	0.0	0.0	0.0	45.2	0.0	45.2	
Exiting Leg Total				66				0				80	146
Buses	13	0	0	13	0	0	0	0	0	9	0	9	22
% Buses	16.3	0.0	0.0	16.3	0.0	0.0	0.0	0.0	0.0	13.6	0.0	13.6	15.1
Exiting Leg Total				9				0				13	22
Single-Unit Trucks	53	0	0	53	0	0	0	0	0	51	0	51	104
% Single-Unit	66.3	0.0	0.0	66.3	0.0	0.0	0.0	0.0	0.0	77.3	0.0	77.3	71.2
Exiting Leg Total				51				0				53	104
Articulated Trucks	14	0	0	14	0	0	0	0	0	6	0	6	20
% Articulated	17.5	0.0	0.0	17.5	0.0	0.0	0.0	0.0	0.0	9.1	0.0	9.1	13.7
Exiting Leg Total				6				0				14	20

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

11:00 AM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	6	0	0	6	0	0	0	0	0	7	0	7	13
11:15 AM	8	0	0	8	0	0	0	0	0	8	0	8	16
11:30 AM	5	0	0	5	0	0	0	0	0	3	0	3	8
11:45 AM	6	0	0	6	0	0	0	0	0	7	0	7	13
Total Volume	25	0	0	25	0	0	0	0	0	25	0	25	50
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.781	0.000	0.000	0.781	0.000	0.000	0.000	0.000	0.000	0.781	0.000	0.781	0.781
Buses	5	0	0	5	0	0	0	0	0	4	0	4	9
Buses %	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	16.0	18.0
Single-Unit Trucks	15	0	0	15	0	0	0	0	0	19	0	19	34
Single-Unit %	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	76.0	0.0	76.0	68.0
Articulated Trucks	5	0	0	5	0	0	0	0	0	2	0	2	7
Articulated %	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	8.0	14.0
Buses	5	0	0	5	0	0	0	0	0	4	0	4	9
Single-Unit Trucks	15	0	0	15	0	0	0	0	0	19	0	19	34
Articulated Trucks	5	0	0	5	0	0	0	0	0	2	0	2	7
Total Entering Leg	25	0	0	25	0	0	0	0	0	25	0	25	50
Buses				4				0				5	9

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



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

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Single-Unit Trucks				19				0				15	34
Articulated Trucks				2				0				5	7
Total Exiting Leg				25	Total Exiting Leg				0			25	50

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
10:15 AM	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	2	0	2	2
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	2	0	2	3
11:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
11:15 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
11:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	5	0	0	5	0	0	0	0	0	4	0	4	9
12:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
12:15 PM	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
12:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	2	0	0	2	0	0	0	0	0	2	0	2	4
1:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
1:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
1:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
1:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	5	0	0	5	0	0	0	0	0	1	0	1	6
Grand Total	13	0	0	13	0	0	0	0	0	9	0	9	22
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	59.1	0.0	0.0	59.1	0.0	0.0	0.0	0.0	0.0	40.9	0.0	40.9	
Exiting Leg Total	9				0				13				22

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

11:00 AM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
11:15 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
11:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	5	0	0	5	0	0	0	0	0	4	0	4	9
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.750
Entering Leg	5	0	0	5	0	0	0	0	0	4	0	4	9
Exiting Leg				4				0				5	9
Total				9				0				9	18

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	6	0	0	6	0	0	0	0	0	7	0	7	13
10:15 AM	5	0	0	5	0	0	0	0	0	2	0	2	7
10:30 AM	5	0	0	5	0	0	0	0	0	3	0	3	8
10:45 AM	6	0	0	6	0	0	0	0	0	3	0	3	9
Total	22	0	0	22	0	0	0	0	0	15	0	15	37
11:00 AM	3	0	0	3	0	0	0	0	0	6	0	6	9
11:15 AM	6	0	0	6	0	0	0	0	0	5	0	5	11
11:30 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
11:45 AM	4	0	0	4	0	0	0	0	0	5	0	5	9
Total	15	0	0	15	0	0	0	0	0	19	0	19	34
12:00 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
12:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
12:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
12:45 PM	6	0	0	6	0	0	0	0	0	2	0	2	8
Total	9	0	0	9	0	0	0	0	0	8	0	8	17
1:00 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
1:15 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
1:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
1:45 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
Total	7	0	0	7	0	0	0	0	0	9	0	9	16
Grand Total	53	0	0	53	0	0	0	0	0	51	0	51	104
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	51.0	0.0	0.0	51.0	0.0	0.0	0.0	0.0	0.0	49.0	0.0	49.0	
Exiting Leg Total	51				0				53				104

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

10:00 AM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	6	0	0	6	0	0	0	0	0	7	0	7	13
10:15 AM	5	0	0	5	0	0	0	0	0	2	0	2	7
10:30 AM	5	0	0	5	0	0	0	0	0	3	0	3	8
10:45 AM	6	0	0	6	0	0	0	0	0	3	0	3	9
Total Volume	22	0	0	22	0	0	0	0	0	15	0	15	37
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.917	0.000	0.000	0.917	0.000	0.000	0.000	0.000	0.000	0.536	0.000	0.536	0.712
Entering Leg	22	0	0	22	0	0	0	0	0	15	0	15	37
Exiting Leg				15				0				22	37
Total				37				0				37	74

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
10:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	3	0	0	0	0	0	0	0	0	3
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
11:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
11:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
11:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	5	0	0	5	0	0	0	0	0	2	0	2	7
12:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
12:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
Total	4	0	0	4	0	0	0	0	0	3	0	3	7
1:00 PM	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	1	0	1	1
1:30 PM	2	0	0	2	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
Total	2	0	0	2	0	0	0	0	0	1	0	1	3
Grand Total	14	0	0	14	0	0	0	0	0	6	0	6	20
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	70.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	30.0	
Exiting Leg Total	6				0				14				20

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

11:15 AM	Mystic Avenue				Taylor Street				Mystic Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
11:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
11:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
12:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total Volume	7	0	0	7	0	0	0	0	0	1	0	1	8
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.875	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	1.000
Entering Leg	7	0	0	7	0	0	0	0	0	1	0	1	8
Exiting Leg				1				0				7	8
Total				8				0				8	16

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**



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

	Mystic Avenue						Taylor Street						Mystic Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	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
11:30 AM	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	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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
12:15 PM	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
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	0	0	2	0	0	0	2	1	3	0	0	0	0	0	0	5
Grand Total	2	0	0	0	0	2	0	0	0	2	1	3	0	1	0	0	0	1	6
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	66.7	33.3		0.0	100.0	0.0	0.0	0.0		
Total %	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	16.7	50.0	0.0	16.7	0.0	0.0	0.0	16.7	
Exiting Leg Total	1						3						2						6

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

1:00 PM	Mystic Avenue						Taylor Street						Mystic Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
1:00 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	3
1:15 PM	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
1:45 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	2	0	0	0	0	2	0	0	0	2	1	3	0	0	0	0	0	0	0	5
% Approach Total	100.0	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	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000		0.417
Entering Leg	2	0	0	0	0	2	0	0	0	2	1	3	0	0	0	0	0	0	0	5
Exiting Leg	0						3						2						5	
Total	2						6						2						10	

PDI File #: **228776 A**
 Location: **S: Taylor Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Mystic Avenue						Taylor Street						Mystic Avenue						Total		
	from East						from South						from West								
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total			
10:00 AM	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	1	1	6
10:15 AM	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	0	7
10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	6	9	15	0	0	0	0	0	1	1	16
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	5
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	0	7
11:45 AM	0	0	0	0	0	0	0	0	0	0	7	4	11	0	0	0	0	0	0	0	11
Total	0	0	0	0	0	0	0	0	0	0	13	13	26	0	0	0	0	0	0	0	26
12:00 PM	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	4	5	9	0	0	0	0	0	0	0	9
12:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	5
12:45 PM	0	0	0	0	0	0	0	0	0	0	4	5	9	0	0	0	0	0	0	0	9
Total	0	0	0	0	0	0	0	0	0	0	16	11	27	0	0	0	0	0	0	0	27
1:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	4
1:15 PM	0	0	0	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	0	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	0	0	0	8
1:45 PM	0	0	0	0	0	0	0	0	0	0	2	5	7	0	0	0	0	0	0	0	7
Total	0	0	0	0	0	0	0	0	0	0	12	13	25	0	0	0	0	0	0	0	25
Grand Total	0	0	0	0	0	0	0	0	0	0	47	46	93	0	0	0	0	1	1		94
Approach %	0	0	0	0	0		0	0	0	50.538	49.462			0	0	0	0	100			
Total %	0	0	0	0	0	0	0	0	0	0	50	48.936	98.936	0	0	0	0	1.0638	1.0638		
Exiting Leg Total	0												93							1	94

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

11:30 AM	Mystic Avenue						Taylor Street						Mystic Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
11:30 AM	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	7
11:45 AM	0	0	0	0	0	0	0	0	0	0	7	4	11	0	0	0	0	0	0	11
12:00 PM	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	4	5	9	0	0	0	0	0	0	9
Total Volume	0	0	0	0	0	0	0	0	0	0	17	14	31	0	0	0	0	0	0	31
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.8	45.2		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	0.607	0.700	0.705		0.000	0.000	0.000	0.000	0.000	0.000	0.705
Entering Leg	0	0	0	0	0	0	0	0	0	0	17	14	31	0	0	0	0	0	0	31
Exiting Leg																			0	31
Total	0																		0	62

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:15 PM	4	3	2	0	9	6	275	67	0	348	7	3	55	0	65	33	136	0	1	170	592
2:30 PM	5	6	4	0	15	10	291	72	0	373	10	2	56	0	68	55	140	0	1	196	652
Total Volume	10	15	10	1	36	33	1057	284	1	1375	39	16	203	0	258	176	560	0	2	738	2407
% Approach Total	27.8	41.7	27.8	2.8		2.4	76.9	20.7	0.1		15.1	6.2	78.7	0.0		23.8	75.9	0.0	0.3		
PHF	0.500	0.625	0.625	0.250	0.600	0.825	0.908	0.959	0.250	0.922	0.886	0.667	0.906	0.000	0.949	0.759	0.864	0.000	0.500	0.839	0.923
Cars	10	15	10	1	36	30	1002	273	1	1306	39	15	198	0	252	172	531	0	2	705	2299
Cars %	100.0	100.0	100.0	100.0	100.0	90.9	94.8	96.1	100.0	95.0	100.0	93.8	97.5	0.0	97.7	97.7	94.8	0.0	100.0	95.5	95.5
Heavy Vehicles	0	0	0	0	0	3	55	11	0	69	0	1	5	0	6	4	29	0	0	33	108
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	9.1	5.2	3.9	0.0	5.0	0.0	6.3	2.5	0.0	2.3	2.3	5.2	0.0	0.0	4.5	4.5
Cars Enter Leg	10	15	10	1	36	30	1002	273	1	1306	39	15	198	0	252	172	531	0	2	705	2299
Heavy Enter Leg	0	0	0	0	0	3	55	11	0	69	0	1	5	0	6	4	29	0	0	33	108
Total Entering Leg	10	15	10	1	36	33	1057	284	1	1375	39	16	203	0	258	176	560	0	2	738	2407
Cars Exiting Leg					46					581					460					1212	2299
Heavy Exiting Leg					4					29					15					60	108
Total Exiting Leg					50					610					475					1272	2407

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

5:15 PM	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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					
5:15 PM	4	8	3	0	15	11	240	60	0	311	10	11	64	0	85	73	190	0	1	264	675				
5:30 PM	6	5	3	0	14	14	256	67	0	337	11	7	48	0	66	52	213	0	0	265	682				
5:45 PM	1	6	0	0	7	13	251	72	0	336	8	4	65	0	77	66	166	0	0	232	652				
6:00 PM	1	0	3	0	4	14	270	77	0	361	12	5	64	0	81	75	176	0	0	251	697				
Total Volume	12	19	9	0	40	52	1017	276	0	1345	41	27	241	0	309	266	745	0	1	1012	2706				
% Approach Total	30.0	47.5	22.5	0.0		3.9	75.6	20.5	0.0		13.3	8.7	78.0	0.0		26.3	73.6	0.0	0.1						
PHF	0.500	0.594	0.750	0.000	0.667	0.929	0.942	0.896	0.000	0.931	0.854	0.614	0.927	0.000	0.909	0.887	0.874	0.000	0.250	0.955	0.971				
Cars	12	19	9	0	40	51	992	276	0	1319	39	27	240	0	306	266	731	0	1	998	2663				
Cars %	100.0	100.0	100.0	0.0	100.0	98.1	97.5	100.0	0.0	98.1	95.1	100.0	99.6	0.0	99.0	100.0	98.1	0.0	100.0	98.6	98.4				
Heavy Vehicles	0	0	0	0	0	1	25	0	0	26	2	0	1	0	3	0	14	0	0	14	43				
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	1.9	2.5	0.0	0.0	1.9	4.9	0.0	0.4	0.0	1.0	0.0	1.9	0.0	0.0	1.4	1.6				
Cars Enter Leg	12	19	9	0	40	51	992	276	0	1319	39	27	240	0	306	266	731	0	1	998	2663				
Heavy Enter Leg	0	0	0	0	0	1	25	0	0	26	2	0	1	0	3	0	14	0	0	14	43				
Total Entering Leg	12	19	9	0	40	52	1017	276	0	1345	41	27	241	0	309	266	745	0	1	1012	2706				
Cars Exiting Leg						78						779						561						1245	2663
Heavy Exiting Leg						1						16						0						26	43
Total Exiting Leg						79						795						561						1271	2706

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Cars

	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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	
	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	
5:15 PM	4	8	3	0	15	11	231	60	0	302	9	11	64	0	84	73	189	0	1	263	664
5:30 PM	6	5	3	0	14	13	252	67	0	332	11	7	48	0	66	52	208	0	0	260	672
5:45 PM	1	6	0	0	7	13	246	72	0	331	7	4	64	0	75	66	164	0	0	230	643
6:00 PM	1	0	3	0	4	14	263	77	0	354	12	5	64	0	81	75	170	0	0	245	684
Total Volume	12	19	9	0	40	51	992	276	0	1319	39	27	240	0	306	266	731	0	1	998	2663
% Approach Total	30.0	47.5	22.5	0.0		3.9	75.2	20.9	0.0		12.7	8.8	78.4	0.0		26.7	73.2	0.0	0.1		
PHF	0.500	0.594	0.750	0.000	0.667	0.911	0.943	0.896	0.000	0.931	0.813	0.614	0.938	0.000	0.911	0.887	0.879	0.000	0.250	0.949	0.973
Entering Leg	12	19	9	0	40	51	992	276	0	1319	39	27	240	0	306	266	731	0	1	998	2663
Exiting Leg					78					779					561					1245	2663
Total					118					2098					867					2243	5326

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Buses

	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	4
6:30 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1	3
6:45 AM	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	1	0	7	0	0	0	0	0	0	8	0	0	0	8	15
7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	0	4	6
7:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	2
7:30 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	1	1	0	0	0	2	5
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
Total	0	1	0	0	1	0	4	1	0	5	0	1	0	0	1	2	7	0	0	0	9	16
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1	3
8:30 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	3	0	0	0	3	7
8:45 AM	0	0	0	0	0	0	3	1	0	4	0	0	2	0	2	0	0	0	0	0	0	6
Total	0	0	0	0	0	0	6	4	0	10	0	1	2	0	3	0	4	0	0	0	4	17
9:00 AM	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	0	3	0	0	0	3	8
9:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2	5
9:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
9:45 AM	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	1	0	9	2	0	0	0	2	0	6	0	0	0	6	17
10:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
10:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
10:45 AM	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	4	0	0	4	0	0	0	0	0	0	4	0	0	0	4	8
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	0	2	3
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
11:45 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	3	0	0	3	0	0	0	0	0	1	6	0	0	0	7	10
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
12:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	1	2
12:30 PM	0	0	0	0	0	0	1	2	0	3	0	0	1	0	1	0	2	0	0	0	2	6
12:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	0	2	4
Total	0	0	0	0	0	0	3	4	0	7	0	0	1	0	1	0	6	0	0	0	6	14
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1:15 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	4	0	0	0	4	7
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
1:45 PM	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	2	2	2	0	6	1	0	0	0	1	0	7	0	0	0	7	14
2:00 PM	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	1	0	0	0	1	4
2:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	1	0	0	0	1	4
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	3	0	0	3	0	1	0	0	1	0	1	0	0	0	1	5
Total	0	0	0	0	0	0	8	2	0	10	0	2	0	0	2	0	4	0	0	0	4	16
3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	1	0	0	0	3	4
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
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	1	3
Total	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	2	3	0	0	0	5	9
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
4:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	1	3	0	0	0	4	7
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Buses

	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
Total	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	1	7	0	0	8	14
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
6:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
6:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	13
7:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
7:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	2	0	0	2	8
7:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
Total	0	0	0	0	0	0	16	0	0	16	0	0	1	0	1	0	6	0	0	6	23
Grand Total	0	1	0	0	1	2	79	16	0	97	3	5	5	0	13	6	77	0	0	83	194
Approach %	0.0	100.0	0.0	0.0		2.1	81.4	16.5	0.0		23.1	38.5	38.5	0.0		7.2	92.8	0.0	0.0		
Total %	0.0	0.5	0.0	0.0	0.5	1.0	40.7	8.2	0.0	50.0	1.5	2.6	2.6	0.0	6.7	3.1	39.7	0.0	0.0	42.8	
Exiting Leg Total	7					80					23					84					194

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

8:30 AM	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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	
8:30 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	3	0	0	3	7
8:45 AM	0	0	0	0	0	0	3	1	0	4	0	0	2	0	2	0	0	0	0	0	6
9:00 AM	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	0	3	0	0	3	8
9:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Total Volume	0	0	0	0	0	0	10	4	0	14	2	0	2	0	4	0	8	0	0	8	26
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	71.4	28.6	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.833	0.500	0.000	0.875	0.250	0.000	0.250	0.000	0.500	0.000	0.667	0.000	0.000	0.667	0.813
Entering Leg	0	0	0	0	0	0	10	4	0	14	2	0	2	0	4	0	8	0	0	8	26
Exiting Leg	0					10					4					12					26
Total	0					24					8					20					52

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

12:30 PM	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:30 PM	0	0	0	0	0	0	1	2	0	3	0	0	1	0	1	0	2	0	0	2	6
12:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1:15 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	4	0	0	4	7
Total Volume	0	0	0	0	0	0	3	4	0	7	1	0	1	0	2	0	9	0	0	9	18
% Approach Total	0.0	0.0	0.0	0.0		0.0	42.9	57.1	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.000	0.583	0.250	0.000	0.250	0.000	0.500	0.000	0.563	0.000	0.000	0.563	0.643
Entering Leg	0	0	0	0	0	0	3	4	0	7	1	0	1	0	2	0	9	0	0	9	18
Exiting Leg	0					10					4					4					18
Total	0					17					6					13					36

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

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Buses

7:00 PM	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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	
	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
7:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	2	0	0	2	8
7:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
Total Volume	0	0	0	0	0	0	16	0	0	16	0	0	1	0	1	0	6	0	0	6	23
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.667	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.719
Entering Leg	0	0	0	0	0	0	16	0	0	16	0	0	1	0	1	0	6	0	0	6	23
Exiting Leg					0					6					0					17	23
Total	0					22					1					23					46

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Single-Unit Trucks

	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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	8	0	0	9	11	
6:15 AM	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	0	6	0	0	6	13	
6:30 AM	0	0	0	0	0	0	6	3	0	9	1	0	1	0	2	2	10	0	0	12	23	
6:45 AM	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	0	14	1	0	15	21	
Total	0	0	0	0	0	0	17	7	0	24	1	0	1	0	2	3	38	1	0	42	68	
7:00 AM	0	1	0	0	1	0	4	2	0	6	0	0	0	0	0	0	13	0	0	13	20	
7:15 AM	0	0	0	0	0	0	12	1	0	13	0	0	1	0	1	0	12	0	0	12	26	
7:30 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	8	0	0	8	15	
7:45 AM	0	0	0	0	0	0	10	3	0	13	0	0	0	0	0	0	6	0	0	6	19	
Total	0	1	0	0	1	0	32	7	0	39	0	0	1	0	1	0	39	0	0	39	80	
8:00 AM	0	0	0	0	0	0	2	2	0	4	0	0	1	0	1	0	6	0	0	6	11	
8:15 AM	0	0	0	0	0	0	4	3	0	7	0	0	0	0	0	2	4	0	0	6	13	
8:30 AM	1	0	0	0	1	0	10	2	0	12	0	0	0	0	0	1	11	0	0	12	25	
8:45 AM	1	0	0	0	1	0	6	6	0	12	0	0	0	0	0	1	15	0	0	16	29	
Total	2	0	0	0	2	0	22	13	0	35	0	0	1	0	1	4	36	0	0	40	78	
9:00 AM	0	0	0	0	0	1	9	3	0	13	1	0	2	0	3	0	4	0	0	4	20	
9:15 AM	0	1	0	0	1	0	12	1	0	13	0	0	0	0	0	0	11	0	0	11	25	
9:30 AM	0	2	0	0	2	0	14	2	0	16	0	1	1	0	2	0	14	0	0	14	34	
9:45 AM	0	0	0	0	0	1	11	1	0	13	0	0	0	0	0	2	8	0	0	10	23	
Total	0	3	0	0	3	2	46	7	0	55	1	1	3	0	5	2	37	0	0	39	102	
10:00 AM	0	0	0	0	0	0	9	2	0	11	0	0	1	0	1	1	8	0	0	9	21	
10:15 AM	0	0	0	0	0	0	9	4	0	13	0	0	3	0	3	0	11	0	0	11	27	
10:30 AM	0	0	0	0	0	0	13	2	0	15	1	0	0	0	1	3	10	0	0	13	29	
10:45 AM	0	0	0	0	0	0	10	2	0	12	0	0	1	0	1	1	3	0	0	4	17	
Total	0	0	0	0	0	0	41	10	0	51	1	0	5	0	6	5	32	0	0	37	94	
11:00 AM	0	0	0	0	0	0	13	1	0	14	1	1	0	0	2	1	9	0	0	10	26	
11:15 AM	0	0	0	0	0	0	10	3	0	13	0	1	1	0	2	1	13	0	0	14	29	
11:30 AM	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	1	9	0	0	10	24	
11:45 AM	0	0	0	0	0	0	9	4	0	13	0	0	0	0	0	2	6	0	0	8	21	
Total	0	0	0	0	0	0	45	8	0	53	1	2	2	0	5	5	37	0	0	42	100	
12:00 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	8	0	0	8	11	
12:15 PM	0	0	0	0	0	1	11	3	0	15	0	0	0	0	0	0	9	0	0	9	24	
12:30 PM	0	0	0	0	0	0	9	3	0	12	0	0	1	0	1	0	6	0	0	6	19	
12:45 PM	0	0	0	0	0	1	10	1	0	12	0	0	1	0	1	2	4	0	0	6	19	
Total	0	0	0	0	0	2	32	8	0	42	0	0	2	0	2	2	27	0	0	29	73	
1:00 PM	0	0	0	0	0	0	11	1	0	12	0	0	1	0	1	0	9	0	0	9	22	
1:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	6	0	0	6	11	
1:30 PM	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	9	0	0	9	20	
1:45 PM	0	0	0	0	0	1	13	1	0	15	0	0	1	0	1	1	8	0	0	9	25	
Total	0	0	0	0	0	1	38	3	0	42	0	0	3	0	3	1	32	0	0	33	78	
2:00 PM	0	0	0	0	0	0	14	2	0	16	0	0	0	0	0	2	3	0	0	5	21	
2:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	1	5	0	0	6	13	
2:30 PM	0	0	0	0	0	0	11	4	0	15	0	0	3	0	3	0	8	0	0	8	26	
2:45 PM	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	3	0	0	3	14	
Total	0	0	0	0	0	0	41	7	0	48	0	0	4	0	4	3	19	0	0	22	74	
3:00 PM	0	0	0	0	0	0	6	1	0	7	0	1	2	0	3	0	7	0	0	7	17	
3:15 PM	1	1	0	0	2	0	8	2	0	10	0	1	0	0	1	0	11	0	0	11	24	
3:30 PM	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	3	6	0	0	9	17	
3:45 PM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	1	3	0	0	4	13	
Total	1	1	0	0	2	0	29	4	0	33	0	2	3	0	5	4	27	0	0	31	71	
4:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	15	
4:15 PM	0	0	0	0	0	0	6	0	0	6	1	1	0	0	2	0	3	0	0	3	11	
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	2	0	0	2	4	
4:45 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	12	

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Single-Unit Trucks

2:30 PM	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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	
	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:30 PM	0	0	0	0	0	0	11	4	0	15	0	0	3	0	3	0	8	0	0	8	26
2:45 PM	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	3	0	0	3	14
3:00 PM	0	0	0	0	0	0	6	1	0	7	0	1	2	0	3	0	7	0	0	7	17
3:15 PM	1	1	0	0	2	0	8	2	0	10	0	1	0	0	1	0	11	0	0	11	24
Total Volume	1	1	0	0	2	0	35	8	0	43	0	2	5	0	7	0	29	0	0	29	81
% Approach Total	50.0	50.0	0.0	0.0		0.0	81.4	18.6	0.0		0.0	28.6	71.4	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.250	0.000	0.795	0.500	0.000	0.717	0.000	0.500	0.417	0.000	0.583	0.000	0.659	0.000	0.000	0.659	0.779
Entering Leg	1	1	0	0	2	0	35	8	0	43	0	2	5	0	7	0	29	0	0	29	81
Exiting Leg					2					29					9					41	81
Total	4					72					16					70					162

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Articulated Trucks

	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	3	4
6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
6:45 AM	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	4	0	0	4	0	0	0	0	0	0	7	0	0	0	7	11
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
7:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	0	1	6
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	4	0	0	0	5	12
8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
8:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	1	0	0	0	1	7
Total	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	0	3	0	0	0	3	17
9:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
9:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3
9:45 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	1	0	0	0	1	7
Total	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	3	0	0	0	3	13
10:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	0	4	6
10:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	0	3	5
10:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	0	3	8
10:45 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	3	0	0	0	3	10
Total	0	0	0	0	0	0	14	2	0	16	0	0	0	0	0	0	13	0	0	0	13	29
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	0	1	5
11:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2	5
11:45 AM	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	4	0	0	0	4	12
12:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	0	1	7
12:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5
12:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	1	0	0	0	1	17
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	0	3	7
1:30 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	0	2	5
1:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	0	2	4
Total	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	0	8	0	0	0	8	17
2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	0	1	5
3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
3:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	2	6
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	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	9	1	0	10	0	0	0	0	0	0	5	0	0	0	5	15
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Articulated Trucks

	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
7:00 PM	0	0	0	0	0	0	1	0	0	1	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	1	0	0	1	1
7:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 PM	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	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Grand Total	0	0	0	0	0	0	99	7	0	106	0	0	0	0	0	1	53	0	0	54	160
Approach %	0.0	0.0	0.0	0.0		0.0	93.4	6.6	0.0		0.0	0.0	0.0	0.0		1.9	98.1	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	61.9	4.4	0.0	66.3	0.0	0.0	0.0	0.0	0.0	0.6	33.1	0.0	0.0	33.8	
Exiting Leg Total	0					53					8					99					160

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

9:45 AM	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
9:45 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	1	0	0	1	7
10:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
10:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	5
10:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
Total Volume	0	0	0	0	0	0	13	2	0	15	0	0	0	0	0	0	11	0	0	11	26
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	86.7	13.3	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	0.650	0.500	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.000	0.000	0.688	0.813
Entering Leg	0	0	0	0	0	0	13	2	0	15	0	0	0	0	0	0	11	0	0	11	26
Exiting Leg	0					11					2					13					26
Total	0					26					2					24					52

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

10:00 AM	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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	0	0	2	0	0	0	0	0	0	4	0	0	4	6
10:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	5
10:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
10:45 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	3	0	0	3	10
Total Volume	0	0	0	0	0	0	14	2	0	16	0	0	0	0	0	0	13	0	0	13	29
% Approach Total	0.0	0.0	0.0	0.0		0.0	87.5	12.5	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	0.500	0.000	0.571	0.000	0.000	0.000	0.000	0.000	0.000	0.813	0.000	0.000	0.813	0.725
Entering Leg	0	0	0	0	0	0	14	2	0	16	0	0	0	0	0	0	13	0	0	13	29
Exiting Leg	0					13					2					14					29
Total	0					29					2					27					58

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

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Articulated Trucks

3:00 PM	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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		
	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue						
	from North					from East					from South					from West						Total
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
3:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
3:45 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	6	
Total Volume	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	5	0	0	5	15	
% Approach Total	0.0	0.0	0.0	0.0		0.0	90.0	10.0	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	0.563	0.250	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.625	
Entering Leg	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	5	0	0	5	15	
Exiting Leg					0					5					1					9	15	
Total	0					15					1					14					30	

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

4:30 PM	Temple Road							Mystic Avenue							Temple Street							Mystic Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:30 PM	Temple Road							Mystic Avenue							Temple Street							Mystic Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	1	0	0	0	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	2	0	0	0	0	2	0	0	0	0	1	0	1	6
5:15 PM	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	1	0	0	0	0	1	0	1	0	0	0	3	4	0	5	1	0	0	0	6	1	1	0	0	1	0	3	14
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	25.0	0.0	0.0	0.0	75.0		0.0	83.3	16.7	0.0	0.0	0.0		33.3	33.3	0.0	0.0	33.3	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.333		0.000	0.625	0.250	0.000	0.000	0.500		0.250	0.250	0.000	0.000	0.250	0.000	0.750	0.583
Entering Leg	0	1	0	0	0	0	1	0	1	0	0	0	3	4	0	5	1	0	0	0	6	1	1	0	0	1	0	3	14
Exiting Leg							5						4							2							3	14	
Total	6							8							8							6							28

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Pedestrians

3:00 PM	Temple Road								Mystic Avenue								Temple Street								Mystic Avenue								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					
3:00 PM	Temple Road								Mystic Avenue								Temple Street								Mystic Avenue								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					
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0	0	2	2	4	10				
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	6	8	0	0	0	0	1	1	2	0	0	0	0	2	1	3	13				
3:30 PM	0	0	0	0	0	6	6	6	0	0	0	0	3	6	9	0	0	0	0	2	2	4	0	0	0	0	6	0	6	25			
3:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	3	3	6	0	0	0	0	7	1	8	0	0	0	0	0	0	0	15			
Total Volume	0	0	0	0	0	6	1	7	0	0	0	0	12	17	29	0	0	0	0	10	4	14	0	0	0	0	10	3	13	63			
% Approach Total	0.0	0.0	0.0	0.0	85.7	14.3			0.0	0.0	0.0	0.0	41.4	58.6		0.0	0.0	0.0	0.0	71.4	28.6		0.0	0.0	0.0	0.0	76.9	23.1					
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.292		0.000	0.000	0.000	0.000	0.750	0.708	0.806	0.000	0.000	0.000	0.000	0.357	0.500	0.438	0.000	0.000	0.000	0.000	0.417	0.375	0.542	0.630			
Entering Leg	0	0	0	0	6	1	7		0	0	0	0	12	17	29	0	0	0	0	10	4	14	0	0	0	0	10	3	13	63			
Exiting Leg							7							29						14								13	63				
Total	14								58								28								26								126

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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	2	0	2	0	4	6	136	64	0	206	11	5	43	0	59	40	135	0	0	175	444
10:15 AM	2	5	2	0	9	11	123	81	0	215	12	4	56	0	72	35	110	0	0	145	441
10:30 AM	2	1	0	0	3	10	144	57	0	211	11	1	53	0	65	33	140	0	0	173	452
10:45 AM	2	0	1	0	3	8	148	82	0	238	12	4	54	0	70	62	129	0	0	191	502
Total	8	6	5	0	19	35	551	284	0	870	46	14	206	0	266	170	514	0	0	684	1839
11:00 AM	2	4	1	0	7	12	140	76	1	229	16	6	48	0	70	64	119	0	0	183	489
11:15 AM	1	2	3	0	6	10	149	72	0	231	12	6	57	0	75	42	134	0	0	176	488
11:30 AM	0	2	0	0	2	8	176	90	0	274	16	1	52	0	69	38	164	0	0	202	547
11:45 AM	0	0	2	0	2	5	159	84	0	248	5	3	59	0	67	46	166	0	1	213	530
Total	3	8	6	0	17	35	624	322	1	982	49	16	216	0	281	190	583	0	1	774	2054
12:00 PM	0	3	2	0	5	9	189	74	0	272	10	4	58	0	72	52	175	0	0	227	576
12:15 PM	2	3	2	0	7	7	166	91	0	264	15	8	61	0	84	45	169	0	0	214	569
12:30 PM	2	6	1	0	9	8	144	81	0	233	16	2	35	0	53	52	240	0	0	292	587
12:45 PM	0	0	0	0	0	18	202	77	0	297	15	1	48	0	64	52	241	0	0	293	654
Total	4	12	5	0	21	42	701	323	0	1066	56	15	202	0	273	201	825	0	0	1026	2386
1:00 PM	1	4	3	0	8	13	197	79	0	289	8	3	51	0	62	46	190	0	0	236	595
1:15 PM	2	4	3	0	9	7	175	77	0	259	12	2	54	0	68	49	207	0	0	256	592
1:30 PM	2	2	1	0	5	18	170	66	1	255	9	6	52	0	67	55	170	0	0	225	552
1:45 PM	1	2	1	0	4	9	179	92	0	280	13	2	52	0	67	50	162	0	0	212	563
Total	6	12	8	0	26	47	721	314	1	1083	42	13	209	0	264	200	729	0	0	929	2302
Grand Total	21	38	24	0	83	159	2597	1243	2	4001	193	58	833	0	1084	761	2651	0	1	3413	8581
Approach %	25.3	45.8	28.9	0.0		4.0	64.9	31.1	0.0		17.8	5.4	76.8	0.0		22.3	77.7	0.0	0.0		
Total %	0.2	0.4	0.3	0.0	1.0	1.9	30.3	14.5	0.0	46.6	2.2	0.7	9.7	0.0	12.6	8.9	30.9	0.0	0.0	39.8	
Exiting Leg Total	217					2870					2042					3452					8581
Cars	20	37	24	0	81	155	2536	1227	2	3920	191	57	822	0	1070	756	2582	0	1	3339	8410
% Cars	95.2	97.4	100.0	0.0	97.6	97.5	97.7	98.7	100.0	98.0	99.0	98.3	98.7	0.0	98.7	99.3	97.4	0.0	100.0	97.8	98.0
Exiting Leg Total	212					2799					2020					3379					8410
Heavy Vehicles	1	1	0	0	2	4	61	16	0	81	2	1	11	0	14	5	69	0	0	74	171
% Heavy Vehicles	4.8	2.6	0.0	0.0	2.4	2.5	2.3	1.3	0.0	2.0	1.0	1.7	1.3	0.0	1.3	0.7	2.6	0.0	0.0	2.2	2.0
Exiting Leg Total	5					71					22					73					171

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

12:30 PM	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:30 PM	2	6	1	0	9	8	144	81	0	233	16	2	35	0	53	52	240	0	0	292	587
12:45 PM	0	0	0	0	0	18	202	77	0	297	15	1	48	0	64	52	241	0	0	293	654
1:00 PM	1	4	3	0	8	13	197	79	0	289	8	3	51	0	62	46	190	0	0	236	595
1:15 PM	2	4	3	0	9	7	175	77	0	259	12	2	54	0	68	49	207	0	0	256	592
Total Volume	5	14	7	0	26	46	718	314	0	1078	51	8	188	0	247	199	878	0	0	1077	2428
% Approach Total	19.2	53.8	26.9	0.0		4.3	66.6	29.1	0.0		20.6	3.2	76.1	0.0		18.5	81.5	0.0	0.0		
PHF	0.625	0.583	0.583	0.000	0.722	0.639	0.889	0.969	0.000	0.907	0.797	0.667	0.870	0.000	0.908	0.957	0.911	0.000	0.000	0.919	0.928
Cars	5	14	7	0	26	46	708	309	0	1063	51	8	184	0	243	199	861	0	0	1060	2392
Cars %	100.0	100.0	100.0	0.0	100.0	100.0	98.6	98.4	0.0	98.6	100.0	100.0	97.9	0.0	98.4	100.0	98.1	0.0	0.0	98.4	98.5
Heavy Vehicles	0	0	0	0	0	0	10	5	0	15	0	0	4	0	4	0	17	0	0	17	36
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.6	0.0	1.4	0.0	0.0	2.1	0.0	1.6	0.0	1.9	0.0	0.0	1.6	1.5
Cars Enter Leg	5	14	7	0	26	46	708	309	0	1063	51	8	184	0	243	199	861	0	0	1060	2392
Heavy Enter Leg	0	0	0	0	0	0	10	5	0	15	0	0	4	0	4	0	17	0	0	17	36
Total Entering Leg	5	14	7	0	26	46	718	314	0	1078	51	8	188	0	247	199	878	0	0	1077	2428
Cars Exiting Leg	54					919					522					897					2392
Heavy Exiting Leg	0					17					5					14					36
Total Exiting Leg	54					936					527					911					2428

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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	1	0	2	0	3	6	130	63	0	199	11	5	43	0	59	39	129	0	0	168	429
10:15 AM	2	5	2	0	9	11	116	81	0	208	11	4	55	0	70	34	109	0	0	143	430
10:30 AM	2	1	0	0	3	10	140	55	0	205	11	1	51	0	63	33	135	0	0	168	439
10:45 AM	2	0	1	0	3	8	143	81	0	232	12	4	53	0	69	62	126	0	0	188	492
Total	7	6	5	0	18	35	529	280	0	844	45	14	202	0	261	168	499	0	0	667	1790
11:00 AM	2	4	1	0	7	10	137	74	1	222	16	6	48	0	70	63	114	0	0	177	476
11:15 AM	1	1	3	0	5	9	142	72	0	223	11	5	57	0	73	42	125	0	0	167	468
11:30 AM	0	2	0	0	2	7	173	90	0	270	16	1	52	0	69	37	157	0	0	194	535
11:45 AM	0	0	2	0	2	5	154	82	0	241	5	3	59	0	67	45	160	0	1	206	516
Total	3	7	6	0	16	31	606	318	1	956	48	15	216	0	279	187	556	0	1	744	1995
12:00 PM	0	3	2	0	5	9	186	73	0	268	10	4	57	0	71	52	173	0	0	225	569
12:15 PM	2	3	2	0	7	7	164	91	0	262	15	8	61	0	84	45	166	0	0	211	564
12:30 PM	2	6	1	0	9	8	144	81	0	233	16	2	34	0	52	52	238	0	0	290	584
12:45 PM	0	0	0	0	0	18	197	74	0	289	15	1	47	0	63	52	232	0	0	284	636
Total	4	12	5	0	21	42	691	319	0	1052	56	15	199	0	270	201	809	0	0	1010	2353
1:00 PM	1	4	3	0	8	13	194	77	0	284	8	3	49	0	60	46	189	0	0	235	587
1:15 PM	2	4	3	0	9	7	173	77	0	257	12	2	54	0	68	49	202	0	0	251	585
1:30 PM	2	2	1	0	5	18	168	66	1	253	9	6	51	0	66	55	168	0	0	223	547
1:45 PM	1	2	1	0	4	9	175	90	0	274	13	2	51	0	66	50	159	0	0	209	553
Total	6	12	8	0	26	47	710	310	1	1068	42	13	205	0	260	200	718	0	0	918	2272
Grand Total	20	37	24	0	81	155	2536	1227	2	3920	191	57	822	0	1070	756	2582	0	1	3339	8410
Approach %	24.7	45.7	29.6	0.0		4.0	64.7	31.3	0.1		17.9	5.3	76.8	0.0		22.6	77.3	0.0	0.0		
Total %	0.2	0.4	0.3	0.0	1.0	1.8	30.2	14.6	0.0	46.6	2.3	0.7	9.8	0.0	12.7	9.0	30.7	0.0	0.0	39.7	
Exiting Leg Total	212					2799					2020					3379					8410

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

12:30 PM	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:30 PM	2	6	1	0	9	8	144	81	0	233	16	2	34	0	52	52	238	0	0	290	584
12:45 PM	0	0	0	0	0	18	197	74	0	289	15	1	47	0	63	52	232	0	0	284	636
1:00 PM	1	4	3	0	8	13	194	77	0	284	8	3	49	0	60	46	189	0	0	235	587
1:15 PM	2	4	3	0	9	7	173	77	0	257	12	2	54	0	68	49	202	0	0	251	585
Total Volume	5	14	7	0	26	46	708	309	0	1063	51	8	184	0	243	199	861	0	0	1060	2392
% Approach Total	19.2	53.8	26.9	0.0		4.3	66.6	29.1	0.0		21.0	3.3	75.7	0.0		18.8	81.2	0.0	0.0		
PHF	0.625	0.583	0.583	0.000	0.722	0.639	0.898	0.954	0.000	0.920	0.797	0.667	0.852	0.000	0.893	0.957	0.904	0.000	0.000	0.914	0.940
Entering Leg	5	14	7	0	26	46	708	309	0	1063	51	8	184	0	243	199	861	0	0	1060	2392
Exiting Leg	54					919					522					897					2392
Total	80					1982					765					1957					4784

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



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

	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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	
Single-Unit Trucks					5					19					6					10	40
Articulated Trucks					0					4					0					5	9
Total Exiting Leg					5					28					8					18	59

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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	0	0	0	0	1	
10:15 AM	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	1	0	0	1	1	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
11:00 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3	
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3	
Total	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	0	5	0	0	5	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	
12:15 PM	0	0	0	0	0	0	2	0	0	2	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	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	2	0	0	2	2	
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	
1:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	3	
1:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1:45 PM	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	3	2	0	5	0	0	1	0	1	0	1	0	0	1	7	
Grand Total	0	0	0	0	0	0	9	4	0	13	0	0	1	0	1	0	9	0	0	9	23	
Approach %	0.0	0.0	0.0	0.0		0.0	69.2	30.8	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	39.1	17.4	0.0	56.5	0.0	0.0	4.3	0.0	4.3	0.0	39.1	0.0	0.0	39.1		
Exiting Leg Total	0					9					4					10					23	

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

11:00 AM	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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	
11:00 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
Total Volume	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	0	5	0	0	5	10
% Approach Total	0.0	0.0	0.0	0.0		0.0	60.0	40.0	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	0.375	0.500	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.833
Entering Leg	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	0	5	0	0	5	10
Exiting Leg	0					5					2					3					10
Total	0					10					2					8					20

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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	1	0	0	0	1	0	5	1	0	6	0	0	0	0	0	1	6	0	0	7	14	
10:15 AM	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	1	1	0	0	2	9	
10:30 AM	0	0	0	0	0	0	3	2	0	5	0	0	1	0	1	0	4	0	0	4	10	
10:45 AM	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	0	3	0	0	3	10	
Total	1	0	0	0	1	0	18	4	0	22	1	0	3	0	4	2	14	0	0	16	43	
11:00 AM	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0	1	4	0	0	5	9	
11:15 AM	0	1	0	0	1	1	6	0	0	7	1	1	0	0	2	0	6	0	0	6	16	
11:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	1	5	0	0	6	8	
11:45 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	1	3	0	0	4	7	
Total	0	1	0	0	1	4	10	2	0	16	1	1	0	0	2	3	18	0	0	21	40	
12:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	0	2	0	0	2	5	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3	
12:45 PM	0	0	0	0	0	0	3	3	0	6	0	0	1	0	1	0	5	0	0	5	12	
Total	0	0	0	0	0	0	4	4	0	8	0	0	3	0	3	0	11	0	0	11	22	
1:00 PM	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	0	1	0	0	1	5	
1:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3	
1:45 PM	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	0	3	0	0	3	8	
Total	0	0	0	0	0	0	6	2	0	8	0	0	3	0	3	0	10	0	0	10	21	
Grand Total	1	1	0	0	2	4	38	12	0	54	2	1	9	0	12	5	53	0	0	58	126	
Approach %	50.0	50.0	0.0	0.0		7.4	70.4	22.2	0.0		16.7	8.3	75.0	0.0		8.6	91.4	0.0	0.0			
Total %	0.8	0.8	0.0	0.0	1.6	3.2	30.2	9.5	0.0	42.9	1.6	0.8	7.1	0.0	9.5	4.0	42.1	0.0	0.0	46.0		
Exiting Leg Total	5					55					18					48					126	

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

10:30 AM	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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	3	2	0	5	0	0	1	0	1	0	4	0	0	4	10
10:45 AM	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	0	3	0	0	3	10
11:00 AM	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0	1	4	0	0	5	9
11:15 AM	0	1	0	0	1	1	6	0	0	7	1	1	0	0	2	0	6	0	0	6	16
Total Volume	0	1	0	0	1	3	15	4	0	22	1	1	2	0	4	1	17	0	0	18	45
% Approach Total	0.0	100.0	0.0	0.0		13.6	68.2	18.2	0.0		25.0	25.0	50.0	0.0		5.6	94.4	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.375	0.625	0.500	0.000	0.786	0.250	0.250	0.500	0.000	0.500	0.250	0.708	0.000	0.000	0.750	0.703
Entering Leg	0	1	0	0	1	3	15	4	0	22	1	1	2	0	4	1	17	0	0	18	45
Exiting Leg	4					18					6					17					45
Total	5					40					10					35					90

PDI File #: **228776 B**
 Location: **N: Temple Road S: Temple Street**
 Location: **E: Mystic Avenue W: Mystic Avenue**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
10:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	4	
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	1	0	0	1	1	
11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	
11:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	
12:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
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	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	
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	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1:45 PM	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
Grand Total	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	0	7	0	0	7	22	
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	63.6	0.0	0.0	63.6	0.0	0.0	4.5	0.0	4.5	0.0	31.8	0.0	0.0	31.8		
Exiting Leg Total	0					7					0					15					22	

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

11:15 AM	Temple Road					Mystic Avenue					Temple Street					Mystic Avenue					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			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
11:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	1	3
11:45 AM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	1	4
12:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	3	0	0	3	10
% 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	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	0.750	0.000	0.000	0.000	0.750	0.625	
Entering Leg	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	3	0	0	3	10
Exiting Leg	0					3					0					7					10		
Total	0					10					0					10					20		

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Temple Street				Sydney Street				Temple Street				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
6:00 AM	43	1	0	44	2	0	0	2	4	21	0	25	71	
6:15 AM	50	1	0	51	0	1	0	1	1	52	0	53	105	
6:30 AM	97	2	1	100	1	2	0	3	0	50	0	50	153	
6:45 AM	126	2	1	129	3	0	0	3	1	49	0	50	182	
Total	316	6	2	324	6	3	0	9	6	172	0	178	511	
7:00 AM	114	4	0	118	2	3	0	5	3	68	0	71	194	
7:15 AM	107	3	0	110	5	4	0	9	1	65	0	66	185	
7:30 AM	112	4	1	117	4	3	0	7	3	52	0	55	179	
7:45 AM	129	2	0	131	5	3	0	8	2	50	0	52	191	
Total	462	13	1	476	16	13	0	29	9	235	0	244	749	
8:00 AM	135	2	1	138	3	6	0	9	3	73	0	76	223	
8:15 AM	120	3	0	123	7	1	0	8	1	63	0	64	195	
8:30 AM	101	3	0	104	2	2	0	4	2	55	0	57	165	
8:45 AM	98	2	1	101	2	1	0	3	1	51	0	52	156	
Total	454	10	2	466	14	10	0	24	7	242	0	249	739	
9:00 AM	124	2	2	128	0	1	0	1	5	58	0	63	192	
9:15 AM	114	2	0	116	2	0	0	2	3	45	0	48	166	
9:30 AM	106	1	0	107	1	0	0	1	2	32	0	34	142	
9:45 AM	113	2	0	115	0	0	0	0	1	47	0	48	163	
Total	457	7	2	466	3	1	0	4	11	182	0	193	663	
10:00 AM	99	1	0	100	0	1	0	1	1	49	0	50	151	
10:15 AM	99	4	0	103	3	0	0	3	1	40	0	41	147	
10:30 AM	102	3	0	105	0	2	0	2	0	38	0	38	145	
10:45 AM	121	1	0	122	1	3	0	4	1	32	0	33	159	
Total	421	9	0	430	4	6	0	10	3	159	0	162	602	
11:00 AM	100	3	0	103	2	0	0	2	2	47	0	49	154	
11:15 AM	88	3	0	91	0	0	0	0	1	34	0	35	126	
11:30 AM	108	2	0	110	0	0	0	0	2	49	0	51	161	
11:45 AM	107	0	0	107	0	0	0	0	2	37	0	39	146	
Total	403	8	0	411	2	0	0	2	7	167	0	174	587	
12:00 PM	105	7	1	113	3	0	0	3	3	49	0	52	168	
12:15 PM	137	4	0	141	2	0	0	2	2	43	0	45	188	
12:30 PM	118	0	1	119	6	2	0	8	1	49	0	50	177	
12:45 PM	100	6	0	106	1	0	0	1	3	47	0	50	157	
Total	460	17	2	479	12	2	0	14	9	188	0	197	690	
1:00 PM	111	1	0	112	0	0	0	0	2	50	0	52	164	
1:15 PM	98	3	0	101	2	0	0	2	1	65	0	66	169	
1:30 PM	103	5	0	108	2	1	0	3	0	46	0	46	157	
1:45 PM	132	1	4	137	3	2	0	5	0	61	0	61	203	
Total	444	10	4	458	7	3	0	10	3	222	0	225	693	
2:00 PM	101	3	1	105	1	1	0	2	3	63	0	66	173	
2:15 PM	104	2	0	106	1	0	0	1	1	53	0	54	161	
2:30 PM	127	5	0	132	1	0	0	1	3	69	0	72	205	
2:45 PM	110	7	0	117	3	0	0	3	1	69	0	70	190	
Total	442	17	1	460	6	1	0	7	8	254	0	262	729	
3:00 PM	111	4	0	115	3	0	0	3	7	66	0	73	191	
3:15 PM	140	5	0	145	7	0	0	7	3	81	0	84	236	
3:30 PM	117	2	0	119	8	0	0	8	0	52	0	52	179	
3:45 PM	115	5	0	120	3	0	0	3	2	50	0	52	175	
Total	483	16	0	499	21	0	0	21	12	249	0	261	781	
4:00 PM	99	1	1	101	5	0	0	5	2	57	0	59	165	
4:15 PM	103	1	1	105	1	0	0	1	4	64	0	68	174	
4:30 PM	97	3	0	100	4	2	0	6	5	52	0	57	163	
4:45 PM	116	2	0	118	1	1	0	2	3	41	0	44	164	

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Temple Street				Sydney Street				Temple Street				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
Total	415	7	2	424	11	3	0	14	14	214	0	228	666	
5:00 PM	122	2	0	124	7	2	0	9	3	86	0	89	222	
5:15 PM	136	6	1	143	2	2	0	4	4	72	1	77	224	
5:30 PM	114	6	0	120	3	0	0	3	2	71	0	73	196	
5:45 PM	133	6	1	140	4	0	0	4	5	83	0	88	232	
Total	505	20	2	527	16	4	0	20	14	312	1	327	874	
6:00 PM	137	9	2	148	3	2	0	5	6	71	0	77	230	
6:15 PM	115	10	3	128	3	0	0	3	2	69	1	72	203	
6:30 PM	137	3	0	140	4	2	0	6	3	64	0	67	213	
6:45 PM	144	6	0	150	1	2	0	3	2	56	0	58	211	
Total	533	28	5	566	11	6	0	17	13	260	1	274	857	
7:00 PM	126	7	0	133	4	2	0	6	2	61	0	63	202	
7:15 PM	124	9	1	134	1	0	0	1	0	55	0	55	190	
7:30 PM	158	8	0	166	0	1	0	1	2	57	0	59	226	
7:45 PM	124	5	0	129	2	0	0	2	1	54	0	55	186	
Total	532	29	1	562	7	3	0	10	5	227	0	232	804	
Grand Total	6327	197	24	6548	136	55	0	191	121	3083	2	3206	9945	
Approach %	96.6	3.0	0.4		71.2	28.8	0.0		3.8	96.2	0.1			
Total %	63.6	2.0	0.2	65.8	1.4	0.6	0.0	1.9	1.2	31.0	0.0	32.2		
Exiting Leg Total				3243				318				6384	9945	
Cars	6183	192	24	6399	134	53	0	187	117	3025	2	3144	9730	
% Cars	97.7	97.5	100.0	97.7	98.5	96.4	0.0	97.9	96.7	98.1	100.0	98.1	97.8	
Exiting Leg Total				3183				309				6238	9730	
Heavy Vehicles	144	5	0	149	2	2	0	4	4	58	0	62	215	
% Heavy Vehicles	2.3	2.5	0.0	2.3	1.5	3.6	0.0	2.1	3.3	1.9	0.0	1.9	2.2	
Exiting Leg Total				60				9				146	215	

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

7:30 AM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	112	4	1	117	4	3	0	7	3	52	0	55	179
7:45 AM	129	2	0	131	5	3	0	8	2	50	0	52	191
8:00 AM	135	2	1	138	3	6	0	9	3	73	0	76	223
8:15 AM	120	3	0	123	7	1	0	8	1	63	0	64	195
Total Volume	496	11	2	509	19	13	0	32	9	238	0	247	788
% Approach Total	97.4	2.2	0.4		59.4	40.6	0.0		3.6	96.4	0.0		
PHF	0.919	0.688	0.500	0.922	0.679	0.542	0.000	0.889	0.750	0.815	0.000	0.813	0.883
Cars	484	10	2	496	18	12	0	30	9	234	0	243	769
Cars %	97.6	90.9	100.0	97.4	94.7	92.3	0.0	93.8	100.0	98.3	0.0	98.4	97.6
Heavy Vehicles	12	1	0	13	1	1	0	2	0	4	0	4	19
Heavy Vehicles %	2.4	9.1	0.0	2.6	5.3	7.7	0.0	6.3	0.0	1.7	0.0	1.6	2.4
Cars Enter Leg	484	10	2	496	18	12	0	30	9	234	0	243	769
Heavy Enter Leg	12	1	0	13	1	1	0	2	0	4	0	4	19
Total Entering Leg	496	11	2	509	19	13	0	32	9	238	0	247	788
Cars Exiting Leg				254				19				496	769
Heavy Exiting Leg				5				1				13	19
Total Exiting Leg				259				20				509	788

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

1:45 PM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
1:45 PM	132	1	4	137	3	2	0	5	0	61	0	61	203
2:00 PM	101	3	1	105	1	1	0	2	3	63	0	66	173

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:15 PM	104	2	0	106	1	0	0	1	1	53	0	54	161
2:30 PM	127	5	0	132	1	0	0	1	3	69	0	72	205
Total Volume	464	11	5	480	6	3	0	9	7	246	0	253	742
% Approach Total	96.7	2.3	1.0		66.7	33.3	0.0		2.8	97.2	0.0		
PHF	0.879	0.550	0.313	0.876	0.500	0.375	0.000	0.450	0.583	0.891	0.000	0.878	0.905
Cars	448	9	5	462	6	3	0	9	7	240	0	247	718
Cars %	96.6	81.8	100.0	96.3	100.0	100.0	0.0	100.0	100.0	97.6	0.0	97.6	96.8
Heavy Vehicles	16	2	0	18	0	0	0	0	0	6	0	6	24
Heavy Vehicles %	3.4	18.2	0.0	3.8	0.0	0.0	0.0	0.0	0.0	2.4	0.0	2.4	3.2
Cars Enter Leg	448	9	5	462	6	3	0	9	7	240	0	247	718
Heavy Enter Leg	16	2	0	18	0	0	0	0	0	6	0	6	24
Total Entering Leg	464	11	5	480	6	3	0	9	7	246	0	253	742
Cars Exiting Leg				251				16				451	718
Heavy Exiting Leg				6				2				16	24
Total Exiting Leg				257				18				467	742

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

5:15 PM	Temple Street					Sydney Street				Temple Street				Total
	from North					from East				from South				
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:15 PM	136	6	1	143	2	2	0	4	4	72	1	77	224	
5:30 PM	114	6	0	120	3	0	0	3	2	71	0	73	196	
5:45 PM	133	6	1	140	4	0	0	4	5	83	0	88	232	
6:00 PM	137	9	2	148	3	2	0	5	6	71	0	77	230	
Total Volume	520	27	4	551	12	4	0	16	17	297	1	315	882	
% Approach Total	94.4	4.9	0.7		75.0	25.0	0.0		5.4	94.3	0.3			
PHF	0.949	0.750	0.500	0.931	0.750	0.500	0.000	0.800	0.708	0.895	0.250	0.895	0.950	
Cars	520	27	4	551	12	4	0	16	17	293	1	311	878	
Cars %	100.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	98.7	100.0	98.7	99.5	
Heavy Vehicles	0	0	0	0	0	0	0	0	0	4	0	4	4	
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	1.3	0.5	
Cars Enter Leg	520	27	4	551	12	4	0	16	17	293	1	311	878	
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	4	0	4	4	
Total Entering Leg	520	27	4	551	12	4	0	16	17	297	1	315	882	
Cars Exiting Leg				309				44				525	878	
Heavy Exiting Leg				4				0				0	4	
Total Exiting Leg				313				44				525	882	

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Cars

	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	42	1	0	43	2	0	0	2	4	21	0	25	70
6:15 AM	48	1	0	49	0	1	0	1	1	52	0	53	103
6:30 AM	93	2	1	96	1	2	0	3	0	49	0	49	148
6:45 AM	123	2	1	126	3	0	0	3	1	49	0	50	179
Total	306	6	2	314	6	3	0	9	6	171	0	177	500
7:00 AM	112	3	0	115	2	3	0	5	2	66	0	68	188
7:15 AM	103	3	0	106	5	4	0	9	1	64	0	65	180
7:30 AM	110	3	1	114	3	3	0	6	3	52	0	55	175
7:45 AM	126	2	0	128	5	2	0	7	2	50	0	52	187
Total	451	11	1	463	15	12	0	27	8	232	0	240	730
8:00 AM	133	2	1	136	3	6	0	9	3	70	0	73	218
8:15 AM	115	3	0	118	7	1	0	8	1	62	0	63	189
8:30 AM	96	3	0	99	2	2	0	4	2	55	0	57	160
8:45 AM	89	2	1	92	2	0	0	2	1	50	0	51	145
Total	433	10	2	445	14	9	0	23	7	237	0	244	712
9:00 AM	120	2	2	124	0	1	0	1	4	53	0	57	182
9:15 AM	112	2	0	114	2	0	0	2	3	45	0	48	164
9:30 AM	102	1	0	103	1	0	0	1	2	30	0	32	136
9:45 AM	110	2	0	112	0	0	0	0	1	47	0	48	160
Total	444	7	2	453	3	1	0	4	10	175	0	185	642
10:00 AM	95	1	0	96	0	1	0	1	0	48	0	48	145
10:15 AM	93	4	0	97	3	0	0	3	1	38	0	39	139
10:30 AM	97	2	0	99	0	2	0	2	0	37	0	37	138
10:45 AM	116	1	0	117	1	3	0	4	1	32	0	33	154
Total	401	8	0	409	4	6	0	10	2	155	0	157	576
11:00 AM	97	3	0	100	1	0	0	1	2	46	0	48	149
11:15 AM	82	3	0	85	0	0	0	0	1	32	0	33	118
11:30 AM	107	2	0	109	0	0	0	0	2	48	0	50	159
11:45 AM	101	0	0	101	0	0	0	0	2	36	0	38	139
Total	387	8	0	395	1	0	0	1	7	162	0	169	565
12:00 PM	104	7	1	112	3	0	0	3	3	49	0	52	167
12:15 PM	134	4	0	138	2	0	0	2	2	43	0	45	185
12:30 PM	113	0	1	114	6	2	0	8	1	47	0	48	170
12:45 PM	97	6	0	103	1	0	0	1	3	46	0	49	153
Total	448	17	2	467	12	2	0	14	9	185	0	194	675
1:00 PM	110	1	0	111	0	0	0	0	2	49	0	51	162
1:15 PM	96	3	0	99	2	0	0	2	1	63	0	64	165
1:30 PM	101	5	0	106	2	1	0	3	0	46	0	46	155
1:45 PM	127	1	4	132	3	2	0	5	0	60	0	60	197
Total	434	10	4	448	7	3	0	10	3	218	0	221	679
2:00 PM	97	2	1	100	1	1	0	2	3	61	0	64	166
2:15 PM	102	2	0	104	1	0	0	1	1	53	0	54	159
2:30 PM	122	4	0	126	1	0	0	1	3	66	0	69	196
2:45 PM	109	7	0	116	3	0	0	3	1	67	0	68	187
Total	430	15	1	446	6	1	0	7	8	247	0	255	708
3:00 PM	111	4	0	115	3	0	0	3	7	64	0	71	189
3:15 PM	137	5	0	142	7	0	0	7	3	79	0	82	231
3:30 PM	113	2	0	115	8	0	0	8	0	52	0	52	175
3:45 PM	113	5	0	118	3	0	0	3	2	48	0	50	171
Total	474	16	0	490	21	0	0	21	12	243	0	255	766
4:00 PM	99	1	1	101	5	0	0	5	2	56	0	58	164
4:15 PM	103	1	1	105	1	0	0	1	4	62	0	66	172
4:30 PM	94	3	0	97	4	2	0	6	5	50	0	55	158
4:45 PM	116	2	0	118	1	1	0	2	3	41	0	44	164

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Cars

	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Total	412	7	2	421	11	3	0	14	14	209	0	223	658
5:00 PM	121	2	0	123	7	2	0	9	3	86	0	89	221
5:15 PM	136	6	1	143	2	2	0	4	4	71	1	76	223
5:30 PM	114	6	0	120	3	0	0	3	2	71	0	73	196
5:45 PM	133	6	1	140	4	0	0	4	5	81	0	86	230
Total	504	20	2	526	16	4	0	20	14	309	1	324	870
6:00 PM	137	9	2	148	3	2	0	5	6	70	0	76	229
6:15 PM	114	10	3	127	3	0	0	3	1	69	1	71	201
6:30 PM	137	3	0	140	4	2	0	6	3	64	0	67	213
6:45 PM	141	6	0	147	1	2	0	3	2	55	0	57	207
Total	529	28	5	562	11	6	0	17	12	258	1	271	850
7:00 PM	125	7	0	132	4	2	0	6	2	59	0	61	199
7:15 PM	123	9	1	133	1	0	0	1	0	55	0	55	189
7:30 PM	158	8	0	166	0	1	0	1	2	56	0	58	225
7:45 PM	124	5	0	129	2	0	0	2	1	54	0	55	186
Total	530	29	1	560	7	3	0	10	5	224	0	229	799
Grand Total	6183	192	24	6399	134	53	0	187	117	3025	2	3144	9730
Approach %	96.6	3.0	0.4		71.7	28.3	0.0		3.7	96.2	0.1		
Total %	63.5	2.0	0.2	65.8	1.4	0.5	0.0	1.9	1.2	31.1	0.0	32.3	
Exiting Leg Total	3183				309				6238				9730

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

7:30 AM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	110	3	1	114	3	3	0	6	3	52	0	55	175
7:45 AM	126	2	0	128	5	2	0	7	2	50	0	52	187
8:00 AM	133	2	1	136	3	6	0	9	3	70	0	73	218
8:15 AM	115	3	0	118	7	1	0	8	1	62	0	63	189
Total Volume	484	10	2	496	18	12	0	30	9	234	0	243	769
% Approach Total	97.6	2.0	0.4		60.0	40.0	0.0		3.7	96.3	0.0		
PHF	0.910	0.833	0.500	0.912	0.643	0.500	0.000	0.833	0.750	0.836	0.000	0.832	0.882
Entering Leg	484	10	2	496	18	12	0	30	9	234	0	243	769
Exiting Leg				254				19				496	769
Total				750				49				739	1538

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

1:45 PM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
1:45 PM	127	1	4	132	3	2	0	5	0	60	0	60	197
2:00 PM	97	2	1	100	1	1	0	2	3	61	0	64	166
2:15 PM	102	2	0	104	1	0	0	1	1	53	0	54	159
2:30 PM	122	4	0	126	1	0	0	1	3	66	0	69	196
Total Volume	448	9	5	462	6	3	0	9	7	240	0	247	718
% Approach Total	97.0	1.9	1.1		66.7	33.3	0.0		2.8	97.2	0.0		
PHF	0.882	0.563	0.313	0.875	0.500	0.375	0.000	0.450	0.583	0.909	0.000	0.895	0.911
Entering Leg	448	9	5	462	6	3	0	9	7	240	0	247	718
Exiting Leg				251				16				451	718
Total				713				25				698	1436

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

5:15 PM	Temple Street				Sydney Street				Temple Street			
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PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Cars													
Temple Street					Sydney Street				Temple Street				
from North					from East				from South				
Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
from North					from East				from South				
Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Total
5:15 PM	136	6	1	143	2	2	0	4	4	71	1	76	223
5:30 PM	114	6	0	120	3	0	0	3	2	71	0	73	196
5:45 PM	133	6	1	140	4	0	0	4	5	81	0	86	230
6:00 PM	137	9	2	148	3	2	0	5	6	70	0	76	229
Total Volume	520	27	4	551	12	4	0	16	17	293	1	311	878
% Approach Total	94.4	4.9	0.7		75.0	25.0	0.0		5.5	94.2	0.3		
PHF	0.949	0.750	0.500	0.931	0.750	0.500	0.000	0.800	0.708	0.904	0.250	0.904	0.954
Entering Leg	520	27	4	551	12	4	0	16	17	293	1	311	878
Exiting Leg				309				44				525	878
Total				860				60				836	1756

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**



Class:

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

	Temple Street				Sydney Street				Temple Street				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
6:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
6:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
6:30 AM	4	0	0	4	0	0	0	0	0	1	0	1	1	5
6:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
Total	10	0	0	10	0	0	0	0	0	1	0	1	1	11
7:00 AM	2	1	0	3	0	0	0	0	1	2	0	3	3	6
7:15 AM	4	0	0	4	0	0	0	0	0	1	0	1	1	5
7:30 AM	2	1	0	3	1	0	0	1	0	0	0	0	0	4
7:45 AM	3	0	0	3	0	1	0	1	0	0	0	0	0	4
Total	11	2	0	13	1	1	0	2	1	3	0	4	4	19
8:00 AM	2	0	0	2	0	0	0	0	0	3	0	3	3	5
8:15 AM	5	0	0	5	0	0	0	0	0	1	0	1	1	6
8:30 AM	5	0	0	5	0	0	0	0	0	0	0	0	0	5
8:45 AM	9	0	0	9	0	1	0	1	0	1	0	1	1	11
Total	21	0	0	21	0	1	0	1	0	5	0	5	5	27
9:00 AM	4	0	0	4	0	0	0	0	1	5	0	6	6	10
9:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
9:30 AM	4	0	0	4	0	0	0	0	0	2	0	2	2	6
9:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
Total	13	0	0	13	0	0	0	0	1	7	0	8	8	21
10:00 AM	4	0	0	4	0	0	0	0	1	1	0	2	2	6
10:15 AM	6	0	0	6	0	0	0	0	0	2	0	2	2	8
10:30 AM	5	1	0	6	0	0	0	0	0	1	0	1	1	7
10:45 AM	5	0	0	5	0	0	0	0	0	0	0	0	0	5
Total	20	1	0	21	0	0	0	0	1	4	0	5	5	26
11:00 AM	3	0	0	3	1	0	0	1	0	1	0	1	1	5
11:15 AM	6	0	0	6	0	0	0	0	0	2	0	2	2	8
11:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	1	2
11:45 AM	6	0	0	6	0	0	0	0	0	1	0	1	1	7
Total	16	0	0	16	1	0	0	1	0	5	0	5	5	22
12:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
12:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
12:30 PM	5	0	0	5	0	0	0	0	0	2	0	2	2	7
12:45 PM	3	0	0	3	0	0	0	0	0	1	0	1	1	4
Total	12	0	0	12	0	0	0	0	0	3	0	3	3	15
1:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	1	2
1:15 PM	2	0	0	2	0	0	0	0	0	2	0	2	2	4
1:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
1:45 PM	5	0	0	5	0	0	0	0	0	1	0	1	1	6
Total	10	0	0	10	0	0	0	0	0	4	0	4	4	14
2:00 PM	4	1	0	5	0	0	0	0	0	2	0	2	2	7
2:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
2:30 PM	5	1	0	6	0	0	0	0	0	3	0	3	3	9
2:45 PM	1	0	0	1	0	0	0	0	0	2	0	2	2	3
Total	12	2	0	14	0	0	0	0	0	7	0	7	7	21
3:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	2
3:15 PM	3	0	0	3	0	0	0	0	0	2	0	2	2	5
3:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	4
3:45 PM	2	0	0	2	0	0	0	0	0	2	0	2	2	4
Total	9	0	0	9	0	0	0	0	0	6	0	6	6	15
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	2
4:30 PM	3	0	0	3	0	0	0	0	0	2	0	2	2	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



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

	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Total	3	0	0	3	0	0	0	0	0	5	0	5	8
5:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	1	0	0	1	0	0	0	0	0	3	0	3	4
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
6:15 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
Total	4	0	0	4	0	0	0	0	1	2	0	3	7
7:00 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
7:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	3	0	3	5
Grand Total	144	5	0	149	2	2	0	4	4	58	0	62	215
Approach %	96.6	3.4	0.0		50.0	50.0	0.0		6.5	93.5	0.0		
Total %	67.0	2.3	0.0	69.3	0.9	0.9	0.0	1.9	1.9	27.0	0.0	28.8	
Exiting Leg Total	60				9				146				215
Buses	21	1	0	22	1	1	0	2	0	13	0	13	37
% Buses	14.6	20.0	0.0	14.8	50.0	50.0	0.0	50.0	0.0	22.4	0.0	21.0	17.2
Exiting Leg Total	14				1				22				37
Single-Unit Trucks	118	4	0	122	1	1	0	2	4	44	0	48	172
% Single-Unit	81.9	80.0	0.0	81.9	50.0	50.0	0.0	50.0	100.0	75.9	0.0	77.4	80.0
Exiting Leg Total	45				8				119				172
Articulated Trucks	5	0	0	5	0	0	0	0	0	1	0	1	6
% Articulated	3.5	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	1.7	0.0	1.6	2.8
Exiting Leg Total	1				0				5				6

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

8:15 AM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:15 AM	5	0	0	5	0	0	0	0	0	1	0	1	6
8:30 AM	5	0	0	5	0	0	0	0	0	0	0	0	5
8:45 AM	9	0	0	9	0	1	0	1	0	1	0	1	11
9:00 AM	4	0	0	4	0	0	0	0	1	5	0	6	10
Total Volume	23	0	0	23	0	1	0	1	1	7	0	8	32
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		12.5	87.5	0.0		
PHF	0.639	0.000	0.000	0.639	0.000	0.250	0.000	0.250	0.250	0.350	0.000	0.333	0.727
Buses	5	0	0	5	0	0	0	0	0	3	0	3	8
Buses %	21.7	0.0	0.0	21.7	0.0	0.0	0.0	0.0	0.0	42.9	0.0	37.5	25.0
Single-Unit Trucks	17	0	0	17	0	1	0	1	1	4	0	5	23
Single-Unit %	73.9	0.0	0.0	73.9	0.0	100.0	0.0	100.0	100.0	57.1	0.0	62.5	71.9
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
Articulated %	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1
Buses	5	0	0	5	0	0	0	0	0	3	0	3	8
Single-Unit Trucks	17	0	0	17	0	1	0	1	1	4	0	5	23
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Entering Leg	23	0	0	23	0	1	0	1	1	7	0	8	32
Buses	3				0				5				8
Single-Unit Trucks	4				1				18				23
Articulated Trucks	0				0				1				1

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



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

Total Exiting Leg	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
	7				1				24				

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

10:00 AM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	4	0	0	4	0	0	0	0	1	1	0	2	6
10:15 AM	6	0	0	6	0	0	0	0	0	2	0	2	8
10:30 AM	5	1	0	6	0	0	0	0	0	1	0	1	7
10:45 AM	5	0	0	5	0	0	0	0	0	0	0	0	5
Total Volume	20	1	0	21	0	0	0	0	1	4	0	5	26
% Approach Total	95.2	4.8	0.0		0.0	0.0	0.0		20.0	80.0	0.0		
PHF	0.833	0.250	0.000	0.875	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.625	0.813
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1
Buses %	5.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
Single-Unit Trucks	19	1	0	20	0	0	0	0	1	3	0	4	24
Single-Unit %	95.0	100.0	0.0	95.2	0.0	0.0	0.0	0.0	100.0	75.0	0.0	80.0	92.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	20.0	3.8
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	19	1	0	20	0	0	0	0	1	3	0	4	24
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Entering Leg	20	1	0	21	0	0	0	0	1	4	0	5	26
Buses				0				0				1	1
Single-Unit Trucks				3				2				19	24
Articulated Trucks				1				0				0	1
Total Exiting Leg				4				2				20	26

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

2:00 PM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	4	1	0	5	0	0	0	0	0	2	0	2	7
2:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
2:30 PM	5	1	0	6	0	0	0	0	0	3	0	3	9
2:45 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
Total Volume	12	2	0	14	0	0	0	0	0	7	0	7	21
% Approach Total	85.7	14.3	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.600	0.500	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.583	0.583
Buses	2	0	0	2	0	0	0	0	0	2	0	2	4
Buses %	16.7	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	28.6	0.0	28.6	19.0
Single-Unit Trucks	10	2	0	12	0	0	0	0	0	5	0	5	17
Single-Unit %	83.3	100.0	0.0	85.7	0.0	0.0	0.0	0.0	0.0	71.4	0.0	71.4	81.0
Articulated Trucks	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
Buses	2	0	0	2	0	0	0	0	0	2	0	2	4
Single-Unit Trucks	10	2	0	12	0	0	0	0	0	5	0	5	17
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	12	2	0	14	0	0	0	0	0	7	0	7	21
Buses				2				0				2	4
Single-Unit Trucks				5				2				10	17
Articulated Trucks				0				0				0	0
Total Exiting Leg				7				2				12	21

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Class:	Buses												
	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
6:00 AM	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
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
7:30 AM	1	1	0	2	1	0	0	1	0	0	0	0	3
7:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	3	1	0	4	1	1	0	2	0	1	0	1	7
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
8:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	4	0	0	4	0	0	0	0	0	2	0	2	6
9:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	2	0	2	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
10:30 AM	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
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	0	1	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
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	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
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
12:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	4	0	0	4	0	0	0	0	0	1	0	1	5
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	0	0	0	0	0	1	0	1	4
2:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
2:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
2:30 PM	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	1	0	1	1
Total	2	0	0	2	0	0	0	0	0	2	0	2	4
3:00 PM	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
3:30 PM	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	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Buses

	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Total	1	0	0	1	0	0	0	0	0	1	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	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
6:30 PM	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	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
7:00 PM	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
7:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	21	1	0	22	1	1	0	2	0	13	0	13	37
Approach %	95.5	4.5	0.0		50.0	50.0	0.0		0.0	100.0	0.0		
Total %	56.8	2.7	0.0	59.5	2.7	2.7	0.0	5.4	0.0	35.1	0.0	35.1	
Exiting Leg Total	14				1				22				37

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

8:15 AM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
8:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
9:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
Total Volume	5	0	0	5	0	0	0	0	0	3	0	3	8
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.625	0.00	0.00	0.625	0.00	0.00	0.00	0.00	0.00	0.375	0.00	0.375	0.667
Entering Leg	5	0	0	5	0	0	0	0	0	3	0	3	8
Exiting Leg				3				0				5	8
Total				8				0				8	16

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

12:30 PM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
12:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
12:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total Volume	5	0	0	5	0	0	0	0	0	2	0	2	7
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.583
Entering Leg	5	0	0	5	0	0	0	0	0	2	0	2	7
Exiting Leg				2				0				5	7
Total				7				0				7	14

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

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Buses

	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
2:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
2:30 PM	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	1	0	1	1
Total Volume	2	0	0	2	0	0	0	0	0	2	0	2	4
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500
Entering Leg	2	0	0	2	0	0	0	0	0	2	0	2	4
Exiting Leg				2				0				2	4
Total				4				0				4	8

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Single-Unit Trucks

	Temple Street				Sydney Street				Temple Street					
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
6:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
6:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
6:30 AM	4	0	0	4	0	0	0	0	0	1	0	1	1	5
6:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	9	0	0	9	0	0	0	0	0	1	0	1	1	10
7:00 AM	2	1	0	3	0	0	0	0	1	1	0	2	1	5
7:15 AM	2	0	0	2	0	0	0	0	0	1	0	1	1	3
7:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
7:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
Total	8	1	0	9	0	0	0	0	1	2	0	3	1	12
8:00 AM	2	0	0	2	0	0	0	0	0	2	0	2	1	4
8:15 AM	4	0	0	4	0	0	0	0	0	1	0	1	1	5
8:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
8:45 AM	7	0	0	7	0	1	0	1	0	0	0	0	0	8
Total	16	0	0	16	0	1	0	1	0	3	0	3	1	20
9:00 AM	3	0	0	3	0	0	0	0	1	3	0	4	1	7
9:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
9:30 AM	3	0	0	3	0	0	0	0	0	2	0	2	1	5
9:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	10	0	0	10	0	0	0	0	1	5	0	6	1	16
10:00 AM	4	0	0	4	0	0	0	0	1	1	0	2	1	6
10:15 AM	5	0	0	5	0	0	0	0	0	1	0	1	1	6
10:30 AM	5	1	0	6	0	0	0	0	0	1	0	1	1	7
10:45 AM	5	0	0	5	0	0	0	0	0	0	0	0	0	5
Total	19	1	0	20	0	0	0	0	1	3	0	4	1	24
11:00 AM	3	0	0	3	1	0	0	1	0	1	0	1	1	5
11:15 AM	5	0	0	5	0	0	0	0	0	2	0	2	1	7
11:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	1	2
11:45 AM	6	0	0	6	0	0	0	0	0	1	0	1	1	7
Total	15	0	0	15	1	0	0	1	0	5	0	5	1	21
12:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
12:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
12:30 PM	3	0	0	3	0	0	0	0	0	1	0	1	1	4
12:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	1	3
Total	8	0	0	8	0	0	0	0	0	2	0	2	1	10
1:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	1	2
1:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
1:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
1:45 PM	3	0	0	3	0	0	0	0	0	1	0	1	1	4
Total	6	0	0	6	0	0	0	0	0	3	0	3	1	9
2:00 PM	3	1	0	4	0	0	0	0	0	1	0	1	1	5
2:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
2:30 PM	5	1	0	6	0	0	0	0	0	3	0	3	1	9
2:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	1	2
Total	10	2	0	12	0	0	0	0	0	5	0	5	1	17
3:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	2
3:15 PM	3	0	0	3	0	0	0	0	0	2	0	2	1	5
3:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	4
3:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	1	2
Total	8	0	0	8	0	0	0	0	0	5	0	5	1	13
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	2
4:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Single-Unit Trucks

	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Total	2	0	0	2	0	0	0	0	0	4	0	4	6
5:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	1	0	0	1	0	0	0	0	0	3	0	3	4
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
6:15 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
Total	4	0	0	4	0	0	0	0	1	1	0	2	6
7:00 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
7:15 PM	1	0	0	1	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
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	2	0	2	4
Grand Total	118	4	0	122	1	1	0	2	4	44	0	48	172
Approach %	96.7	3.3	0.0		50.0	50.0	0.0		8.3	91.7	0.0		
Total %	68.6	2.3	0.0	70.9	0.6	0.6	0.0	1.2	2.3	25.6	0.0	27.9	
Exiting Leg Total	45				8				119				172

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

8:15 AM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:15 AM	4	0	0	4	0	0	0	0	0	1	0	1	5
8:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
8:45 AM	7	0	0	7	0	1	0	1	0	0	0	0	8
9:00 AM	3	0	0	3	0	0	0	0	1	3	0	4	7
Total Volume	17	0	0	17	0	1	0	1	1	4	0	5	23
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		20.0	80.0	0.0		
PHF	0.607	0.000	0.000	0.607	0.000	0.250	0.000	0.250	0.250	0.333	0.000	0.313	0.719
Entering Leg	17	0	0	17	0	1	0	1	1	4	0	5	23
Exiting Leg				4				1				18	23
Total				21				2				23	46

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

10:00 AM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	4	0	0	4	0	0	0	0	1	1	0	2	6
10:15 AM	5	0	0	5	0	0	0	0	0	1	0	1	6
10:30 AM	5	1	0	6	0	0	0	0	0	1	0	1	7
10:45 AM	5	0	0	5	0	0	0	0	0	0	0	0	5
Total Volume	19	1	0	20	0	0	0	0	1	3	0	4	24
% Approach Total	95.0	5.0	0.0		0.0	0.0	0.0		25.0	75.0	0.0		
PHF	0.950	0.250	0.000	0.833	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.500	0.857
Entering Leg	19	1	0	20	0	0	0	0	1	3	0	4	24
Exiting Leg				3				2				19	24
Total				23				2				23	48

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

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Single-Unit Trucks

2:30 PM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:30 PM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:30 PM	5	1	0	6	0	0	0	0	0	3	0	3	9
2:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
3:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
3:15 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
Total Volume	9	1	0	10	0	0	0	0	0	8	0	8	18
% Approach Total	90.0	10.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.450	0.250	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.667	0.500
Entering Leg	9	1	0	10	0	0	0	0	0	8	0	8	18
Exiting Leg				8				1				9	18
Total				18				1				17	36

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Articulated Trucks

	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	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
6:30 AM	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
Total	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
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
9:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	0	0	0	2
10:00 AM	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	1	0	1	1
10:30 AM	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
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
11:00 AM	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
11:30 AM	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
Total	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
12:15 PM	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
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	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
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
2:00 PM	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
2:30 PM	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
Total	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
3:15 PM	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
3:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Articulated Trucks

	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	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
6:30 PM	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
Total	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
7:15 PM	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
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	5	0	0	5	0	0	0	0	0	1	0	1	6
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	83.3	0.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	16.7	0.0	16.7	
Exiting Leg Total	1				0				5				6

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

9:30 AM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
9:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
9:45 AM	1	0	0	1	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
10:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	2	0	0	2	0	0	0	0	0	1	0	1	3
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.750
Entering Leg	2	0	0	2	0	0	0	0	0	1	0	1	3
Exiting Leg				1				0				2	3
Total				3				0				3	6

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

10:00 AM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	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	1	0	1	1
10:30 AM	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
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	1
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	1	1
Exiting Leg				1				0				0	1
Total				1				0				1	2

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

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Articulated Trucks

	Temple Street				Sydney Street				Temple Street				
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	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
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	1
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	1	0	0	1	0	0	0	0	0	0	0	0	1
Exiting Leg				0				0				1	1
Total				1				0				1	2

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**



Class:

Bicycles (on Roadway and Crosswalks)

	Temple Street						Sydney Street						Temple Street						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	4	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
Total	2	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	5	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2	
7:45 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	4	
Total	3	0	0	0	0	3	0	0	0	1	0	1	0	4	0	0	0	4	8	
8:00 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	
8:30 AM	1	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	3	
8:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	4	0	0	0	0	4	0	1	0	0	0	1	1	2	0	0	0	3	8	
9:00 AM	4	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	5	
9:15 AM	0	0	0	0	0	0	1	1	0	0	0	2	0	1	0	0	0	1	3	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	4	0	0	0	0	4	1	1	0	0	0	2	0	3	0	0	0	3	9	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
10:30 AM	1	0	0	0	1	2	1	0	0	0	0	1	0	0	0	0	0	0	3	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
Total	1	0	0	0	1	2	1	0	0	0	0	1	0	2	0	0	0	2	5	
11:00 AM	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	
11:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
12:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	2	3	
1:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	4	
2:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	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	1	2	0	0	0	3	3	
Total	1	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	4	5	
3:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
3:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
3:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	3	
Total	4	0	0	0	0	4	0	0	0	0	0	0	1	2	0	0	1	4	8	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	3	
4:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Temple Street						Sydney Street						Temple Street						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
Total	3	0	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	5	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	1	3	0	0	0	0	4	6
5:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	2	0	2	0	0	0	2	4
5:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	0	1	3	1	0	0	0	3	4	1	6	0	0	0	0	7	14
6:00 PM	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	2	0	0	0	0	2	2
6:30 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	3
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	3	5
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:15 PM	1	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2
7:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	2	0	0	0	0	1	1	0	2	0	0	0	0	2	5
Grand Total	30	0	0	0	2	32	4	2	0	1	4	11	4	40	0	0	1	45	88	
Approach %	93.8	0.0	0.0	0.0	6.3		36.4	18.2	0.0	9.1	36.4		8.9	88.9	0.0	0.0	2.2			
Total %	34.1	0.0	0.0	0.0	2.3	36.4	4.5	2.3	0.0	1.1	4.5	12.5	4.5	45.5	0.0	0.0	1.1	51.1		
Exiting Leg Total	46						9						33						88	

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

8:30 AM	Temple Street						Sydney Street						Temple Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
8:30 AM	1	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	3
8:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	4	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	5
9:15 AM	0	0	0	0	0	0	1	1	0	0	0	2	0	1	0	0	0	1	3
Total Volume	6	0	0	0	0	6	1	2	0	0	0	3	0	3	0	0	0	3	12
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	
PHF	0.375	0.000	0.000	0.000	0.000	0.375	0.250	0.500	0.000	0.000	0.000	0.375	0.000	0.750	0.000	0.000	0.000	0.750	0.600
Entering Leg	6	0	0	0	0	6	1	2	0	0	0	3	0	3	0	0	0	3	12
Exiting Leg	4						0						8						12
Total	10						3						11						24

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

12:45 PM	Temple Street						Sydney Street						Temple Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
1:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	6
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.625	0.000	0.000	0.000	0.750
Entering Leg	1	0	0	0	0	1	0	0	0	0	0	0		0	5	0	0	0	6
Exiting Leg						5						0							6
Total						6						0							12

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

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

4:45 PM	Temple Street						Sydney Street						Temple Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:45 PM	Temple Street						Sydney Street						Temple Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	1	3	0	0	0	4	6
5:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	1	0	0	0	1	2	0	2	0	0	0	2	4
Total Volume	1	0	0	0	0	1	1	0	0	0	3	4	1	9	0	0	0	10	15
% Approach Total	100.0	0.0	0.0	0.0	0.0		25.0	0.0	0.0	0.0	75.0		10.0	90.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.375	0.500	0.250	0.750	0.000	0.000	0.000	0.625	0.625
Entering Leg	1	0	0	0	0	1	1	0	0	0	3	4	1	9	0	0	0	10	15
Exiting Leg						10						4						1	15
Total	11						8						11						30

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Pedestrians

	Temple Street						Sydney Street						Temple Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
6:00 AM	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	3
6:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	3	4
6:45 AM	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	5
Total	0	0	0	1	0	1	0	0	0	2	8	10	0	0	0	2	1	3	14
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	1	0	1	0	0	0	4	6	10	0	0	0	2	3	5	16
7:30 AM	0	0	0	1	0	1	0	0	0	6	2	8	0	0	0	2	0	2	11
7:45 AM	0	0	0	0	2	2	0	0	0	1	1	2	0	0	0	2	0	2	6
Total	0	0	0	2	2	4	0	0	0	11	10	21	0	0	0	6	3	9	34
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
8:15 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	1	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	1	1	5
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	3	3	6	14
9:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	1	1	0	0	0	1	1	2	0	0	0	0	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	3	1	4	0	0	0	0	0	0	5
10:00 AM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	3
10:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	3
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	11	11	12
Total	0	0	0	1	0	1	0	0	0	3	4	7	0	0	0	0	11	11	19
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	2
11:15 AM	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	2	0	2	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	3	0	3	5
12:00 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	1	0	1	4
12:15 PM	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	5
12:30 PM	0	0	0	1	0	1	0	0	0	3	1	4	0	0	0	0	0	0	5
12:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	0	1	3
Total	0	0	0	1	0	1	0	0	0	6	8	14	0	0	0	2	0	2	17
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	1	0	1	0	0	0	3	2	5	0	0	0	1	0	1	7
1:30 PM	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	1	2	3	0	0	0	0	0	0	3
Total	0	0	0	1	0	1	0	0	0	4	4	8	0	0	0	1	0	1	10
2:00 PM	0	0	0	1	0	1	0	0	0	3	6	9	0	0	0	0	1	1	11
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
2:30 PM	0	0	0	0	1	1	0	0	0	3	1	4	0	0	0	3	3	6	11
2:45 PM	0	0	0	0	1	1	0	0	0	1	2	3	0	0	0	0	4	4	8
Total	0	0	0	1	2	3	0	0	0	7	9	16	0	0	0	5	8	13	32
3:00 PM	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	1	1	5
3:15 PM	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	4	0	4	8
3:30 PM	0	0	0	1	1	2	0	0	0	5	9	14	0	0	0	0	0	0	16
3:45 PM	0	0	0	0	0	0	0	0	0	4	7	11	0	0	0	1	1	2	13
Total	0	0	0	1	1	2	0	0	0	14	19	33	0	0	0	5	2	7	42
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	5
4:30 PM	0	0	0	2	0	2	0	0	0	3	2	5	0	0	0	2	0	2	9
4:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	1	1	2	4

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Pedestrians

	Temple Street						Sydney Street						Temple Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
Total	0	0	0	2	0	2	0	0	0	5	7	12	0	0	0	4	1	5	19
5:00 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	1	0	1	4
5:15 PM	0	0	0	0	1	1	0	0	0	3	2	5	0	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	1	1	7
5:45 PM	0	0	0	1	0	1	0	0	0	1	1	2	0	0	0	3	0	3	6
Total	0	0	0	1	1	2	0	0	0	5	11	16	0	0	0	4	1	5	23
6:00 PM	0	0	0	2	0	2	0	0	0	2	4	6	0	0	0	0	0	0	8
6:15 PM	0	0	0	0	0	0	0	0	0	9	3	12	0	0	0	3	0	3	15
6:30 PM	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
6:45 PM	0	0	0	1	1	2	0	0	0	6	10	16	0	0	0	0	1	1	19
Total	0	0	0	3	1	4	0	0	0	17	21	38	0	0	0	3	1	4	46
7:00 PM	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	4
7:15 PM	0	0	0	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0	2
7:30 PM	0	0	0	0	1	1	0	0	0	3	1	4	0	0	0	1	0	1	6
7:45 PM	0	0	0	1	1	2	0	0	0	2	0	2	0	0	0	0	0	0	4
Total	0	0	0	1	3	4	0	0	0	7	4	11	0	0	0	1	0	1	16
Grand Total	0	0	0	15	11	26	0	0	0	88	112	200	0	0	0	39	31	70	296
Approach %	0	0	0	57.692	42.308		0	0	0	44	56		0	0	0	55.714	44.286		
Total %	0	0	0	5.0676	3.7162	8.7838	0	0	0	29.73	37.838	67.568	0	0	0	13.176	10.473	23.649	
Exiting Leg Total	26						200						70						296

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

7:15 AM	Temple Street						Sydney Street						Temple Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:15 AM	0	0	0	1	0	1	0	0	0	4	6	10	0	0	0	2	3	5	16
7:30 AM	0	0	0	1	0	1	0	0	0	6	2	8	0	0	0	2	0	2	11
7:45 AM	0	0	0	0	2	2	0	0	0	1	1	2	0	0	0	2	0	2	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
Total Volume	0	0	0	2	2	4	0	0	0	11	9	20	0	0	0	9	4	13	37
% Approach Total	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	55.0	45.0		0.0	0.0	0.0	69.2	30.8		
PHF	0.000	0.000	0.000	0.500	0.250	0.500	0.000	0.000	0.000	0.458	0.375	0.500	0.000	0.000	0.000	0.750	0.333	0.650	0.578
Entering Leg	0	0	0	2	2	4	0	0	0	11	9	20	0	0	0	9	4	13	37
Exiting Leg	4						20						13						37
Total	8						40						26						74

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

1:45 PM	Temple Street						Sydney Street						Temple Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
1:45 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	3
2:00 PM	0	0	0	1	0	1	0	0	0	3	6	9	0	0	0	0	1	1	11
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
2:30 PM	0	0	0	0	1	1	0	0	0	3	1	4	0	0	0	3	3	6	11
Total Volume	0	0	0	1	1	2	0	0	0	7	9	16	0	0	0	5	4	9	27
% Approach Total	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	43.8	56.3		0.0	0.0	0.0	55.6	44.4		
PHF	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.583	0.375	0.444	0.000	0.000	0.000	0.417	0.333	0.375	0.614
Entering Leg	0	0	0	1	1	2	0	0	0	7	9	16	0	0	0	5	4	9	27
Exiting Leg	2						16						9						27
Total	4						32						18						54

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

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Pedestrians

6:00 PM	Temple Street						Sydney Street						Temple Street						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
	Temple Street						Sydney Street						Temple Street							Total
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
6:00 PM	0	0	0	2	0	2	0	0	0	2	4	6	0	0	0	0	0	0	8	
6:15 PM	0	0	0	0	0	0	0	0	0	9	3	12	0	0	0	3	0	3	15	
6:30 PM	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4	
6:45 PM	0	0	0	1	1	2	0	0	0	6	10	16	0	0	0	0	1	1	19	
Total Volume	0	0	0	3	1	4	0	0	0	17	21	38	0	0	0	3	1	4	46	
% Approach Total	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	44.7	55.3		0.0	0.0	0.0	75.0	25.0			
PHF	0.000	0.000	0.000	0.375	0.250	0.500	0.000	0.000	0.000	0.472	0.525	0.594	0.000	0.000	0.000	0.250	0.250	0.333	0.605	
Entering Leg	0	0	0	3	1	4	0	0	0	17	21	38	0	0	0	3	1	4	46	
Exiting Leg						4						38						4	46	
Total	8						76						8						92	

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	103	4	0	107	3	0	0	3	1	56	0	57	167
10:15 AM	115	5	0	120	3	1	0	4	2	65	0	67	191
10:30 AM	84	4	0	88	3	0	0	3	2	59	0	61	152
10:45 AM	134	4	1	139	4	2	0	6	1	60	0	61	206
Total	436	17	1	454	13	3	0	16	6	240	0	246	716
11:00 AM	135	6	0	141	2	1	0	3	1	79	0	80	224
11:15 AM	115	2	0	117	4	3	0	7	3	63	0	66	190
11:30 AM	125	2	1	128	4	1	0	5	2	65	0	67	200
11:45 AM	124	9	0	133	2	1	0	3	2	62	0	64	200
Total	499	19	1	519	12	6	0	18	8	269	0	277	814
12:00 PM	120	7	0	127	4	1	0	5	1	70	1	72	204
12:15 PM	139	2	0	141	3	1	0	4	0	75	0	75	220
12:30 PM	134	3	0	137	2	1	0	3	4	55	0	59	199
12:45 PM	129	3	0	132	3	3	0	6	1	61	0	62	200
Total	522	15	0	537	12	6	0	18	6	261	1	268	823
1:00 PM	118	2	1	121	0	1	0	1	1	64	0	65	187
1:15 PM	123	6	0	129	3	2	0	5	1	72	0	73	207
1:30 PM	120	3	0	123	3	0	0	3	5	59	0	64	190
1:45 PM	136	2	1	139	1	3	0	4	3	68	0	71	214
Total	497	13	2	512	7	6	0	13	10	263	0	273	798
Grand Total	1954	64	4	2022	44	21	0	65	30	1033	1	1064	3151
Approach %	96.6	3.2	0.2		67.7	32.3	0.0		2.8	97.1	0.1		
Total %	62.0	2.0	0.1	64.2	1.4	0.7	0.0	2.1	1.0	32.8	0.0	33.8	
Exiting Leg Total				1081				94				1976	3151
Cars	1931	62	4	1997	44	21	0	65	30	1019	1	1050	3112
% Cars	98.8	96.9	100.0	98.8	100.0	100.0	0.0	100.0	100.0	98.6	100.0	98.7	98.8
Exiting Leg Total				1067				92				1953	3112
Heavy Vehicles	23	2	0	25	0	0	0	0	0	14	0	14	39
% Heavy Vehicles	1.2	3.1	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.4	0.0	1.3	1.2
Exiting Leg Total				14				2				23	39

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

11:30 AM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:30 AM	125	2	1	128	4	1	0	5	2	65	0	67	200
11:45 AM	124	9	0	133	2	1	0	3	2	62	0	64	200
12:00 PM	120	7	0	127	4	1	0	5	1	70	1	72	204
12:15 PM	139	2	0	141	3	1	0	4	0	75	0	75	220
Total Volume	508	20	1	529	13	4	0	17	5	272	1	278	824
% Approach Total	96.0	3.8	0.2		76.5	23.5	0.0		1.8	97.8	0.4		
PHF	0.914	0.556	0.250	0.938	0.813	1.000	0.000	0.850	0.625	0.907	0.250	0.927	0.936
Cars	503	20	1	524	13	4	0	17	5	270	1	276	817
Cars %	99.0	100.0	100.0	99.1	100.0	100.0	0.0	100.0	100.0	99.3	100.0	99.3	99.2
Heavy Vehicles	5	0	0	5	0	0	0	0	0	2	0	2	7
Heavy Vehicles %	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.7	0.8
Cars Enter Leg	503	20	1	524	13	4	0	17	5	270	1	276	817
Heavy Enter Leg	5	0	0	5	0	0	0	0	0	2	0	2	7
Total Entering Leg	508	20	1	529	13	4	0	17	5	272	1	278	824
Cars Exiting Leg				284				25				508	817
Heavy Exiting Leg				2				0				5	7
Total Exiting Leg				286				25				513	824

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	100	4	0	104	3	0	0	3	1	56	0	57	164
10:15 AM	114	5	0	119	3	1	0	4	2	64	0	66	189
10:30 AM	82	4	0	86	3	0	0	3	2	57	0	59	148
10:45 AM	132	4	1	137	4	2	0	6	1	59	0	60	203
Total	428	17	1	446	13	3	0	16	6	236	0	242	704
11:00 AM	133	5	0	138	2	1	0	3	1	79	0	80	221
11:15 AM	115	1	0	116	4	3	0	7	3	61	0	64	187
11:30 AM	124	2	1	127	4	1	0	5	2	64	0	66	198
11:45 AM	121	9	0	130	2	1	0	3	2	62	0	64	197
Total	493	17	1	511	12	6	0	18	8	266	0	274	803
12:00 PM	119	7	0	126	4	1	0	5	1	69	1	71	202
12:15 PM	139	2	0	141	3	1	0	4	0	75	0	75	220
12:30 PM	133	3	0	136	2	1	0	3	4	54	0	58	197
12:45 PM	126	3	0	129	3	3	0	6	1	60	0	61	196
Total	517	15	0	532	12	6	0	18	6	258	1	265	815
1:00 PM	116	2	1	119	0	1	0	1	1	62	0	63	183
1:15 PM	123	6	0	129	3	2	0	5	1	72	0	73	207
1:30 PM	120	3	0	123	3	0	0	3	5	58	0	63	189
1:45 PM	134	2	1	137	1	3	0	4	3	67	0	70	211
Total	493	13	2	508	7	6	0	13	10	259	0	269	790
Grand Total	1931	62	4	1997	44	21	0	65	30	1019	1	1050	3112
Approach %	96.7	3.1	0.2		67.7	32.3	0.0		2.9	97.0	0.1		
Total %	62.1	2.0	0.1	64.2	1.4	0.7	0.0	2.1	1.0	32.7	0.0	33.7	
Exiting Leg Total	1067				92				1953				3112

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

11:30 AM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
11:30 AM	124	2	1	127	4	1	0	5	2	64	0	66	198
11:45 AM	121	9	0	130	2	1	0	3	2	62	0	64	197
12:00 PM	119	7	0	126	4	1	0	5	1	69	1	71	202
12:15 PM	139	2	0	141	3	1	0	4	0	75	0	75	220
Total Volume	503	20	1	524	13	4	0	17	5	270	1	276	817
% Approach Total	96.0	3.8	0.2		76.5	23.5	0.0		1.8	97.8	0.4		
PHF	0.905	0.556	0.250	0.929	0.813	1.000	0.000	0.850	0.625	0.900	0.250	0.920	0.928
Entering Leg	503	20	1	524	13	4	0	17	5	270	1	276	817
Exiting Leg				284				25				508	817
Total				808				42				784	1634

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



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

	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
10:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
10:30 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
10:45 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	8	0	0	8	0	0	0	0	0	4	0	4	12
11:00 AM	2	1	0	3	0	0	0	0	0	0	0	0	3
11:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	3
11:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
11:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
Total	6	2	0	8	0	0	0	0	0	3	0	3	11
12:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
12:45 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
Total	5	0	0	5	0	0	0	0	0	3	0	3	8
1:00 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
1:15 PM	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	1	0	1	1
1:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	4	0	0	4	0	0	0	0	0	4	0	4	8
Grand Total	23	2	0	25	0	0	0	0	0	14	0	14	39
Approach %	92.0	8.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	59.0	5.1	0.0	64.1	0.0	0.0	0.0	0.0	0.0	35.9	0.0	35.9	
Exiting Leg Total				14				2				23	39
Buses	3	0	0	3	0	0	0	0	0	1	0	1	4
% Buses	13.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	7.1	10.3
Exiting Leg Total				1				0				3	4
Single-Unit Trucks	20	2	0	22	0	0	0	0	0	13	0	13	35
% Single-Unit	87.0	100.0	0.0	88.0	0.0	0.0	0.0	0.0	0.0	92.9	0.0	92.9	89.7
Exiting Leg Total				13				2				20	35
Articulated Trucks	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
Exiting Leg Total				0				0				0	0

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

10:30 AM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:30 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
10:45 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
11:00 AM	2	1	0	3	0	0	0	0	0	0	0	0	3
11:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	6	2	0	8	0	0	0	0	0	5	0	5	13
% Approach Total	75.0	25.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.750	0.500	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.813
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1
Buses %	16.7	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7
Single-Unit Trucks	5	2	0	7	0	0	0	0	0	5	0	5	12
Single-Unit %	83.3	100.0	0.0	87.5	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	92.3
Articulated Trucks	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
Buses	1	0	0	1	0	0	0	0	0	0	0	0	1
Single-Unit Trucks	5	2	0	7	0	0	0	0	0	5	0	5	12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	6	2	0	8	0	0	0	0	0	5	0	5	13
Buses				0				0				1	1

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



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

	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Single-Unit Trucks	5				2				5				12
Articulated Trucks	0				0				0				0
Total Exiting Leg	5				2				6				13

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	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
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
11:00 AM	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
11:30 AM	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
Total	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
12:15 PM	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
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	1	0	1	3
Grand Total	3	0	0	3	0	0	0	0	0	1	0	1	4
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0	
Exiting Leg Total	1				0				3				4

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

1:00 PM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
1:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	0	0	0	0	0	1	0	1	3
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.375
Entering Leg	2	0	0	2	0	0	0	0	0	1	0	1	3
Exiting Leg				1				0				2	3
Total				3				0				3	6

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
10:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
10:30 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
10:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	7	0	0	7	0	0	0	0	0	4	0	4	11
11:00 AM	2	1	0	3	0	0	0	0	0	0	0	0	3
11:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	3
11:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
11:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
Total	6	2	0	8	0	0	0	0	0	3	0	3	11
12:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
12:45 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
Total	5	0	0	5	0	0	0	0	0	3	0	3	8
1:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
1:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	2	0	0	2	0	0	0	0	0	3	0	3	5
Grand Total	20	2	0	22	0	0	0	0	0	13	0	13	35
Approach %	90.9	9.1	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	57.1	5.7	0.0	62.9	0.0	0.0	0.0	0.0	0.0	37.1	0.0	37.1	
Exiting Leg Total	13				2				20				35

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

10:30 AM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:30 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
10:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
11:00 AM	2	1	0	3	0	0	0	0	0	0	0	0	3
11:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	5	2	0	7	0	0	0	0	0	5	0	5	12
% Approach Total	71.4	28.6	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.625	0.500	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.750
Entering Leg	5	2	0	7	0	0	0	0	0	5	0	5	12
Exiting Leg				5				2				5	12
Total				12				2				10	24

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	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
10:30 AM	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
Total	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
11:15 AM	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
11:45 AM	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
12:00 PM	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
12:30 PM	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
Total	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
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0				0				0				0

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

10:00 AM	Temple Street				Sydney Street				Temple Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
10:00 AM	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
10:30 AM	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0				0	0
Total				0				0				0	0

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**



Bicycles (on Roadway and Crosswalks)

	Temple Street						Sydney Street						Temple Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	1	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	2
10:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	3
11:00 AM	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
11:30 AM	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
Total	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
12:15 PM	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
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	4	0	0	0	0	0	0	0	1	0	0	0	1	5
Grand Total	2	2	0	2	0	6	0	0	0	0	1	1	0	1	0	0	0	1	8
Approach %	33.3	33.3	0.0	33.3	0.0		0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0		
Total %	25.0	25.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	12.5	
Exiting Leg Total	3						3						2						8

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

12:45 PM	Temple Street						Sydney Street						Temple Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
12:45 PM	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
1:15 PM	0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	0	2	0	2	0	4	0	0	0	0	0	0	0	1	0	0	0	1	5
% Approach Total	0.0	50.0	0.0	50.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.313
Entering Leg	0	2	0	2	0	4	0	0	0	0	0	0	0	1	0	0	0	1	5
Exiting Leg	3						2						0						5
Total	7						2						1						10

PDI File #: **228776 C**
 Location: **N: Temple Street S: Temple Street**
 Location: **E: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Pedestrians

	Temple Street						Sydney Street						Temple Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
10:00 AM	0	0	0	1	0	1	0	0	0	3	1	4	0	0	0	0	1	1	6
10:15 AM	0	0	0	0	1	1	0	0	0	4	3	7	0	0	0	0	1	1	9
10:30 AM	0	0	0	0	1	1	0	0	0	2	0	2	0	0	0	0	0	0	3
10:45 AM	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0	2	2	5
Total	0	0	0	1	3	4	0	0	0	9	6	15	0	0	0	0	4	4	23
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	1	3
11:15 AM	0	0	0	2	0	2	0	0	0	3	2	5	0	0	0	0	2	2	9
11:30 AM	0	0	0	1	2	3	0	0	0	2	2	4	0	0	0	0	0	0	7
11:45 AM	0	0	0	0	0	0	0	0	0	1	5	6	0	0	0	0	0	0	6
Total	0	0	0	3	2	5	0	0	0	6	11	17	0	0	0	0	3	3	25
12:00 PM	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	1	2	3	0	0	0	1	0	1	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	3	4
12:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	2	0	2	4
Total	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	5	1	6	12
1:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
1:15 PM	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	1	3
1:45 PM	0	0	0	1	1	2	0	0	0	1	2	3	0	0	0	0	1	1	6
Total	0	0	0	2	1	3	0	0	0	3	5	8	0	0	0	0	2	2	13
Grand Total	0	0	0	6	6	12	0	0	0	20	26	46	0	0	0	5	10	15	73
Approach %	0	0	0	50	50		0	0	0	43.478	56.522		0	0	0	33.333	66.667		
Total %	0	0	0	8.2192	8.2192	16.438	0	0	0	27.397	35.616	63.014	0	0	0	6.8493	13.699	20.548	
Exiting Leg Total	12						46						15						73

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

11:00 AM	Temple Street						Sydney Street						Temple Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	1	3
11:15 AM	0	0	0	2	0	2	0	0	0	3	2	5	0	0	0	0	2	2	9
11:30 AM	0	0	0	1	2	3	0	0	0	2	2	4	0	0	0	0	0	0	7
11:45 AM	0	0	0	0	0	0	0	0	0	1	5	6	0	0	0	0	0	0	6
Total Volume	0	0	0	3	2	5	0	0	0	6	11	17	0	0	0	0	3	3	25
% Approach Total	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	35.3	64.7		0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.375	0.250	0.417	0.000	0.000	0.000	0.500	0.550	0.708	0.000	0.000	0.000	0.000	0.375	0.375	0.694
Entering Leg	0	0	0	3	2	5	0	0	0	6	11	17	0	0	0	0	3	3	25
Exiting Leg	5						17						3						25
Total	10						34						6						50

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
12:30 PM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	7
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	5
Total Volume	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	12	9	0	21	34
% Approach Total	0.0	0.0	0.0	0.0		7.7	92.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	57.1	42.9	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.464	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.321	0.000	0.477	0.607
Cars	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	12	9	0	21	34
Cars %	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cars Enter Leg	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	12	9	0	21	34
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	12	9	0	21	34
Cars Exiting Leg	10					12					0					12					34
Heavy Exiting Leg	0					0					0					0					0
Total Exiting Leg	10					12					0					12					34

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

5:45 PM	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	7	2	0	10	13
6:00 PM	1	0	0	0	1	3	2	0	0	5	0	0	0	0	0	0	5	7	1	13	19
6:15 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	8	3	0	11	14
6:30 PM	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	0	2	3	0	5	11
Total Volume	2	0	1	0	3	6	9	0	0	15	0	0	0	0	0	1	22	15	1	39	57
% Approach Total	66.7	0.0	33.3	0.0		40.0	60.0	0.0	0.0		0.0	0.0	0.0	0.0		2.6	56.4	38.5	2.6		
PHF	0.500	0.000	0.250	0.000	0.375	0.500	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.250	0.688	0.536	0.250	0.750	0.750
Cars	2	0	1	0	3	6	9	0	0	15	0	0	0	0	0	1	22	14	1	38	56
Cars %	100.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	93.3	100.0	97.4	98.2
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	2.6	1.8
Cars Enter Leg	2	0	1	0	3	6	9	0	0	15	0	0	0	0	0	1	22	14	1	38	56
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Entering Leg	2	0	1	0	3	6	9	0	0	15	0	0	0	0	0	1	22	15	1	39	57
Cars Exiting Leg	20					23					1					12					56
Heavy Exiting Leg	1					0					0					0					1
Total Exiting Leg	21					23					1					12					57

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Cars

	Taylor Street					Sydney Street					Driveway					Sydney Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
6:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	2	0	5	6	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	
6:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	5	
6:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	4	0	11	17	
7:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	
7:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	1	0	7	10	
7:30 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	3	4	0	7	12	
7:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	2	0	5	11	
Total	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	0	16	7	0	23	42	
8:00 AM	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	3	3	0	6	15	
8:15 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	2	2	0	4	10	
8:30 AM	0	0	0	0	0	3	3	0	0	6	1	0	0	0	1	0	4	1	0	5	12	
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2	0	4	6	
Total	0	0	0	0	0	5	18	0	0	23	1	0	0	0	1	0	11	8	0	19	43	
9:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3	0	6	7	
9:15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	1	0	6	9	
9:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4	
Total	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	12	6	0	18	23	
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	2	2	0	0	4	0	0	0	0	0	0	1	2	0	3	7	
10:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4	
10:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	4	
Total	1	0	0	0	1	2	5	0	0	7	0	0	0	0	0	0	4	3	0	7	15	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	5	
11:15 AM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	2	1	0	3	6	
11:30 AM	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	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4	
Total	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	9	5	0	14	18	
12:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	7	0	11	14	
12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	8	
12:30 PM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	7	
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	5	
Total	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	12	9	0	21	34	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	5	
1:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	2	0	5	7	
1:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	3	0	4	8	
1:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	4	
Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	6	9	0	15	24	
2:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	3	0	5	7	
2:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3	
2:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	2	0	3	5	
2:45 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	6	5	0	11	14	
Total	0	0	0	0	0	3	5	0	0	8	0	0	0	0	0	0	9	12	0	21	29	
3:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	3	0	8	11	
3:15 PM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	4	3	0	7	14	
3:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	1	1	0	2	9	
3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	4	0	7	9	
Total	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	0	13	11	0	24	43	
4:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8	
4:15 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	2	1	0	3	7	
4:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	4	0	9	15	
4:45 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3	2	0	5	8	

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Cars

	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
	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	
5:15 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	5	3	2	10	14
5:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	5	1	7	10
5:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	7	2	0	10	13
6:00 PM	1	0	0	0	1	3	2	0	0	5	0	0	0	0	0	0	5	7	1	13	19
Total Volume	1	0	0	0	1	5	10	0	0	15	0	0	0	0	0	1	18	17	4	40	56
% Approach Total	100.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		2.5	45.0	42.5	10.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.417	0.833	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.250	0.643	0.607	0.500	0.769	0.737
Entering Leg	1	0	0	0	1	5	10	0	0	15	0	0	0	0	0	1	18	17	4	40	56
Exiting Leg					22					18					1					15	56
Total					23					33					1					55	112

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**



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

	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
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	2	0	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	1	3	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	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
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 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	1	0	2	2
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	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	1	0	0	1	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	1	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
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	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
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	0	0	0	0	0
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	1	0	1	1
2:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	3
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
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 City, State: **Somerville, MA**
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 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



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

	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1	1
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	1	0	1	1
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	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	6	3	1	10	14
Approach %	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	60.0	30.0	10.0		
Total %	0.0	0.0	0.0	0.0	0.0	7.1	21.4	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	42.9	21.4	7.1	71.4	
Exiting Leg Total	4					6					0					4					14
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	2
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	10.0	14.3
Exiting Leg Total	0					0					0					2					2
Single-Unit Trucks	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	6	3	0	9	12
% Single-Unit	0.0	0.0	0.0	0.0	0.0	100.0	66.7	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	90.0	85.7
Exiting Leg Total	4					6					0					2					12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

6:45 AM	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	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	2	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	1	3
% 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	66.7	0.0	33.3		
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	0.250	0.000	0.250	0.375	0.500
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	2
Buses %	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	100.0	33.3	50.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	66.7	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	1	0	0	1	0	0	0	0	0	0	0	0	0	1	2
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
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	1	0	0	1	0	0	0	0	0	0	0	2	0	1	3
Buses	0					0					0					2					
Single-Unit Trucks	0					0					0					0					
Articulated Trucks	0					0					0					0					

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



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

Total Exiting Leg	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
	0					2					0					2					

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

10:00 AM	Taylor Street					Sydney Street					Driveway					Sydney Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
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
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	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	0.500	0.000	0.000	0.500	0.500
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Articulated Trucks	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Buses	0					0					0					0					0	
Single-Unit Trucks	0					2					0					0					2	
Articulated Trucks	0					0					0					0					0	
Total Exiting Leg	0					2					0					0					2	

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

2:00 PM	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	1
2:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	3
% 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	50.0	50.0	0.0		
PHF	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	0.250	0.000	0.500	0.750
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	3
Single-Unit %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	3
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	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	3
Buses	0					0					0					0					0
Single-Unit Trucks	2					1					0					0					3
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	2					1					0					0					3

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Buses

[illegible]

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Buses

	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	2
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		0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	
Exiting Leg Total	0					0					0					2					2

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

6:45 AM	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	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	1	0	0	1	0	0	0	0	0	0	0	0	1	1	2
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	2
% 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	100.0		
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	0.250	0.250	0.250
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	2
Exiting Leg	0					0					0					2					2
Total	0					1					0					3					4

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

10:00 AM	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	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
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	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
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

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

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Buses

2:00 PM	Taylor Street					Sydney Street					Driveway					Sydney Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
	Taylor Street					Sydney Street					Driveway					Sydney Street						
	from North					from East					from South					from West						Total
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	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 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg					0					0					0					0	0	
Total					0					0					0					0	0	

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Single-Unit Trucks

	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
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	2	0	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	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
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 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	1	0	2	2
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	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	1	0	0	1	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	1	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
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	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
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	0	0	0	0	0
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	1	0	1	1
2:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	3
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Single-Unit Trucks

	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1	1
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	1	0	1	1
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	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	6	3	0	9	12
Approach %	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	8.3	16.7	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	25.0	0.0	75.0	
Exiting Leg Total	4					6					0					2					12

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

8:30 AM	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:30 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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
% 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	50.0	50.0	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	0.250	0.250	0.000	0.250	0.375
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
Exiting Leg	1					1					0					1					3
Total	1					2					0					3					6

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

10:00 AM	Taylor Street					Sydney Street					Driveway					Sydney Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
10:15 AM	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	1	0	0	0	1	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	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	0.500	0.000	0.000	0.500	0.500	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
Exiting Leg	0					2					0					0					0	2
Total	0					2					0					2					4	

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

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Single-Unit Trucks

2:00 PM	Taylor Street					Sydney Street					Driveway					Sydney Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
	Taylor Street					Sydney Street					Driveway					Sydney Street						
	from North					from East					from South					from West						Total
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	1	
2:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	3	
% Approach Total	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		
PHF	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	0.250	0.000	0.500	
Entering Leg	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0		0	1	1	0	2	
Exiting Leg					2					1					0						0	
Total					2					2					0						2	
																					6	

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Articulated Trucks

[illegible]

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Articulated Trucks

2:00 PM	Taylor Street					Sydney Street					Driveway					Sydney Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
	Taylor Street					Sydney Street					Driveway					Sydney Street						
	from North					from East					from South					from West						Total
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	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 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg					0					0					0					0	0	
Total					0					0					0					0	0	

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

6:15 PM	Taylor Street							Sydney Street							Driveway							Sydney Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:15 PM	Taylor Street							Sydney Street							Driveway							Sydney Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
7:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	4	0	0	4	9
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	80.0	20.0	0.0	0.0	0.0		0.0	0.0	0.0	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	0.500	0.250	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.563	
Entering Leg	0	0	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	4	0	0	0	4	9	
Exiting Leg							0						4								1					4	9		
Total							0						9								1					8	18		

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Thursday, September 29, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 PM**
 Class:



Pedestrians

4:15 PM	Taylor Street							Sydney Street							Driveway							Sydney Street							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:15 PM	Taylor Street							Sydney Street							Driveway							Sydney Street							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	4	4	9
4:30 PM	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4	
4:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	4	
Total Volume	0	0	0	0	2	3	5	0	0	0	0	1	0	1	0	0	0	0	2	6	8	0	0	0	0	0	4	4	18	
% Approach Total	0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	0.0	100.0			
PHF	0.000	0.000	0.000	0.000	0.250	0.750	0.625	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.375	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500	
Entering Leg	0	0	0	0	2	3	5	0	0	0	0	1	0	1	0	0	0	0	2	6	8	0	0	0	0	0	4	4	18	
Exiting Leg							5							1						8							4	18		
Total	10							2							16							8							36	

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Cars

	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	7
10:15 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	4	2	0	6	11
10:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	5	1	8	11
10:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	1	0	5	11
Total	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	0	13	9	1	23	40
11:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2	0	4	5
11:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	1	1	3	7
11:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
11:45 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	1	14	0	0	15	0	0	0	0	0	0	12	3	1	16	31
12:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	3	0	11	14
12:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	1	0	2	8
12:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	1	1	8	10
12:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	4	0	4	9
Total	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	15	9	1	25	41
1:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	2	0	3	5
1:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	5	1	8	11
1:30 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	6	3	0	9	14
1:45 PM	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	1	4	0	5	9
Total	0	0	0	0	0	5	9	0	0	14	0	0	0	0	0	0	10	14	1	25	39
Grand Total	0	0	0	0	0	7	55	0	0	62	0	0	0	0	0	0	50	35	4	89	151
Approach %	0.0	0.0	0.0	0.0		11.3	88.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	56.2	39.3	4.5		
Total %	0.0	0.0	0.0	0.0	0.0	4.6	36.4	0.0	0.0	41.1	0.0	0.0	0.0	0.0	0.0	0.0	33.1	23.2	2.6	58.9	
Exiting Leg Total	42					50					0					59					151

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

11:45 AM	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	11
12:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	3	0	11	14
12:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	1	0	2	8
12:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	1	1	8	10
Total Volume	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	22	5	1	28	43
% 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	78.6	17.9	3.6		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.417	0.250	0.636	0.768
Entering Leg	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	22	5	1	28	43
Exiting Leg	5					22					0					16					43
Total	5					37					0					44					86

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



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

	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
Single-Unit Trucks					0					1					0					0	1
Articulated Trucks					0					0					0					0	0
Total Exiting Leg					0					1					0					0	1

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Buses

	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	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
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	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
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	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
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	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

10:00 AM	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	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
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	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Single-Unit Trucks

	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	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
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	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
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	1	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	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
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	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
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	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
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	100.0	
Exiting Leg Total	0					1					0					0					1

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

10:45 AM	Taylor Street					Sydney Street					Driveway					Sydney Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
10:45 AM	0	0	0	0	0	0	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	
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	1	0	0	1	1	
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	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					2	

PDI File #: **228776 D**
 Location: **N: Taylor Street S: Driveway**
 Location: **E: Sydney Street W: Sydney Street**
 City, State: **Somerville, MA**
 Client: **Bayside/ K. Cram**
 Site Code: **2223210**
 Count Date: **Saturday, October 1, 2022**
 Start Time: **10:00 AM**
 End Time: **2:00 PM**
 Class:



Articulated Trucks

	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	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
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	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
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	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
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	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					0					0

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

10:00 AM	Taylor Street					Sydney Street					Driveway					Sydney Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	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
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	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

Seasonal Adjustment Worksheets

Massachusetts Highway Department

8098: Monthly Hourly Volume for January 2015

Location ID: 8098
County: Middlesex
Functional Class: 1
Location: INTERSTATE 93

Seasonal Factor Group: U1-Boston
Daily Factor Group:
Axle Factor Group: U1-Boston
Growth Factor Group:

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL	QC Status
1	3797	4116	2820	1738	1257	1424	2210	2291	2639	3618	5597	6440	7319	7582	7895	7432	6848	6226	5488	4586	3832	3162	2626	1943	102886	Accepted
2	1131	728	549	611	1548	5033	6252	6803	6693	6867	8059	8149	8650	9218	10421	10062	9322	9130	7719	6544	4855	4715	4607	3046	140712	Accepted
3	1988	1441	1380	901	1564	2239	3637	4583	5635	6995	7741	8832	9299	9039	9283	9592	9556	7711	6184	4696	3613	3330	3336	2739	125314	Accepted
4	1763	1398	1020	666	858	1292	2151	2505	3107	4084	5340	6545	7489	7913	8179	8208	7696	7073	6039	5087	4202	3343	2522	1804	100284	Accepted
5	1108	773	540	707	2011	7190	8428	8941	7995	7227	7106	7164	7339	7623	9701	9201	8527	9817	10435	7558	5539	4166	4180	2644	145920	Accepted
6	1805	1239	728	809	2747	7700	9187	9296	8647	7741	7936	7730	8128	8481	10385	9079	8693	9174	9582	7918	5937	4986	4070	3030	155028	Accepted
7																										
8	1916	1010	796	998	1996	7295	8312	8314	7747	7990	7878	7924	8260	7889	9876	8203	7791	10578	10727	9190	6733	5739	5262	3438	155862	Accepted
9	1979	1438	1010	845	1942	6731	8428	9651	8744	6953	7852	7766	7852	8314	9938	9219	9436	10149	9407	8245	6273	5273	5533	4010	156988	Accepted
10	2632	1719	1610	1281	1545	3150	4557	5791	6367	7305	8707	8935	8771	8258	9164	10024	8594	6661	6576	5312	6345	6554	5921	5117	140896	Accepted
11	3651	2349	5247	1078	1030	1734	2864	3316	4582	6096	7640	8601	8978	9113	9083	9345	8757	8078	7118	5852	4943	3767	2876	2000	128098	Accepted
12	1161	712	508	711	1981	7113	8121	8865	8403	7312	7193	6989	7359	7563	9428	9036	8773	9677	10021	6967	4889	4040	3644	2291	142757	Accepted
13	1331	731	541	689	1851	7259	8623	9580	8851	8246	8578	7899	7730	8352	9794	9703	10175	10359	10726	8431	6630	5718	5255	3617	160669	Accepted
14	2138	995	765	859	2111	8391	9386	9847	8671	7764	8225	8212	8681	9265	10675	10480	9828	8965	8852	8909	6564	5617	5143	3163	163506	Accepted
15	1749	888	676	747	1931	6953	8542	7435	9174	6782	6972	7312	7876	8242	9806	8475	8175	8873	9956	8330	6159	5299	5564	3527	149443	Accepted
16	2064	1785	962	881	1966	6928	8781	9673	9097	7925	8227	8327	8903	9756	10291	8990	9112	9650	9919	9050	7242	6333	6364	4641	166867	Accepted
17	3134	2365	2044	1091	1413	2607	3891	5524	6737	8104	8983	9777	9661	9442	9538	9826	9789	9570	9215	7623	6197	6309	6705	4731	154276	Accepted
18	3100	2232	1869	1294	892	1533	2772	3413	4406	5515	7227	8410	8798	8790	8611	8613	8144	7802	6025	4033	3337	3067	4669	3380	117932	Accepted
19	2360	1342	796	674	1454	4908	6357	6887	6793	6987	7874	8448	9088	9372	10707	10066	9435	9107	8009	6499	4871	3932	3021	1982	140969	Accepted
20	1217	632	440	663	1935	7214	8100	8774	7662	7065	8140	7526	7771	8039	9923	9756	9729	10403	9492	7430	5625	4487	3299	2274	147596	Accepted
21	1449	791	619	701	1913	7882	8870	9330	8665	8247	7850	7572	7724	8274	10051	10084	9894	10421	9829	7597	5561	4796	3679	2641	154440	Accepted
22	1352	691	493	703	1773	7039	8181	9130	8408	7603	7885	7740	8067	8523	10213	10122	10374	10802	9978	8048	6093	4953	4633	3417	156221	Accepted
23	1638	909	811	846	1973	7347	9660	8909	8936	8280	8275	8223	8768	9372	10060	8901	9452	9734	10358	8933	6554	5410	5397	3906	162652	Accepted
24	2424	1966	1614	910	1127	2319	3060	3946	4277	3902	3992	4032	4551	4945	5108	5162	5073	5045	4677	3710	3059	3348	3892	2699	84838	Accepted
25	1756	1576	1338	696	655	1165	2348	3153	4009	5425	7138	8451	8838	9309	9183	9512	9474	8782	7784	6461	4995	4554	4686	2736	124024	Accepted
26	1394	1011	1052	896	2772	8051	9259	9783	8882	8024	8515	7957	8346	9219	9727	8074	7684	7380	6127	3314	1973	1277	1008	904	132629	Accepted
27																										
28	440	627	583	524	807	3579	4774	4659	4990	5111	5051	4510	4309	4738	5717	6006	6189	7118	6696	5481	4381	3563	3309	2926	96088	Accepted
29	1894	1125	1128	1025	2225	7279	8204	8350	7626	6153	6762	6309	6567	7396	8787	9049	8572	8967	8554	8728	6404	4978	4246	2916	143244	Accepted
30	1662	945	715	774	1750	6318	7874	8067	6826	5911	6777	6655	7524	7980	9465	8732	9284	9322	9334	7333	5413	4550	5369	4175	142755	Accepted
31	2570	1829	1868	1133	1731	2846	4735	5591	6249	6900	7785	8363	8811	8323	8465	8764	8615	9432	8719	6990	5685	6013	6778	5148	143343	Accepted

139180.6

Massachusetts Highway Department

8098: Monthly Hourly Volume for February 2015

Location ID: 8098
County: Middlesex
Functional Class: 1
Location: INTERSTATE 93

Seasonal Factor Group: U1-Boston
Daily Factor Group:
Axle Factor Group: U1-Boston
Growth Factor Group:

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL	QC Status
1	3381	2444	1957	1126	1042	1528	3421	3242	4289	5539	7004	7776	8311	8182	8484	8858	9163	7946	5332	3249	3098	2695	4724	6015	118806	Accepted
2	2664	1278	1465	767	1875	3905	5025	4426	3360	2589	2168	2452	2558	2967	4387	3889	3410	3412	2845	2176	4974	1755	1665	1613	67625	Accepted
3	1750	632	577	789	1389	4444	5711	8768	6651	6091	6885	6981	6318	6398	7429	7486	8084	8089	9392	8185	6233	5313	4577	3455	131627	Accepted
4	2513	1394	765	841	2380	7540	8354	9332	8042	5879	6873	5838	6201	7073	9014	8996	8551	9426	9289	7536	5746	4664	3780	2405	142432	Accepted
5	1332	838	650	768	1752	6244	7481	8132	7722	6279	6618	6503	6544	7386	9154	8245	8800	8167	8707	8711	6644	6060	5117	3129	140983	Accepted
6	1997	2580	887	961	2462	6739	7996	8585	7856	7119	8365	8354	8377	9166	9182	7820	8651	8506	8275	9463	8123	5829	5989	5016	158298	Accepted
7	2880	2044	1761	1218	1783	3125	4585	5820	7080	7675	7763	8382	8757	8950	8997	9065	8898	8810	8012	6123	4881	4450	5071	3750	139880	Accepted
8	2313	1560	1265	951	827	1568	2505	2833	3076	3433	4640	5233	5627	6326	6491	7085	6666	6082	5850	4463	3508	2676	3735	2382	91095	Accepted
9																										
10	1155	529	448	942	1576	4768	7470	7097	6328	5438	5677	5164	5215	5740	7231	7272	7319	7712	6365	5135	4171	4313	4931	2839	114835	Accepted
11	1746	939	658	830	2215	7102	8091	9182	8406	6860	7175	6701	6623	7600	9189	8504	8631	8787	8530	8574	7573	6489	5182	3344	148931	Accepted
12	1973	941	737	1079	2729	7888	8446	9107	8540	7430	7344	6886	7148	7777	9396	8783	8151	7503	7542	7699	6169	5179	4570	3408	146425	Accepted
13	2308	1095	1045	1048	2267	7412	7705	7425	7504	6426	7902	8057	8052	8694	9594	8447	7643	9199	10529	9983	8174	7203	6011	4458	158181	Accepted
14	2941	2277	2155	1009	1560	3424	4893	5243	6486	8051	8904	9088	8841	9420	9145	8508	7093	7320	6086	4166	3129	3070	2606	2063	127478	Accepted
15																										
16	1168	1039	833	599	1212	3071	5473	5474	4956	5668	6440	6974	7099	7756	7401	8216	7499	8377	7734	6802	5521	5090	3669	3532	121603	Accepted
17	1761	968	1919	1635	2216	6686	7507	8473	7905	6764	6780	6992	7368	7598	8555	8515	8488	8712	9081	7791	6108	4931	3765	2857	143375	Accepted
18	1657	1049	662	836	2231	7138	7560	9710	8553	7724	7426	7382	7928	7528	8639	8894	9326	8636	7789	7258	6316	4455	3810	2833	145340	Accepted
19	1653	867	673	897	1923	6665	7953	8711	7917	6725	7511	7316	7933	8499	9401	8388	8141	8031	9280	8296	7260	5932	4905	3691	148568	Accepted
20	2180	1374	908	1440	2150	6915	8728	8570	8150	7286	8444	8752	8599	9333	9869	8524	7751	7150	9120	8901	7231	6472	5714	4211	157772	Accepted
21	2773	1761	1908	1157	1941	3025	4491	5614	6759	8214	8652	8458	8758	9459	9608	9338	8342	7691	6745	5442	4124	4164	3690	2785	134899	Accepted
22	1932	1524	1229	927	800	1396	2346	2810	3660	4258	5697	7130	7945	7780	8067	8739	8164	7785	7093	6626	4714	3712	2865	2033	109232	Accepted
23	1460	808	580	731	2144	7105	8258	8664	7973	7100	7196	7046	7217	7701	9388	9238	8891	9822	10707	8364	6564	5301	4298	3118	149674	Accepted
24	1471	1056	635	1134	2535	7608	8173	8735	7826	6816	8474	8154	8237	7977	9497	9079	8508	10167	10366	9341	6874	5936	5918	3055	157572	Accepted
25	1749	913	729	886	2222	7188	9397	9231	8432	7653	7710	7175	7489	7935	10009	8855	8883	9454	9966	8123	6029	5603	4954	3440	154025	Accepted
26	1809	982	706	842	2228	7471	9588	9550	8147	7478	8524	8211	8293	8419	10093	8522	8423	9262	10334	9280	7241	5862	5279	3856	160400	Accepted
27	2384	1342	1256	1436	2558	7561	8164	9230	8231	7881	8744	8267	8504	9411	9861	8559	8596	9213	10175	9768	7374	6105	6273	5116	166009	Accepted
28	3444	2290	1925	1495	1529	2979	5282	6160	6810	8000	9028	8713	9210	9560	9679	6354	9492	9178	8530	6944	6821	6246	6009	4625	150303	Accepted

137898.8

Massachusetts Highway Department

8098: Monthly Hourly Volume for March 2015

Location ID:	8098	Seasonal Factor Group:	U1-Boston
County:	Middlesex	Daily Factor Group:	
Functional Class	1	Axle Factor Group:	U1-Boston
Location:	INTERSTATE 93	Growth Factor Group:	

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL	QC Status
1	3257	2529	2258	1421	1485	1708	3064	3962	4596	6211	7438	8425	8948	9349	9781	10118	9542	8126	6615	5623	5421	3723	2747	1866	128213	Accepted
2	1374	972	701	804	2143	6893	7835	8404	7807	7101	7183	6857	7154	7726	9517	9173	9389	9961	8501	7455	5145	4332	3376	2636	142439	Accepted
3	1727	926	761	1014	2299	7707	8699	9588	8708	6481	7965	7266	7701	8351	10038	9330	9498	9762	9821	7002	5195	4103	3725	3209	150876	Accepted
4	1508	892	754	836	1971	6793	7958	8919	7506	6103	7464	7223	7589	8103	9652	9102	9186	9847	9917	7855	5705	4793	4514	2771	146961	Accepted
5	1402	700	596	828	2021	7167	8364	8661	8096	6652	7259	7320	7696	8267	10098	9040	9138	10039	10232	8639	6745	5973	5610	3954	154497	Accepted
6	2723	1545	1427	1498	2414	7338	8620	9387	7514	6697	7320	6579	7812	9425	9997	8724	8833	9326	9818	9271	7526	6075	5863	4766	160498	Accepted
7	3256	2060	1777	1768	1412	3276	5056	6258	7841	8505	8677	9089	9450	8834	9414	9504	10046	9501	8453	7080	5705	5083	5232	4217	151494	Accepted
8	2667	1891	1681	1270	1546	2861	3718	4516	5634	7138	8915	8697	8916	9335	10131	9712	9146	8481	7182	5635	4278	3438	2092	1368	130248	Accepted
9	717	513	737	2240	7651	8338	8690	8509	7031	7448	7279	7508	8117	10000	8794	8764	9929	9643	7149	5360	4281	3374	2421	1269	145762	Accepted
10	719	481	757	2120	7395	8044	8755	8324	7245	7611	7484	7592	8176	9866	9473	8947	9768	9445	7622	5902	4812	3733	2469	1336	148076	Accepted
11	728	527	622	2032	7175	7677	8838	6587	6835	7662	7498	7669	8341	10061	9079	9215	9970	10178	7791	6229	5001	4649	2736	1505	148605	Accepted
12																										
13	1985	1230	821	2624	2949	7642	9177	9502	8902	7727	7889	7985	9024	9449	9979	9152	9243	10634	9936	8708	6583	5503	5635	3977	166256	Accepted
14	2369	1616	1333	971	1187	2752	3942	4956	6066	6930	7452	8457	8677	8999	9065	9024	8567	8209	7641	6418	5133	5016	4892	4020	133692	Accepted
15	2541	1857	1529	895	959	1497	2537	3366	4388	5631	7202	8347	8695	9088	9085	8963	8854	7561	6210	6470	5268	4305	3493	2223	120964	Accepted
16	1244	1074	1071	1001	2430	7375	8936	9446	8700	6572	6667	7181	7607	8396	10021	9135	9285	10526	9603	7378	5479	4603	4020	2558	150308	Accepted
17	1400	678	530	742	2197	6202	6604	8904	7941	6819	7509	7393	7487	8175	10109	9698	9424	10125	9745	7355	5694	4567	4599	2769	146666	Accepted
18	1640	877	679	835	2248	7753	8872	9671	8790	7892	7705	7703	7704	8352	10080	9122	9427	9948	9862	7782	5973	5614	4333	2748	155610	Accepted
19	1597	837	756	838	2187	9642	8764	10265	8416	7682	8143	7854	8134	8786	10495	9343	9305	10183	10188	8059	6591	5444	4397	3068	160974	Accepted
20	1984	1178	912	896	2168	7553	9010	9719	9133	7208	8023	8117	8744	9586	10519	9625	9425	10224	9429	7484	6035	5238	4908	4273	161391	Accepted
21	2369	1620	1329	922	1175	2622	3956	5145	5817	6785	7485	8361	8779	8903	9052	9488	9246	9124	8277	6676	5410	5641	5880	4153	138215	Accepted
22	2614	1916	1514	907	966	1442	2654	3143	4172	5686	7298	8459	9130	9479	9453	9637	9669	8841	7912	6591	6113	4780	3452	2528	128356	Accepted
23	1454	863	631	779	3140	7949	9006	9735	9475	7818	7965	7282	7621	8107	9919	9286	9315	10598	9337	7162	5494	4449	3922	2357	153664	Accepted
24	1406	801	659	977	2225	7955	9075	10048	9306	7729	7742	7490	7779	8343	10153	9939	10317	10617	9644	7620	5963	4971	3880	2440	157079	Accepted
25	1360	748	569	762	2076	7645	8667	8417	8089	7525	7838	7603	7910	8542	10382	9885	10399	11328	10227	8090	6101	5409	4592	2871	157035	Accepted
26	1569	759	619	702	1937	7265	8245	9229	8192	7293	7694	7897	7888	8499	10103	9131	8829	9156	10649	8223	6187	5510	5767	3173	154516	Accepted
27	1823	1233	750	791	1932	6715	7902	8619	8200	7348	8197	8482	8946	9638	10547	8942	7991	9540	10394	8200	6247	5356	5167	4008	156968	Accepted
28	2468	1585	1409	934	1177	2670	4005	5180	6691	7433	8160	8701	8834	8898	9337	9227	9469	8975	7938	6655	5342	5216	5441	4322	140067	Accepted
29	2770	1997	1602	952	844	1363	2636	3667	4807	6067	8072	9212	9234	10216	10060	10042	9809	9291	8478	6938	6203	5015	3468	2354	135097	Accepted
30	1218	710	540	763	2261	7635	8109	8935	8291	7106	7284	7300	7512	7859	9637	9573	9945	10707	9382	7188	5547	4548	3312	2281	147643	Accepted
31	1197	667	479	689	2026	7507	8144	9349	7305	6989	8119	7778	7696	8483	10287	10257	10331	10555	10183	7805	6088	5556	4790	2581	154861	Accepted

147567.7

Massachusetts Highway Department

8098: Monthly Hourly Volume for April 2015

Location ID: 8098
County: Middlesex
Functional Class: 1
Location: INTERSTATE 93

Seasonal Factor Group: U1-Boston
Daily Factor Group:
Axle Factor Group: U1-Boston
Growth Factor Group:

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL	QC Status
1	1234	688	526	667	1993	6998	8478	9292	8373	7452	7064	7530	8083	7925	9880	9512	9537	10508	10440	8496	6676	5590	4738	2792	154472	Accepted
2																										
3	1729	1030	735	629	1913	6964	8264	9246	8101	7603	8571	8939	9343	10046	11243	9671	9941	9892	9063	7552	6239	5490	5575	4017	161796	Accepted
4	2556	1717	1410	1032	1081	2296	3488	4517	6033	7083	8682	9351	9406	9402	9148	9288	9226	8893	7925	6516	5438	5219	6028	4104	139839	Accepted
5	2425	1784	1404	744	651	1022	2030	2578	3417	5513	7978	9275	10121	9708	8563	8790	9491	10161	10346	9490	7851	5396	3231	1984	133953	Accepted
6	1132	722	530	738	2354	7817	8631	9387	8694	7613	8085	7833	8126	8605	10026	9067	9388	10394	10126	7640	5720	4480	3332	2202	152642	Accepted
7	1260	712	499	710	2153	7389	8342	9203	8385	7798	8139	7849	7871	8563	10474	9216	8927	9308	9365	7513	5937	4937	3740	2561	150851	Accepted
8	1254	701	550	726	2000	7503	8429	9613	8549	7674	8120	7867	8191	8610	10377	9080	8565	9190	9680	7950	6067	5156	3760	2553	152165	Accepted
9	1329	788	587	741	2024	6934	8027	8863	8164	7387	8168	8045	8416	9106	10905	8969	8893	9127	9506	8410	6600	5470	4654	3454	154567	Accepted
10	1821	1146	805	899	2105	6902	8008	8864	8514	7499	8260	8486	8917	9773	10561	9398	9264	10442	9875	8062	6270	5538	5155	4162	160726	Accepted
11	2601	1656	1423	1028	1239	2983	4357	6023	7322	8148	9090	9375	9740	9791	9889	9819	9856	9490	8497	7223	5689	5515	6051	4773	151578	Accepted
12	2948	2174	1688	1009	932	1451	2764	3851	4883	6469	8242	9236	9651	9015	9796	9777	9348	9462	8692	7468	6102	4411	3494	2313	135176	Accepted
13	1374	733	604	788	2312	7739	8412	9217	7859	7096	8076	7857	8452	8503	10225	9352	9141	9730	9498	7885	6061	4675	3517	2389	151495	Accepted
14	1206	733	578	833	2065	7433	8623	8596	8101	7799	7992	8000	8112	8483	10018	9952	10231	10476	10157	7872	6112	5508	5326	2724	156930	Accepted
15	1367	736	634	848	2220	7938	8352	8522	7579	6921	8272	8149	8339	8616	10107	9209	9449	10060	10357	8548	6501	5692	4274	2829	155519	Accepted
16	1717	872	688	859	2222	7717	8302	8727	7203	5325	8334	7885	8293	9065	10065	9490	9158	10139	9982	8471	6785	5716	4386	3073	154474	Accepted
17	1702	1070	786	758	2120	7487	7955	8292	8195	7333	8056	8109	8816	9737	10544	9843	10076	10422	9440	8140	6346	5581	5293	4500	160601	Accepted
18	2536	1746	1425	962	1227	2739	4622	5755	7134	8235	9142	9668	9788	9899	10202	9548	8778	8968	8486	7383	6530	5875	5347	4231	150226	Accepted
19	2823	1958	1579	922	947	1507	2690	3582	4615	6405	8234	9138	9500	9199	9358	9340	9089	9308	8611	6921	5907	4500	3766	2440	132339	Accepted
20	1354	871	738	833	2063	5436	7404	7898	7084	6485	6423	6239	6394	6678	7297	7940	8210	8526	7483	6137	4803	3981	3239	2159	125675	Accepted
21	1281	933	650	738	1979	6836	8267	8304	7140	7496	8450	8366	8621	8842	10523	9747	9934	10370	9631	7789	5787	4933	3760	2370	152747	Accepted
22	1264	703	582	803	2179	7508	8545	8993	8277	7830	8397	8390	8524	9262	10619	9430	9735	10643	9927	7780	6431	5337	4267	2674	158100	Accepted
23	1420	811	583	765	2168	7546	8434	8895	8562	7904	8767	8634	8907	9213	10743	9536	9281	10579	10246	8149	6314	5811	4958	3102	161328	Accepted
24	1729	1026	783	834	2116	7485	8675	8721	8367	8022	8581	8723	9233	9699	10673	9200	9177	10544	9634	8156	6168	5360	4984	4042	161932	Accepted
25	2590	1621	1301	1105	1458	3181	4540	5675	6929	7871	8398	9126	9589	9946	9676	9852	9472	9417	8487	7136	5791	5518	5448	4129	148256	Accepted
26	2681	1960	1579	1045	1061	1500	2741	3838	4750	6468	8217	9437	9522	9552	9229	9534	9866	8740	7573	6636	5175	4329	3166	2169	130768	Accepted
27	1269	774	637	819	2309	7637	8527	9280	8534	7514	8025	7664	7666	8241	10343	9564	9804	10257	9601	7128	5372	4854	4040	2468	152327	Accepted
28	1354	808	594	748	2093	7506	8465	9143	8269	7710	8204	7879	8216	8809	10122	8957	9395	9471	9140	7878	6180	5587	4748	2908	154184	Accepted
29	1474	821	573	708	2081	7367	8552	9305	8265	7899	8264	8525	8491	9108	10584	9616	9323	10134	10616	7763	6447	6331	4392	2842	159481	Accepted
30	1534	821	623	765	2106	7575	8481	9197	8388	7705	8369	8370	8463	9177	10864	9469	9947	10631	10710	8815	6702	5806	4763	3915	163196	Accepted

150942.9

Massachusetts Highway Department
8098: Monthly Hourly Volume for May 2015

Location ID:	8098
County:	Middlesex
Functional Class	1
Location:	INTERSTATE 93

Seasonal Factor Group:	U1-Boston
Daily Factor Group:	
Axle Factor Group:	U1-Boston
Growth Factor Group:	

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL	QC Status
1	2250	1225	840	812	2203	7624	8440	9097	8411	7827	9148	9008	8987	9834	10269	8579	9650	10589	9637	8291	6522	5826	5785	4919	165773	Accepted
2	2869	1774	1366	955	1285	2923	4434	5810	6970	8148	9042	9968	10005	9313	9855	9842	9326	9615	8898	7779	6535	5846	5911	4162	152631	Accepted
3	2521	3665	1795	996	957	1552	2894	3961	4886	6442	8234	9158	9777	9547	9563	9787	9587	9591	9084	7400	5833	4826	3770	2811	138647	Accepted
4	2026	934	710	851	2302	7734	8500	8878	8034	7142	8183	7804	8055	8525	10248	9544	9715	10544	9224	7512	5776	4789	4468	2854	154352	Accepted
5																										
6	1541	911	640	794	2081	7708	8575	9394	8391	7615	8313	8175	8430	9223	10532	8843	9179	10132	10606	8503	6809	5980	4980	3467	160822	Accepted
7	1822	935	658	872	2160	7670	8332	9332	8590	7201	8343	8368	8681	9523	10226	9053	9087	9722	10402	9013	7063	6079	4960	3443	161535	Accepted
8	2000	1183	839	942	2208	7616	8411	8814	8170	7630	8910	8966	9349	10410	8917	7465	7926	8864	8797	8665	6801	5930	5468	4340	158621	Accepted
9	2614	1764	1373	986	1276	2871	4401	5940	7725	8451	9324	9505	10112	10162	10106	9600	9049	9051	8874	7862	6580	6177	5908	4480	154191	Accepted
10	2875	1970	1588	886	852	1405	2550	3487	4733	7048	9366	10093	10025	9716	9693	9450	9353	9477	9266	8655	6991	5491	3714	2394	141078	Accepted
11	1511	954	760	897	2379	6916	8168	9148	8631	7579	8106	7955	8061	8607	10363	9131	8425	9951	10479	7749	5898	4697	3737	2900	153002	Accepted
12	1522	867	631	827	2296	7565	8170	9247	8543	7889	7622	8041	8455	8640	10057	8412	8491	9022	9729	8469	6207	5428	4096	2948	153174	Accepted
13	1565	890	612	818	2254	7707	8650	9398	8178	7872	8183	8168	8497	9083	10296	8506	9089	9732	10445	8860	6783	5678	4572	3044	158880	Accepted
14	1705	925	693	888	2317	7856	8691	8551	8386	7574	8407	8416	8748	9373	9720	7513	7604	7958	8890	9207	7366	6125	5049	3536	155498	Accepted
15	2077	1161	933	967	2354	7576	8142	9043	8068	7521	8722	8715	9207	9991	10152	8410	8862	9814	9098	8322	6805	6052	5698	4552	162242	Accepted
16	2808	1885	1493	1108	1343	3066	4696	6175	7546	8075	9051	9459	9834	9735	10016	9717	9518	9335	8855	7634	6486	6311	6045	4674	154865	Accepted
17	3061	2066	1647	1004	1036	1741	3109	4637	6147	7275	8797	9584	9951	9775	9839	9779	9607	9490	8965	8171	6439	5370	3761	2738	143989	Accepted
18	1638	919	734	878	2585	7587	8256	8972	8417	7252	8309	8084	8268	8954	10274	9154	8755	10005	10166	8151	6311	5189	4245	2773	155876	Accepted
19	1480	899	806	873	2392	6205	8187	9090	8317	7616	8126	8085	8248	8766	9591	8456	9104	9940	10325	7831	6297	5371	5022	3203	154230	Accepted
20	1693	988	703	862	2402	7730	8379	8966	5538	6926	7803	8167	8344	9108	10485	9011	9411	10185	10645	8378	6782	6108	5041	3516	157171	Accepted
21	1592	981	648	857	2346	7820	8668	9226	8488	7450	8517	8563	9026	9532	10337	9101	8977	9830	10043	8774	7208	6140	5261	3161	162546	Accepted
22	1652	1055	919	942	2188	7280	8334	8396	8282	7866	9044	8954	8683	9409	8660	8350	8876	8826	8142	8002	6696	5941	5624	4875	156996	Accepted
23	2607	1712	1298	909	1178	2542	4394	5514	6666	7763	8642	9007	9288	8971	8967	8993	8523	8356	7743	6668	5747	5575	6028	4650	141741	Accepted
24	2514	1668	1317	826	845	1875	2911	3329	4343	6198	8624	9130	9164	8722	8152	7916	8157	8313	7249	7027	6337	5632	4948	3401	128598	Accepted
25	2006	1186	901	656	839	1616	2612	3030	3748	5045	6731	7566	7881	7893	7987	8049	7487	7379	7039	6606	5927	5079	3544	2185	112992	Accepted
26	1262	710	510	782	2488	7864	8365	8964	8306	7421	8460	7976	8325	8770	10045	8632	9016	9797	9878	7802	5615	4598	3609	2608	151803	Accepted
27	1384	810	614	826	2242	7846	8539	9151	8187	7427	8436	8157	8489	9293	9757	8581	8990	9661	10232	8364	6035	4912	4023	2754	154710	Accepted
28	1569	1494	1810	1509	2528	5830	8054	8904	8191	7111	8234	8223	8314	8457	9880	8605	8488	8497	8419	9589	7036	5248	4336	3561	153887	Accepted
29	1844	1578	2002	2488	2923	6629	8326	8455	8045	7102	8585	8412	8768	9565	9374	7911	8096	9482	8736	8369	6808	6154	5372	4347	159371	Accepted
30	2809	1831	1706	1414	1435	2880	4609	5928	7359	8084	8880	9311	9408	8948	8427	9361	8877	8782	8422	7516	6590	6389	5878	4709	149553	Accepted
31	2673	2114	1678	1080	881	1187	2806	3529	4583	6020	7776	8805	9064	8799	8832	8490	8458	7910	7386	6405	5254	4440	3591	2223	123984	Accepted

151091.9

Massachusetts Highway Department
8098: Monthly Hourly Volume for June 2015

Location ID:	8098
County:	Middlesex
Functional Class	1
Location:	INTERSTATE 93

Seasonal Factor Group:	U1-Boston
Daily Factor Group:	
Axle Factor Group:	U1-Boston
Growth Factor Group:	

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL	QC Status
1	1559	1337	1242	1195	1684	2664	3971	7888	7239	6281	7780	7766	7782	8823	9519	8608	8469	9161	9359	8061	5482	4572	3473	2239	136154	Accepted
2	1698	1704	1444	1298	1666	2609	4261	8805	8270	7346	7835	7860	8219	8549	9883	8932	9344	10355	10076	7713	6027	5536	4559	2759	146748	Accepted
3																										
4	1769	980	674	813	2151	7495	8446	9281	8511	7832	8273	8656	8862	9628	10292	8734	8730	9704	9867	9135	7868	6354	4806	3504	162365	Accepted
5	2099	1241	810	855	2105	7823	8261	8854	8562	7797	8553	8681	9326	9735	9156	8836	9456	9082	10478	8800	6827	6188	6189	5214	164928	Accepted
6	3237	2055	1567	997	1302	2932	4642	6078	7334	7903	8797	9189	9875	10232	10009	9392	9146	9155	8497	7932	6958	6300	6355	4913	154797	Accepted
7	3141	2102	1712	978	1086	1699	2983	3935	5231	6626	8473	9587	9892	9729	9560	9812	9441	9564	9119	8336	6936	6104	4165	2574	142785	Accepted
8	1576	1373	786	832	2398	8163	8438	9225	7993	7509	7986	8052	8230	8614	9995	8646	8257	10075	10332	7985	5894	4772	3634	2609	153374	Accepted
9	1601	1081	647	786	2456	7842	8435	8661	8591	6960	8510	8191	8214	9053	9637	8896	8516	10078	9652	7984	6191	5161	3969	2651	153763	Accepted
10	1677	930	587	737	2244	7653	8600	9332	8364	7533	8312	8418	8456	9100	10227	8689	8858	10074	10367	8610	6207	5773	4217	3345	158310	Accepted
11	1662	943	657	827	2120	4682	8418	9295	8632	7595	8221	8748	8888	9265	9834	8386	8841	9767	10241	8905	6998	6025	4625	3366	156941	Accepted
12	1807	1037	747	870	2253	7687	8643	8719	8322	7429	8800	9046	9105	9662	9285	8402	8923	10515	9163	8481	6803	6010	6316	5290	163315	Accepted
13	3056	2159	1615	1057	1278	2962	4481	5900	7377	8053	9408	9976	9699	9085	9068	9091	9230	9517	9011	7523	6620	6405	6216	5116	153903	Accepted
14	3093	2233	1707	1012	1070	1787	3077	4001	4954	7066	8867	9581	9795	9086	8433	9482	9351	9697	8612	8366	6624	5138	4285	2608	139925	Accepted
15	1517	862	714	846	2443	7465	7731	8640	7757	7217	7653	7979	8175	8778	9360	7243	7827	9106	9679	8404	5457	4732	4116	2563	146264	Accepted
16	1329	816	708	870	2405	8038	8530	8999	8481	7587	7859	8329	8795	9232	10609	9322	9173	9533	10906	8636	6462	5020	4426	2554	158619	Accepted
17	1576	921	638	799	2237	7955	8543	9186	8423	7911	8599	8667	8681	9569	9802	8623	9077	10328	10679	8560	6701	5643	4473	2900	160491	Accepted
18	1604	980	719	853	2184	7940	8437	8802	8342	8128	8655	8748	8847	9672	9831	8937	9016	9761	10393	9105	7004	5841	5138	3575	162512	Accepted
19	2075	1263	943	895	2288	7402	8311	8608	8440	7655	9065	9043	9539	9502	7849	7520	8037	9132	9374	8605	6953	6178	5660	4585	158922	Accepted
20	3108	2010	1555	1058	1367	2996	4620	5947	7203	8359	9091	9367	9359	9693	9403	8283	8452	8857	8950	7861	6535	6375	5919	4571	150939	Accepted
21	2872	1931	1513	888	919	1422	2624	3063	3740	5666	7449	8592	8289	8896	9054	9353	9065	8710	8221	7539	6917	5575	4128	2494	128920	Accepted
22	1410	884	671	903	2475	8054	8552	8923	8385	7433	8268	8546	8542	9077	10534	9112	8781	9923	9633	6856	5774	4969	3844	2559	154108	Accepted
23	1363	825	610	801	2264	7844	8552	9337	8341	7762	8315	8701	8863	9487	10120	8788	9308	10131	10387	7900	5606	5064	4924	3744	159037	Accepted
24	1785	1147	801	936	2410	7846	7524	9025	6386	7220	8757	8710	8901	9645	9630	7933	8617	9828	10601	8934	6579	6007	5446	3820	158488	Accepted
25	2053	1065	745	930	2386	7989	8452	8989	7530	7773	9049	9148	9101	9417	10243	8279	8704	9840	9304	8940	6933	6022	5148	3944	161984	Accepted
26	2291	1265	890	940	2268	7701	8280	8623	8057	8071	9136	9357	9780	10066	9019	8287	8754	9755	9775	8880	6568	5504	5214	4315	162796	Accepted
27	2480	1784	1486	1105	1423	3184	4628	5681	7194	8179	9105	9423	9665	9865	9919	9377	9363	9448	9022	7737	6481	6239	6016	5068	153872	Accepted
28	2969	2155	1684	962	1000	1509	2515	2876	3617	5143	7395	8414	9042	8927	9212	8999	9123	8441	7605	6559	5333	4535	3681	2418	124114	Accepted
29	1478	821	628	743	2303	7843	8321	8765	8641	7614	8630	8596	8782	8932	10317	8933	9111	10024	9408	8180	6234	5297	4230	2885	156716	Accepted
30	1489	838	708	870	2320	8007	8787	8840	8661	7976	8542	8980	8997	9364	9933	8435	8668	9483	10232	8723	6588	5854	4858	3167	160320	Accepted
																									153290	

Massachusetts Highway Department

8098: Monthly Hourly Volume for July 2015

Location ID: 8098
 County: Middlesex
 Functional Class: 1
 Location: INTERSTATE 93

Seasonal Factor Group: U1-Boston
 Daily Factor Group:
 Axle Factor Group: U1-Boston
 Growth Factor Group:

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL	QC Status
1	1790	989	709	914	2197	6593	8415	7928	7644	7310	8208	8527	8980	9208	10087	8572	8576	9865	10143	8586	6778	5653	4824	3908	156404	Accepted
2	1875	1028	829	884	2238	7742	8495	8475	8099	7995	9034	8415	8930	9403	9292	8246	8739	8889	8129	8196	7293	6036	5461	3890	157613	Accepted
3	2279	1420	1128	935	1727	4489	5126	5329	5795	7217	8535	8787	8485	8049	8201	7158	6640	6425	6053	5308	4190	4802	4830	4141	127049	Accepted
4	2548	1558	1120	867	897	1606	2726	3348	3987	4673	5905	6618	6854	6680	6148	5715	5629	5331	4886	4673	4242	4173	3961	5056	99201	Accepted
5	3149	1546	1044	756	767	1260	2429	3038	4109	5604	7539	8624	8653	8064	7994	7832	7974	8205	8254	7497	6580	6298	5187	3092	125495	Accepted
6	1760	915	711	806	2235	7713	8436	8750	7938	7382	8042	8089	8082	8534	9646	8863	9115	10218	9095	7548	6028	5054	4064	2633	151657	Accepted
7	1458	762	632	778	2238	7623	8496	9010	8578	7722	8197	8389	8470	8811	9983	9209	9656	10576	9956	8107	6317	5480	5343	3035	158826	Accepted
8	1718	954	736	859	2272	7332	8562	9065	8266	7871	8157	8261	7639	9041	9714	8515	8885	10254	10721	8321	6647	5758	5729	3757	159034	Accepted
9																										
10																										
11																										
12																										
13																										
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141909.9

Massachusetts Highway Department

8098: Monthly Hourly Volume for August 2015

Location ID: 8098
 County: Middlesex
 Functional Class: 1
 Location: INTERSTATE 93

Seasonal Factor Group: U1-Boston
 Daily Factor Group:
 Axle Factor Group: U1-Boston
 Growth Factor Group:

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL	QC Status
1																										
2																										
3																										
4																										
5																										
6																										
7																										
8																										
9																										
10																										
11																										
12																										
13	1629	1005	785	1075	2318	7837	8690	9261	8632	8162	8986	8700	9198	9287	10056	8418	8801	10008	10173	9180	7129	5738	5083	3654	163805	Accepted
14	2113	1268	925	960	2149	7314	8349	9177	8575	8387	9129	8829	9365	9607	8816	8581	9261	9986	9018	8423	6983	6169	5767	4737	163888	Accepted
15	2943	1942	1612	1078	1285	3010	4372	5565	6562	8382	9168	9601	9525	9440	9024	8591	8850	9001	8525	7425	6419	6225	5734	4551	148830	Accepted
16	2969	2172	1644	1010	979	1650	2780	3731	5174	7107	8553	9668	8839	8656	8912	8781	8796	8758	8671	8515	7478	6334	4659	2725	138561	Accepted
17	1516	995	740	857	2365	7793	8369	9275	8231	8206	8622	8469	8628	9017	9998	9623	9749	10290	9719	7916	5854	5155	4442	2643	158472	Accepted
18	1486	832	676	914	2382	7699	8709	9272	8430	7772	8547	8360	8870	9310	9441	8345	8972	10005	10736	8185	6237	5323	5001	2813	158317	Accepted
19	1569	1030	744	891	2363	7671	8336	8923	8689	7947	8783	8732	8748	9279	9927	8570	9119	10455	10292	8409	6808	5600	5072	3386	161343	Accepted
20	1691	1087	716	850	2260	7665	8498	8945	8673	7944	8906	8991	9034	8589	9506	7835	8284	7629	10612	9506	6666	5584	4722	3447	157640	Accepted
21	2142	1459	1154	1088	2151	6845	6986	8157	7874	7726	8846	9134	9214	9494	8914	7842	9015	9784	9362	8482	6718	5908	5641	4375	158311	Accepted
22	2711	1833	1567	977	1312	2968	4257	5340	6547	7981	8999	9446	9426	9896	9455	9295	8987	9103	8286	7243	6410	6207	5907	5082	149235	Accepted
23	3095	2345	1691	940	905	1555	2507	3284	4370	6267	8222	9353	9302	9085	9222	9117	9069	8871	8550	7616	6207	5134	3743	2693	133143	Accepted
24	1647	823	675	872	2411	7774	8250	8893	8449	7887	8548	8456	8364	9049	10170	9183	8863	10293	9669	7889	5863	4709	3757	2346	154840	Accepted
25	1365	796	628	804	2205	7622	8415	8921	7924	7243	8428	8332	8545	9019	10131	9043	8330	9871	10031	8267	6053	4858	3998	2605	153434	Accepted
26	1420	914	663	749	2072	7509	8237	7768	8151	8084	8864	8609	8850	9282	10209	9172	9177	10155	10171	8540	6582	5326	4500	2889	157893	Accepted
27	1697	959	669	854	2059	7603	8523	9142	7626	8145	8917	9035	9238	9599	10160	8815	8969	10422	10475	9006	7096	5765	4777	3526	163077	Accepted
28	1950	1016	842	856	1997	7147	8323	9046	8572	8226	9391	9116	9407	9523	7990	8364	8958	10120	9774	8552	7144	5975	5503	4707	162499	Accepted
29	2642	2235	1519	990	1267	2989	4285	5501	6949	8373	9345	9398	9485	9378	9177	8969	8838	8884	8224	7994	6861	6504	5857	4830	150494	Accepted
30	3346	2404	1676	957	916	1510	2686	3635	5162	6959	8895	9732	9685	9479	9427	9418	9171	9094	8797	8102	7787	5648	4199	2684	141369	Accepted
31	1520	828	618	816	2297	7621	8448	8887	8671	7122	8527	8621	8537	9139	9986	9701	9146	10361	10219	8262	6198	4745	3818	3114	157202	Accepted

154334

Massachusetts Highway Department

8098: Monthly Hourly Volume for September 2015

Location ID: 8098
 County: Middlesex
 Functional Class: 1
 Location: INTERSTATE 93

Seasonal Factor Group: U1-Boston
 Daily Factor Group: U1-Boston
 Axle Factor Group: U1-Boston
 Growth Factor Group: U1-Boston

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL	QC Status
1	1468	874	588	848	2226	7584	8127	8201	8327	8299	8465	8457	8570	9042	9847	8621	8972	10275	10337	8539	6241	5023	4544	2791	156266	Accepted
2	1448	863	650	730	2076	7560	8388	9324	8643	7972	8397	8474	8291	9180	9863	8991	9183	10321	9941	8189	6635	5740	4859	3105	158823	Accepted
3	1811	1084	817	918	2291	7538	8773	9258	8852	8059	8587	7817	8678	9350	9894	7850	8971	9712	9582	9473	6952	6007	5026	4034	161334	Accepted
4	2487	1444	1117	1059	2210	7299	8320	9139	8437	8283	9115	9367	9931	10020	9524	8886	9236	9002	8622	8087	6972	5647	5595	4234	164033	Accepted
5	2563	1768	1453	983	1113	2353	4007	5500	6827	7741	8724	9289	8863	8926	8366	8554	8108	8202	8032	7771	6509	5923	5499	4090	141164	Accepted
6	2396	1757	1382	751	684	1215	2300	3324	4479	6263	8079	9137	8711	8179	8103	8030	8185	8389	7460	7429	6889	5984	5076	3286	127488	Accepted
7	1964	1245	983	686	921	1600	2759	3412	4130	5545	7401	7947	8009	7854	8055	7883	8102	7945	7694	7344	6746	5511	3801	2317	119854	Accepted
8	1307	720	595	845	2454	7492	8474	9062	8378	7456	8260	8308	8263	8978	9943	8752	9306	10153	10156	8090	6127	5694	4803	3298	156914	Accepted
9	1864	1154	750	920	2423	7859	8519	9148	8132	7186	8233	7827	8500	8678	9712	8950	9149	10202	10519	8666	6492	5840	5357	2807	158887	Accepted
10	1496	913	671	836	2283	7839	8255	8725	7243	7300	8183	8259	8418	9057	10114	7745	7871	7905	8492	8131	6334	4690	4363	3171	148294	Accepted
11																										
12	2616	1711	1456	1007	1270	3017	4431	5837	7314	8387	9005	9537	9714	9780	9612	9699	9275	9422	8909	7924	6525	5785	5760	4715	152708	Accepted
13	3271	2404	1684	997	907	1555	2781	3615	4784	6295	8042	9127	9560	9398	9456	9390	9014	8549	7846	7020	5639	4419	3319	2241	131313	Accepted
14	1288	777	603	838	2512	7963	8403	8985	8319	7530	7867	8077	8090	8555	9854	9267	9623	10612	10077	7816	5603	4957	4025	2618	154259	Accepted
15																										
16	1424	881	666	869	2260	7683	8579	8982	6496	7277	8434	8055	8207	8637	9546	8607	9148	9866	10560	8880	6434	5667	4735	3048	154941	Accepted
17	1647	970	756	837	2323	7826	8374	8585	7627	6945	8248	8129	8476	8442	8693	6363	8503	9822	10529	9537	7467	6925	5179	3410	155613	Accepted
18	2258	1347	1027	958	2265	7624	8433	8861	8152	7685	8516	8848	9348	9670	9006	8223	8719	9321	9672	8916	6839	6180	5896	5276	163040	Accepted
19	3320	2223	2045	1299	1430	3070	4618	6192	7640	8798	9374	9509	9463	9489	9101	9447	9631	9469	8550	7950	7219	6306	5784	4612	156539	Accepted
20	3048	2176	1667	963	963	1582	2949	3886	5199	7077	8878	9976	9748	9748	9321	9384	9413	9871	9070	8428	6519	5295	4534	2760	142455	Accepted
21	1550	817	628	860	2529	7866	8429	8946	8371	7462	8057	7111	8045	8727	9613	9346	9520	10560	10052	7816	5484	5758	4333	2966	154846	Accepted
22	1508	753	604	722	2248	7785	8369	9342	8428	7515	8070	8182	8234	8755	10215	8576	8523	10646	10896	8176	6009	6034	5155	2954	157699	Accepted
23	1503	771	576	747	2065	7484	8431	9108	8227	7528	8438	8320	8392	8957	9940	8509	8471	9626	10757	8651	6511	5993	5313	3428	157746	Accepted
24	1701	969	767	970	2354	7839	8455	9074	8094	7327	8434	8474	8516	9552	10026	9124	9299	10637	10722	9254	6546	5631	5042	2681	161488	Accepted
25	1507	959	769	941	2315	7664	8379	8945	8369	7821	8689	9198	9432	10256	10052	9358	8914	10672	10394	8987	6830	6008	6331	4806	167596	Accepted
26	3077	2029	1665	1088	1276	2975	4647	5942	7749	8829	9315	10031	10205	10061	10209	9807	9903	10180	9669	8602	7037	6400	6005	5030	161731	Accepted
27	3478	2178	1687	1044	1055	1811	3152	4249	5758	7578	9057	10103	10056	9297	9258	9247	9872	10156	9471	8456	6900	5847	4497	3363	147570	Accepted
28	1947	1024	783	994	2600	7510	7062	8772	8221	7314	8543	8038	8044	8962	9899	9550	9955	10615	10279	7821	6064	5918	4296	2815	157026	Accepted
29	1601	889	650	831	2380	7788	8442	8467	7774	7520	8364	8187	8310	8763	10122	9171	9231	10094	10058	8001	6484	5255	4104	2591	155077	Accepted
30	1297	789	601	763	2157	7290	7481	7946	6819	6147	7595	7451	8132	8644	8811	8532	8334	9690	9923	7956	6324	5529	4371	3006	145588	Accepted

152510.4

Massachusetts Highway Department

8098: Monthly Hourly Volume for October 2015

Location ID: 8098
 County: Middlesex
 Functional Class: 1
 Location: INTERSTATE 93

Seasonal Factor Group: U1-Boston
 Daily Factor Group:
 Axle Factor Group: U1-Boston
 Growth Factor Group:

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL	QC Status
1	1790	899	771	900	2381	7975	8320	9073	8430	7561	8163	8443	8559	9332	10470	8810	8933	10456	10392	8955	7070	6756	5628	3936	164003	Accepted
2	2364	1469	1097	1153	2334	7663	8442	9009	8340	7496	8417	8544	9218	9651	8983	7764	8221	9416	10146	8599	6614	5466	5026	4017	159449	Accepted
3	2558	1777	1329	961	1249	2799	4167	5359	7026	8260	8697	9206	9741	9906	9910	9556	9412	9296	8528	7404	5951	5496	5661	4442	148691	Accepted
4	2841	1972	1526	902	965	1652	2775	3669	4914	6495	8539	9268	9387	9560	9443	9619	9484	9008	8787	7640	6167	4620	3360	2348	134941	Accepted
5																										
6	1428	773	675	877	2453	7893	8471	8609	8061	7260	8262	8291	8196	9124	9980	8427	8466	9803	10730	9005	6439	5427	4258	2469	155377	Accepted
7	1483	814	662	866	2360	7927	8326	9331	8180	7785	8160	8359	8555	8984	9900	8810	9295	10427	10390	8627	6684	5810	4603	2769	159107	Accepted
8	1599	839	720	945	2466	7964	8444	9050	8098	7392	8219	8425	8845	9516	9972	8921	9177	10409	10221	9402	7352	6561	5630	3262	163429	Accepted
9	1970	1180	825	965	2363	7800	8315	9038	8131	8010	8735	9314	9562	10339	9774	8258	7994	9089	9476	9280	7235	5746	5481	4381	163261	Accepted
10	3303	2051	1498	1058	1325	2955	4511	5857	7886	9111	9673	9816	10130	10045	9796	9824	9519	9730	9528	8232	6545	6001	6890	5022	160306	Accepted
11	3137	2188	1669	979	1096	1691	3138	3733	5038	6969	8631	9616	9643	9308	9138	9994	9149	8569	8003	7519	7095	6264	4445	3119	140131	Accepted
12	1741	1128	714	872	1742	4324	6238	7365	7204	7660	8832	9188	8857	8837	9957	9919	10862	9761	9086	8512	6751	5093	3753	2565	150961	Accepted
13	1286	724	609	848	2572	8029	8073	8568	7873	7071	8209	8009	8439	9214	10273	9278	9657	10167	10192	8240	5960	5358	3910	2653	155212	Accepted
14	1402	752	610	905	2486	8091	8235	7637	8357	7691	8303	8290	8423	9317	10178	9151	9429	10600	10445	8441	6646	6150	4696	3002	159237	Accepted
15	1758	950	687	905	2479	8085	8188	9059	7960	7379	8282	8472	8442	9264	9975	8178	8476	9466	10038	9782	6999	6154	4811	2773	158562	Accepted
16	1776	1020	774	943	2392	7913	8290	8249	7010	7693	8660	9123	9253	10021	9272	8366	9178	9980	10440	8193	6726	6961	6217	4737	163187	Accepted
17	2961	2147	1782	1145	1353	3093	4579	6125	8013	9020	9501	9927	9988	10327	9992	9931	10244	10134	9642	7914	6293	6415	6123	4782	161431	Accepted
18	3053	2121	1578	1118	1181	1925	2989	4089	5178	6778	8758	9614	9811	9589	9602	9560	9710	9309	8741	7573	5650	4559	3705	2521	138712	Accepted
19	1951	1071	743	973	2575	7859	7445	8709	8041	7233	7936	8220	8106	8739	10090	8984	9503	10060	10416	7848	5817	5566	4555	2932	155372	Accepted
20	1385	776	597	746	2418	7780	8319	9047	8368	6561	8000	7889	8344	8762	10074	9262	9943	10288	10098	7994	6189	5124	3913	2672	154549	Accepted
21	1318	697	597	798	2322	7930	8508	8617	8357	7243	8162	8110	8372	8627	9963	9438	9830	10668	10412	8640	6655	5437	4703	3737	159141	Accepted
22	1663	852	668	869	2206	7422	8395	8992	8017	7470	8329	8401	8832	9312	10351	9410	9679	10555	10582	8954	6539	6211	5340	3216	162265	Accepted
23	1874	1024	779	945	2315	7912	8392	8607	8227	7859	8487	8623	9324	9939	9520	8632	8743	9908	9860	8956	6381	6578	5853	4789	163527	Accepted
24	3127	1868	1614	1126	1254	3138	4319	6131	7653	8637	9546	9832	10244	10245	9920	10493	10375	10041	9309	7906	6262	6007	5195	4475	158717	Accepted
25	2889	2098	1621	944	983	1603	2775	3877	5008	6624	8491	9532	9969	9251	8846	8465	9040	9335	8911	7556	5858	4424	3308	2271	133679	Accepted
26	1418	800	659	930	2518	8067	8182	8896	8288	6763	7939	7982	8038	8404	8284	9084	8767	10194	10544	7763	5836	4737	3452	2458	150003	Accepted
27	1398	765	610	813	2362	7823	8139	8906	7862	7091	8391	8063	8220	8747	10603	9365	9615	10623	9823	8462	6372	5829	4826	2841	157549	Accepted
28	1480	845	658	881	2315	7759	8304	8668	8553	7503	8162	7896	8319	8973	9786	8069	8163	8109	8114	7942	6295	5582	4733	2861	149970	Accepted
29	1817	1033	741	853	2156	7147	7605	8476	8168	7655	8159	8192	8789	9421	10627	9332	9684	10268	9621	8579	6794	5519	4528	3354	158518	Accepted
30	2576	1516	1069	1025	2136	7551	8000	8771	8199	7647	8744	8734	9395	10262	9694	8787	9439	10372	10418	8559	6336	5409	5560	3794	163993	Accepted
31	2447	1893	1634	1059	1191	2835	3923	5068	6721	7630	8419	8753	9178	9185	9616	9778	8942	8112	7028	6263	5418	5063	4235	3686	138077	Accepted

154711.9

Massachusetts Highway Department
8098: Monthly Hourly Volume for November 2015

Location ID:	8098
County:	Middlesex
Functional Class	1
Location:	INTERSTATE 93

Seasonal Factor Group: U1-Boston
Daily Factor Group:
Axle Factor Group: U1-Boston
Growth Factor Group:

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL	QC Status
1	2695	2474	1892	1200	848	964	1650	2803	3641	4894	6576	8453	9084	9566	9601	9811	9517	9018	8546	8280	6454	5125	3842	2889	129823	Accepted
2	2135	1222	751	540	887	2628	8153	8424	9443	8306	7349	7959	7541	8053	8485	9654	9782	9807	10530	10012	7457	5461	4557	3305	152441	Accepted
3	2314	1242	699	618	817	2467	7961	8440	8908	8271	7633	8109	7976	7912	8724	10258	9201	9589	10177	10834	7978	5708	5604	4699	156139	Accepted
4	2532	1383	741	686	867	2332	7801	8618	8965	8247	7579	8139	7902	8056	8915	10173	9178	9440	9079	10297	8218	6263	5232	4000	154643	Accepted
5	2521	1394	869	698	963	2472	7826	8625	8832	7739	7186	7936	8117	8557	9492	10862	9615	9649	10132	10150	8594	6613	5764	4778	159384	Accepted
6																										
7	2694	1776	1541	1005	1409	3106	4809	6100	7806	8866	9191	9403	9818	10122	9970	10185	9857	10205	8902	7160	5890	5600	6015	5299	156729	Accepted
8	2987	2154	1665	946	914	1692	2816	3800	5289	7437	8710	9491	10056	9135	8878	8859	9779	9282	8277	7247	5483	4331	3033	2121	134382	Accepted
9	1304	811	623	891	2447	8101	8282	8647	8106	7712	7813	7814	7926	8714	10212	9408	9247	10063	10160	7346	5420	4593	3405	2360	151405	Accepted
10	1339	761	649	886	2458	8128	8469	9276	7983	7403	7914	7886	8050	8949	10121	9087	9505	10371	9813	8184	5900	4985	4169	2748	155034	Accepted
11	1515	826	606	765	1757	5526	7552	8471	7932	7377	8008	7949	7960	8553	9113	9148	9739	10312	9062	6946	5586	4931	4797	2758	147189	Accepted
12	1303	807	692	893	2358	7693	8723	9225	8186	7674	7907	8283	8266	9239	10141	8147	8804	9375	10541	8426	6771	6012	6113	3451	159030	Accepted
13	1973	1070	851	941	2320	7858	8282	8408	8166	7648	8651	8725	8425	10018	10406	9090	8803	10144	10398	8562	6369	5852	6050	4319	163329	Accepted
14	2659	1813	1487	1001	1273	2914	4435	5606	7265	8266	9090	9471	10080	10364	10264	10479	10113	9856	8527	7336	5645	5941	6138	4666	154689	Accepted
15	2935	2332	1712	1026	894	1530	2714	3369	4831	6578	7847	9167	9755	9825	9800	10217	9301	7735	7107	5544	6645	4534	3241	2119	130758	Accepted
16	1436	844	720	924	2852	8177	8336	9240	8288	7409	7687	7713	8071	8876	9888	9098	8331	8932	10728	7587	5500	4555	3419	2438	151049	Accepted
17	1372	815	679	881	2487	7799	8509	8363	7779	7417	7613	7396	8114	8917	8921	8920	9408	10276	10568	7973	6196	5782	4749	2582	153516	Accepted
18	1361	808	675	865	2294	7621	8067	8556	7716	7613	8145	8007	8531	9294	10273	9197	8187	9216	9416	8044	6441	5936	4863	2878	154004	Accepted
19	1660	1013	720	987	2377	7959	8534	9291	8247	7264	8373	8230	8678	9684	10772	9463	9384	9870	8456	9498	6816	6248	5486	3407	162417	Accepted
20	2005	1244	927	971	2377	7210	7758	8855	8606	7795	8544	8630	9201	9103	9631	9271	9801	10339	10018	8068	6625	6004	5857	4509	163349	Accepted
21	2831	1926	1515	1029	1332	3273	4537	5749	7294	8006	8972	9638	9902	9981	10165	10010	10100	9788	8802	7085	5992	5929	6830	5189	155875	Accepted
22	3430	2443	1831	1063	980	1636	2623	3390	4680	6173	8196	9282	9326	9122	9248	8350	9035	8184	7151	6233	5119	3993	2980	2101	126569	Accepted
23	1402	820	633	820	2456	7931	8429	9012	7902	7158	7976	8137	8060	8889	9769	8034	8988	9032	9124	7777	5483	4162	3570	2460	148024	Accepted
24	1986	1153	902	945	2398	7601	8242	7579	7490	7604	8492	8654	9204	9726	9899	9120	9040	9811	9869	8837	6681	5670	4479	3366	158748	Accepted
25	1909	1074	814	1022	2398	7478	7586	7743	7665	7473	8459	9277	10285	9381	8880	8948	8453	7641	7187	6413	5309	4734	4767	3255	148151	Accepted
26	2148	1536	1208	744	865	1436	2228	2802	3314	4983	7597	9121	9648	8460	6406	5556	6074	7073	7884	7597	7419	5767	3975	2649	116490	Accepted
27	1469	895	702	769	1624	4081	4667	5090	5331	6419	8230	9064	9173	9234	9467	9302	9352	8410	7459	6189	5089	4961	4885	3342	135204	Accepted
28	2253	1729	1391	938	1217	2304	3289	4012	4817	6215	7477	8240	8457	8933	8815	8966	8553	8203	7805	6505	5224	5126	4801	3742	129012	Accepted
29	2489	2029	1564	1023	1255	1879	2764	3369	4325	6111	7909	9246	9677	9791	9860	9846	9755	8851	8002	7115	5173	3754	2953	1892	130632	Accepted
30	1700	898	689	960	2798	8317	8353	8677	7778	7191	7767	7877	8051	8724	10115	10014	9828	10229	9587	7257	5513	4445	3327	2319	152414	Accepted

147945.8

Massachusetts Highway Department

8098: Monthly Hourly Volume for December 2015

Location ID: 8098
 County: Middlesex
 Functional Class: 1
 Location: INTERSTATE 93

Seasonal Factor Group: U1-Boston
 Daily Factor Group:
 Axle Factor Group: U1-Boston
 Growth Factor Group:

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	TOTAL	QC Status
1																										
2	1418	853	652	778	2236	7539	8210	8985	8204	7132	8086	7887	8128	8867	9991	8901	8647	8999	9299	7789	6254	5263	4259	2738	151115	Accepted
3	1558	904	671	887	2271	7657	8264	7635	8012	6971	8037	7853	8561	9339	10511	9250	9632	10446	10201	8290	6854	6135	5028	3259	158226	Accepted
4	1865	1113	841	986	2258	7650	8235	8392	7889	7787	8268	7836	7945	9085	10215	9494	9813	10430	10063	8071	6131	5742	5601	4295	160005	Accepted
5	2702	1822	1446	937	1360	2988	4228	5146	7038	8412	8812	9128	9998	9702	8842	9684	9972	9440	8935	7568	5893	5827	6167	4858	150905	Accepted
6	3168	2181	1603	908	874	1491	2425	3409	4608	6379	8111	9101	9612	9637	9471	9742	9467	8115	7122	6479	6313	4914	3394	2134	130658	Accepted
7	1237	758	624	845	2632	7896	8355	9183	7893	7601	7922	7537	7840	8481	10106	9556	9808	10511	9921	7401	5497	4990	4632	2444	153670	Accepted
8	1516	803	672	881	2462	7810	8431	8548	7301	7212	8357	7926	8044	8910	9650	8822	9223	9885	10010	7948	6637	6247	4895	3001	155191	Accepted
9	1730	912	775	935	2426	7920	8474	9182	8784	7625	7763	8027	8237	9003	10149	9376	9954	10620	10129	8193	6948	7031	5774	3367	163334	Accepted
10	1614	1063	783	996	2459	7917	8311	8321	7500	7384	8392	8250	8486	8286	10118	9379	9561	10750	10505	8742	6934	6511	6161	4160	162583	Accepted
11	2125	1252	928	1033	2257	7382	8068	9067	8482	7678	8363	8634	9036	9999	10322	9646	9985	9716	9819	8698	6551	5673	6032	5585	166331	Accepted
12	3027	1987	1599	995	1265	2833	4112	5504	6907	7799	9343	10285	9968	10349	10312	10357	10340	9109	8846	8125	6517	6256	6429	5018	157282	Accepted
13	3294	2476	1787	912	801	1434	2377	3093	4372	6174	7966	9139	9770	9700	9500	9670	9443	8790	7835	6755	5454	4005	3389	2963	131099	Accepted
14	1493	715	576	812	2558	8104	7919	8991	8279	7517	8089	7778	7955	8670	10007	9390	9369	9903	10133	7491	5488	4619	4574	2411	152841	Accepted
15	1357	751	618	813	2369	7300	7998	8783	8375	7541	8349	8289	8317	8955	10095	9034	8281	8619	10176	8574	6153	5618	5008	2748	154121	Accepted
16	1459	802	654	845	2451	7691	8184	8688	8009	7488	8575	8488	8694	9153	9894	9211	9427	10099	10023	8451	6716	5528	5072	4189	159791	Accepted
17	1949	1027	758	971	2577	7833	8315	8907	7963	7547	8264	8557	8817	9675	9529	8295	7855	8880	9657	8733	6998	6538	6271	3920	159836	Accepted
18	2246	1432	982	1029	2366	7332	8176	9082	8528	7588	8920	9029	9130	9397	9049	7246	7029	8525	9608	8527	6726	5913	6565	4872	159297	Accepted
19	3132	2292	1684	1177	1431	2872	3776	4931	6668	7902	9084	9823	9981	10457	10672	10325	10367	9633	9007	8164	6689	6316	6087	4885	157355	Accepted
20	3584	2460	1834	1100	1002	1555	2461	3364	4435	6370	8071	9257	10470	9527	8922	9017	9536	9253	8257	6906	6610	4687	3563	2355	134596	Accepted
21	1385	856	618	896	2424	7608	7106	8256	8145	7788	8448	8020	8237	9066	10174	9309	9342	10144	9694	7339	5534	4740	4703	2873	152705	Accepted
22	1771	964	790	980	2474	7607	7973	8056	7584	7399	8534	8665	8792	9124	9273	8478	8772	9341	9616	7464	5727	5432	5135	3168	153119	Accepted
23	1896	1142	848	1000	2299	7232	7825	8554	8107	8052	8636	8980	9470	9985	10224	9193	8475	9111	8462	6836	5347	4852	4575	3308	154409	Accepted
24	2135	1459	1024	992	1728	5295	5490	5955	6248	7016	8553	9205	9903	9924	9719	9268	8655	8169	6692	5323	5427	6163	5673	3929	143945	Accepted
25	2172	1312	775	621	636	972	1619	1917	2188	3501	5296	6715	8569	8509	7357	6605	6376	6434	6973	6855	6308	5170	3933	2546	103359	Accepted
26	1374	811	742	671	1093	1667	2589	3160	3913	5410	7403	8334	9104	8888	9131	9280	8847	8436	7973	6389	5336	5496	5404	3408	124859	Accepted
27	2242	2022	1683	1041	1098	1521	2276	2546	3249	4937	7099	8475	9711	8463	8102	7653	8511	8461	7322	6166	4795	4829	3628	2286	118116	Accepted
28	1353	924	704	904	2234	7141	7360	7479	7196	7585	8754	9039	9213	9323	9706	8544	8194	8533	7670	6756	5127	4249	3623	2472	144083	Accepted
29	1477	863	697	885	1826	4621	6224	6026	5310	5213	5765	6099	6424	7009	8289	8236	7697	7721	6731	5233	3991	3893	3974	2308	116512	Accepted
30	1443	949	784	946	2045	6424	7274	7526	7537	7833	8659	8642	9690	10062	9678	8080	8556	9481	8816	6826	5308	4868	4917	2952	149296	Accepted
31	1778	1056	853	906	1993	5898	6343	6447	6629	7143	8096	9179	9965	10239	9229	8798	8552	7972	7314	6495	5452	4660	4257	2912	142166	Accepted

147360.2

Massachusetts Highway Department

8098: Monthly Hourly Volume for 2015

Location ID: 8098
County: Middlesex
Functional Class: 1
Location: INTERSTATE 93

Seasonal Factor Group: U1-Boston
Daily Factor Group:
Axle Factor Group: U1-Boston
Growth Factor Group:

Month	Volume	Seasonal Factor
January	139181	0.94
February	137899	0.93
March	147568	1.00
April	150943	1.02
May	151092	1.02
June	153290	1.03
July	141910	0.96
August	154334	1.04
September	152510	1.03
October	154712	1.04
November	147946	1.00
December	147360	0.99
148229		

September Multiplier to Average Month
0.972

October Multiplier to Average Month
0.958

Both months have above average traffic volumes. No seasonal adjustment will be done.

Crash Data Worksheets

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Work Zone Related	X	Y	Latitude	Longitude	Roadway	Near Intersection Roadway
4321175	01/12/2017	Property damage only (none injured)	2:15 PM	No injury	2	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) / D2: (Followed too closely)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck/van, mini-van, pickup, sport utility)	V1:(No) / V2:(No)		V1: N / V2: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08908	TEMPLE STREET / MYSTIC AVENUE Rte SR38 N /	TEMPLE ROAD
4335237	03/07/2017	Property damage only (none injured)	8:00 AM	No injury	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)		V1: E / V2: W	Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08908	TEMPLE STREET / MYSTIC AVENUE Rte 38 /	TEMPLE ROAD
4360679	04/05/2017	Non-fatal injury - Non-incapacitating	1:15 PM		2	D1: (Failed to yield right of way) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	1	Traffic control signal	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)		V1: N / V2: S	Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08908	MYSTIC AVENUE Rte 38 /	TEMPLE STREET
4363943	05/07/2017	Property damage only (none injured)	12:05 PM	No injury	2	D1: (No improper driving) / D2: (Other improper action)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Light truck/van, mini-van, pickup, sport utility)	V1:(No) / V2:(No)		V1: S / V2: E	Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08908	MYSTIC AVENUE Rte UNKNOW N /	TEMPLE ROAD
4370656	05/16/2017	Property damage only (none injured)	2:07 PM	No injury	2	D1: (No improper driving) / D2: (Followed too closely)		Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)		V1: N / V2: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233821.6	905101.6	42.3957	-71.08908	MYSTIC AVENUE Rte 38 N /	TEMPLE STREET
4380256	06/06/2017	Property damage only (none injured)	8:10 PM	No injury	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - roadway not lighted	Angle	Wet	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck/van, mini-van, pickup, sport utility)	V1:(No) / V2:(No)		V1: W / V2: S	Cloudy/Rain	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08908	MYSTIC AVENUE Rte UNKNOW N /	TEMPLE STREET
4388768	07/08/2017	Property damage only (none injured)	9:30 PM	No injury	2	D1: (No improper driving) / D2: (Failed to yield right of way)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Angle	Wet	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)		V1: S / V2: N	Rain	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08908	TEMPLE STREET / MYSTIC AVENUE Rte SR38 N	
4411172	08/14/2017	Property damage only (none injured)	8:40 PM	No injury	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Head-on	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Light truck/van, mini-van, pickup, sport utility) / V2:(Light truck/van, mini-van, pickup, sport utility)	V1:(No) / V2:(No)		V1: E / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08908	MYSTIC AVENUE Rte UNKNOW N /	TEMPLE ROAD
4419587	09/06/2017	Non-fatal injury - Non-incapacitating	11:45 AM		2	D1: (Visibility obstructed) / D2: (No improper driving)	D1: External distraction (outside the vehicle) / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Wet	Four-way intersection	0	1	Traffic control signal	Two-way, not divided	V1: Changing lanes / V2: Slowing or stopped in traffic	V1:(Light truck/van, mini-van, pickup, sport utility) / V2:(Light truck/van, mini-van, pickup, sport utility)	V1:(No) / V2:(No)		V1: S / V2: S	Cloudy/Rain	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Road surface condition (wet, icy, snow, slush, etc.)	No, school bus not involved	35	functioning	V1:[Other non-collision](Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08908	MYSTIC AVENUE Rte SR38 S /	TEMPLE ROAD
4426942	09/10/2017	Non-fatal injury - Possible	5:55 PM		2	D1: (Made an improper turn) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Not at junction	0	1	No controls	Two-way, divided, unprotected median	V1: Making U-turn / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)		V1: N / V2: N	Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08908	MYSTIC AVENUE Rte UNKNOW N /	TEMPLE STREET
4487683	01/07/2018	Property damage only (none injured)	5:55 AM	No injury	2	D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Rear-end	Dry	Not at junction	0	0	No controls	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck/van, mini-van, pickup, sport utility)	V1:(No) / V2:(No)		V1: N / V2: N	Clear	Yes, hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		No, school bus not involved	35	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Not reported	233835.3	905087.9	42.39557	-71.08904	MYSTIC AVENUE Rte SR38 N	TEMPLE STREET Rte UNKNOW N
4554026	06/11/2018	Property damage only (none injured)	6:37 AM	No injury	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck/van, mini-van, pickup, sport utility)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: N / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AVENUE Rte UNKNOW N /	TEMPLE STREET
4569275	07/02/2018	Non-fatal injury - Non-incapacitating	11:20 AM		2	D1: (No improper driving) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	1	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Motorcycle)	V1:(No) / V2:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled)	V1: N / V2: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Work zone (construction/ maintenance/ utility)	No, school bus not involved	30	functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Yes	233831.6	905091.3	42.3956	-71.08909	MYSTIC AVENUE Rte UNKNOW N /	TEMPLE ROAD
4575781	05/30/2018	Non-fatal injury - Possible	9:59 AM		2	D1: (Inattention) / D2: (No improper driving)	D1: Other activity (searching, eating, personal hygiene, etc.) / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	1	Traffic control signal	Two-way, not divided	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)		V1: N / V2: N	Clear/Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	25	functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	TEMPLE STREET / MYSTIC AVENUE	
4582523	08/11/2018	Property damage only (none injured)	6:05 PM	No injury	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Head-on	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: N / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905092.3	42.39561	-71.08909	MYSTIC AVENUE Rte SR38 N /	TEMPLE STREET
4591202	08/29/2018	Property damage only (none injured)	2:00 PM	No injury	2	D1: [Exceeded authorized speed limit] / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Light truck/van, mini-van, pickup, sport utility)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: S / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AVENUE Rte UNKNOW N /	TEMPLE ROAD
4599124	09/11/2018	Property damage only (none injured)	8:40 PM	No injury	2	D1: (Failed to yield right of way) / D2: (No improper driving)		Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck/van, mini-van, pickup, sport utility)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: E / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905092.3	42.39561	-71.08909	MYSTIC AVENUE Rte SR38 N /	TEMPLE ROAD /
4619698	11/10/2018	Property damage only (none injured)	2:45 AM	No injury	2			Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Angle	Wet	T-intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning left / V2: Making U-turn	V1:(Light truck/van, mini-van, pickup, sport utility) / V2:(Light truck/van, mini-van, pickup, sport utility)	V1:(No) / V2:(No)	V1:(No) / V2:(Yes, other reason not disabled)	V1: W / V2: E	Rain	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Not reported	No, school bus not involved	30	functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905092.3	42.39561	-71.08909	MYSTIC AVENUE Rte SR38 N /	TEMPLE STREET /
4640516	12/21/2018	Property damage only (none injured)	7:39 AM	No injury	2	D1: (Followed too closely) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Wet	Four-way intersection	0	0	No controls	Two-way, not divided	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: E / V2: E	Rain	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	45	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AVENUE Rte UNKNOW N /	TEMPLE ROAD
4646497	12/20/2018	Not Reported	5:30 PM	No injury	2	D1: (Inattention) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V2:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled)	V1: N / V2: N	Clear	Yes, hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905092.3	42.39561	-71.08909	MYSTIC AVENUE Rte SR38 N /	TEMPLE STREET

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Work Zone Related	X	Y	Latitude	Longitude	Roadway	Near Intersection Roadway
4646499	12/23/2018	Property damage only (none injured)	2:22 PM	No injury	2	D1: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	T-intersection	0	0	Stop signs	Two-way, not divided	V1: Travelling straight ahead / V2: Not reported	V1:(Passenger car) / V2:(Light truck/van, mini-van, pickup, sport utility))	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: S / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AVENUE / TEMPLE ROAD	
4651858	12/27/2018	Non-fatal injury	6:25 PM	Non-fatal injury - Non-incapacitating	1	D1: (No improper driving),(No improper driving) / D1: (Failed to yield right of way) / D2: (No improper driving)(No improper driving)	D1: Not Distracted	Collision with pedestrian	Yes	Dark - lighted roadway	Single vehicle crash	Dry	Four-way intersection	0	1	Traffic control signal	Two-way, divided, unprotected median	V1: Turning right	V1:(Passenger car)		V1:(No)	V1: S	Clear/Clear	No hit and run	V1:(Collision with pedestrian)	None	No, school bus not involved	25	Yes, device functioning	V1:(Collision with pedestrian)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AV / TEMPLE ST	
4666723	01/13/2019	Property damage only (none injured)	2:08 AM	No injury	2	D1: (No improper driving)(No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck/van, mini-van, pickup, sport utility))		V1:(No) / V2:(No)	V1: N / V2: W	Clear/Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AV / TEMPLE ST		
4671074	02/22/2019	Property damage only (none injured)	6:16 AM	No injury	2	D1: (Illness) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dawn	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, other reason not disabled) / V2:(No)	V1: S / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AVENUE Rte SR38 S / TEMPLE STREET		
4691208	04/17/2019	Property damage only (none injured)	7:50 AM	No Apparent Injury (O)	4	D1: (Failed to yield right of way) / D2: (No improper driving) / D3: (No improper driving) / D4: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	T-intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Turning left / V2: Travelling straight ahead / V3: Travelling straight ahead / V4: Turning right	V1:(Light truck/van, mini-van, pickup, sport utility)) / V2:(Passenger car) / V3:(Passenger car) / V4:(Passenger car)	V1:(No) / V2:(No) / V3:(No) / V4:(No)	V1:(Yes, vehicle or trailer disabled)	V1: W / V2: S / V3: N / V4: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic) / V4:(Collision with motor vehicle in traffic)	None	No, school bus not involved	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic) / V4:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AVENUE Rte UNKNOWN	TEMPLE STREET	
4691840	04/12/2019	Property damage only (none injured)	12:35 PM	No Apparent Injury (O)	2	D1: (Made an improper turn) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	T-intersection	0	0	No controls	Two-way, not divided	V1: Turning left / V2: Slowing or stopped in traffic	V1:(Single-unit truck (2-axle, 6-tires)) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: N / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AVENUE Rte UNKNOWN	TEMPLE STREET
4716197	06/19/2019	Non-fatal injury	12:52 PM	Suspected Minor Injury (B)	2	D1: (Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	T-intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled)	V1: S / V2: E	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AVENUE Rte UNKNOWN	TEMPLE STREET	
4735471	08/09/2019	Property damage only (none injured)	7:09 AM	No Apparent Injury (O)	2	D1: (No improper driving) / D2: (Failed to yield right of way)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Head-on	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Light truck/van, mini-van, pickup, sport utility))	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled)	V1: W / V2: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AVENUE Rte UNKNOWN	TEMPLE STREET	
4735868	08/05/2019	Non-fatal injury	10:38 PM	Suspected Serious Injury (A)	1	D1: (Failed to yield right of way)	D1: Not Distracted	Collision with pedestrian	Yes	Dark - lighted roadway	Single vehicle crash	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead	V1:(Passenger car)	V1:(No)	V1:(Yes, other reason not disabled)	V1: N	Clear	Yes, hit and run	V1:(Collision with pedestrian)	None	No, school bus not involved	Yes, device functioning	V1:(Collision with motor vehicle in traffic),(Collision with pedestrian)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AVENUE Rte UNKNOWN	TEMPLE STREET	
4741988	08/20/2019	Non-fatal injury	9:55 AM	Possible Injury (C)	1	D1: (Inattention)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Turning left	V1:(Light truck/van, mini-van, pickup, sport utility)	V1:(No)	V1:(No)	V1: E	Clear	No hit and run	V1:(Collision with cyclist (bicycle, tricycle, unicycle, pedal car))	None	No, school bus not involved	35	Yes, device functioning	V1:(Collision with cyclist)	No	233831.6	905091.3	42.3956	-71.08909	TEMPLE STREET / MYSTIC AVENUE	
4773958	11/12/2019	Property damage only (none injured)	3:35 PM	No Apparent Injury (O)	2	D1: (Driving too fast for conditions) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Wet	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: W / V2: N	Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AVENUE Rte SR38 N / TEMPLE ROAD		
4792789	12/12/2019	Property damage only (none injured)	10:45 AM	No Apparent Injury (O)	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Sideswipe, opposite direction	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, other reason not disabled) / V2:(No)	V1: E / V2: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Not reported	233831.6	905091.3	42.3956	-71.08909	TEMPLE STREET Rte UNKNOWN	MYSTIC AVENUE	
4817159	02/05/2020	Non-fatal injury	2:54 PM	Suspected Minor Injury (B)	2	D1: (Inattention) / D2: (No improper driving)	D1: Other activity (searching, eating, personal hygiene, etc.) / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Not at junction	0	0	No controls	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Light truck/van, mini-van, pickup, sport utility)) / V2:(Light truck/van, mini-van, pickup, sport utility)	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No)	V1: N / V2: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	Traffic congestion related	No, school bus not involved	35	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AVENUE Rte UNKNOWN N	TEMPLE ROAD
4836747	03/31/2020	Non-fatal injury	7:05 AM	Suspected Minor Injury (B)	2	D1: (Exceeded authorized speed limit) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Turning right	V1:(Passenger car) / V2:(Single-unit truck (2-axle, 6-tires))	V1:(No) / V2:(No)	V1:(Yes, other reason not disabled) / V2:(No)	V1: S / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AVENUE Rte UNKNOWN	TEMPLE ROAD
4868456	06/15/2020	Property damage only (none injured)	1:25 PM	No Apparent Injury (O)	3	D1: (Inattention) / D2: (No improper driving) / D3: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Light truck/van, mini-van, pickup, sport utility)) / V2:(Passenger car) / V3:(Light truck/van, mini-van, pickup, sport utility)	V1:(No) / V2:(No) / V3:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled) / V3:(No)	V1: W / V2: W / V3: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Other),(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	No	233825.9	905098.1	42.39566	-71.08916	MYSTIC AVENUE Rte SR38 S	TEMPLE STREET
4877831	08/25/2020	Non-fatal injury	6:38 PM	Possible Injury (C)	2	D2: (No improper driving),(No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(No)	V1: W / V2: W	Clear/Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AV / TEMPLE RD	
4910922	12/16/2020	Property damage only (none injured)	7:20 PM	No Apparent Injury (O)	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D1: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(No) / V2:(Yes, vehicle or trailer disabled)	V1: E / V2: W	Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	TEMPLE STREET / MYSTIC AVENUE		
4940616	03/10/2021	Property damage only (none injured)	9:50 PM	No Apparent Injury (O)	3	D1: (Failed to yield right of way) / D3: (No improper driving)	D3: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Angle	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead / V3: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car)	V1:(No) / V2:(No) / V3:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled) / V3:(No)	V1: N / V2: S / V3: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	None	No, school bus not involved	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AVENUE Rte SR38 N / TEMPLE STREET		
4950785	03/20/2021	Non-fatal injury	12:10 PM	Suspected Minor Injury (B)	2	D1: (Followed too closely) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Not at junction	0	0	No controls	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Light truck/van, mini-van, pickup, sport utility))	V1:(No) / V2:(No)	V1:(Yes, other reason not disabled) / V2:(Yes, vehicle or trailer disabled)	V1: S / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	Rte SR38 S	TEMPLE STREET

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Work Zone Related	X	Y	Latitude	Longitude	Roadway	Near Intersection Roadway
4970716	05/28/2021	Non-fatal injury	1:50 PM	Suspected Minor Injury (B)	2	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Sideswipe, opposite direction	Dry	Not at junction	0	0	No controls	Two-way, not divided	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1:(No) / V2:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled)	V1: N / V2: S	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	Rte 38	TEMPLE STREET
5003014	08/30/2021	Property damage only (none injured)	2:23 PM	No Apparent Injury (O)	2	D1: (Other improper action) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Daylight	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead	V2:(Passenger car) / V1:(Single-unit truck (2-axle, 6-tires))	V2:(No) / V1:(No)	V2:(No) / V1:(Yes, other reason not disabled)	V2: N / V1: N	Clear	No hit and run	V2:(Collision with motor vehicle in traffic) / V1:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	Yes, device functioning	V2:(Collision with motor vehicle in traffic) / V1:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	Rte 38 N	TEMPLE STREET
5021602	09/09/2021	Property damage only (none injured)	6:30 PM	No Apparent Injury (O)	3	D1: (Followed too closely) / D2: (No improper driving) / D3: (No improper driving)	D2: Not Distracted / D3: Not Distracted	Collision with motor vehicle in traffic	Yes	Dusk	Rear-end	Dry	Not at junction	0	0	No controls	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Slowing or stopped in traffic / V3: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car)	V1:(No) / V2:(No) / V3:(No)	V1:(No) / V2:(No) / V3:(No)	V1: E / V2: E / V3: E	Cloudy	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	Not reported	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AVENUE Rte 38	TEMPLE STREET
5025341	10/26/2021	Non-fatal injury	7:20 PM	Possible Injury (C)	2	D1: (Failed to yield right of way) / D2: (No improper driving)	D1: Not Distracted / D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Angle	Wet	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1:(No) / V2:(No)	V1:(Yes, other reason not disabled) / V2:(Yes, other reason not disabled)	V1: W / V2: S	Rain	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	35	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	MYSTIC AVENUE Rte SR38 S /	TEMPLE STREET
5034701	11/12/2021	Property damage only (none injured)	4:37 PM	No Apparent Injury (O)	3	D1: (Followed too closely) / D2: (No improper driving) / D3: (No improper driving)	D1: Not Distracted / D2: Not Distracted / D3: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Rear-end	Dry	Four-way intersection	0	0	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Slowing or stopped in traffic / V3: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility)) / V3:(Light truck(van, mini-van, pickup, sport utility))	V1:(No) / V2:(No) / V3:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(No) / V3:(No)	V1: W / V2: W / V3: W	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)	No	233831.6	905091.3	42.3956	-71.08909	Rte 38	TEMPLE ROAD

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury	Number	Driver	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	School Bus Related	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Work Zone Related	X	Y	Latitude	Longitude	Roadway
				Severity Reported	of Vehicles	Contributing Circumstances (All Drivers)																											
Property damage only (none injured)			1:30 PM	No injury	2	D1: (Distracted)	D1: External distraction (outside the vehicle)	Collision with motor vehicle in traffic	Yes	Daylight	Front to Rear	Dry	T-intersection	0	0	No controls	Two-way, not divided	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: N / V2: N	Clear/Clear	No hit and run	V1:(Collision with motor vehicle in traffic)	None	No, school bus not involved	Not reported	V1:(Collision with motor vehicle in traffic)	No	233708	905059.6	42.39532	-71.09059	SYDNEY STREET / TEMPLE STREET

		Driver										Vehicle																								
Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Contributing Circumstances (All Drivers)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Work Zone Related	X	Y	Latitude	Longitude	Street Number	Roadway	
																		</																		

Crash Number	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Driver Contributing Circumstances (All Drivers)	Driver Distracted By (All Vehicles)	First Harmful Event	Is Geocoded	Light Conditions	Manner of Collision	Road Surface Condition	Roadway Junction Type	Total Fatalities	Total Non-Fatal Injuries	Traffic Control Device Type	Trafficway Description	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Emergency Use (All Vehicles)	Vehicle Towed From Scene (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Hit and Run	Most Harmful Event (All Vehicles)	Road Contributing Circumstance	School Bus Related	Speed Limit	Traffic Control Device Function	Vehicle Sequence of Events (All Vehicles)	Work Zone Related	X	Y	Latitude	Longitude	Street Number	Roadway	Near Intersection Roadway
4451894	11/05/2017	Property damage only (none injured)	2:07 AM	No injury	2	D1: (Physical impairment) / D2: (No improper driving)	D2: Not Distracted	Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Rear-end	Dry	Not at junction	0	0	Traffic control signal	Two-way, not divided	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1:(No) / V2:(No)		V1: N / V2: N	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	None	No, school bus not involved	30	Yes, device functioning	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	No	233866.1	905055.5	42.39527	-71.08867	422	MYSTIC AVENUE Rte UNKNOW	
4989691	06/20/2021	Property damage only (none injured)	3:49 AM	Not reported	3			Collision with motor vehicle in traffic	Yes	Dark - lighted roadway	Rear-end	Dry	Not at junction	0	0	No controls	Two-way, divided, unprotected median	V1: Travelling straight ahead / V2: Parked / V3: Parked	V1:(Passenger car) / V2:(Passenger car) / V3:(Light truck(van, mini-van, pickup, sport utility))	V1:(No) / V2:(No) / V3:(No)	V1:(Yes, vehicle or trailer disabled) / V2:(Yes, vehicle or trailer disabled) / V3:(No)	V1: S / V2: Not Reported / V3: Not Reported	Clear	No hit and run	V1:(Collision with motor vehicle in traffic) / V2:(Collision with parked motor vehicle) / V3:(Collision with parked motor vehicle)	None	No, school bus not involved	35	Not reported	V1:(Collision with parked motor vehicle) / V2:(Collision with parked motor vehicle) / V3:(Collision with parked motor vehicle)	No	233881.4	905040.5	42.39514	-71.08849		Rte 38 S	TAYLOR STREET

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Somerville COUNT DATE : September 2022

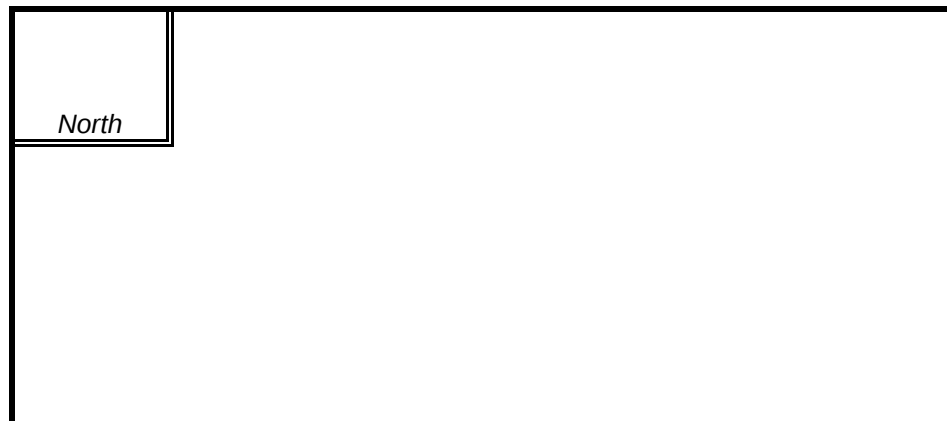
DISTRICT : 6 UNSIGNALIZED : ☐ SIGNALIZED : ☒

~ INTERSECTION DATA ~

MAJOR STREET : Mystic Avenue

MINOR STREET(S) : Temple Street

INTERSECTION
DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	309	40	1,345	1,011		2,705

" K " FACTOR :

0.074

INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

36,554

TOTAL # OF CRASHES :

44

OF YEARS :

5

AVERAGE # OF CRASHES PER YEAR (A) :

8.80

CRASH RATE CALCULATION :

0.66

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

Comments : _____

Project Title & Date: _____

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Somerville COUNT DATE : September 2022

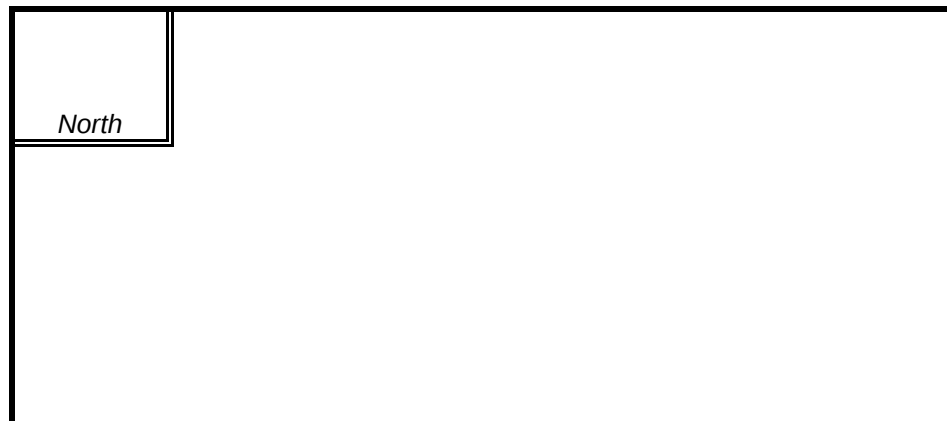
DISTRICT : 6 UNSIGNALIZED : ☒ X SIGNALIZED : ☐

~ INTERSECTION DATA ~

MAJOR STREET : Temple Street

MINOR STREET(S) : Sydney Street

INTERSECTION
DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	314	547	16			877

" K " FACTOR :

0.070

INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

12,529

TOTAL # OF CRASHES :

1

OF YEARS :

5

AVERAGE # OF CRASHES PER YEAR (A) :

0.20

CRASH RATE CALCULATION :

0.04

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

Comments : _____

Project Title & Date: _____

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Somerville COUNT DATE : September 2022

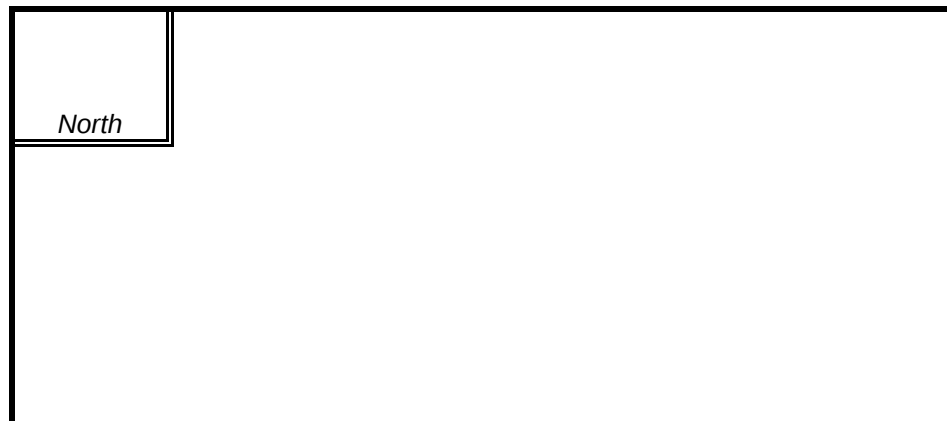
DISTRICT : 6 UNSIGNALIZED : ☒ X SIGNALIZED : ☐

~ INTERSECTION DATA ~

MAJOR STREET : Sydney Street

MINOR STREET(S) : Taylor Street

INTERSECTION
DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :		3	15	37		55

" K " FACTOR :

0.074

INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

743

TOTAL # OF CRASHES :

1

OF YEARS :

5

AVERAGE # OF CRASHES PER YEAR (A) :

0.20

CRASH RATE CALCULATION :

0.74

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

Comments : _____

Project Title & Date: _____

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Somerville COUNT DATE : September 2022

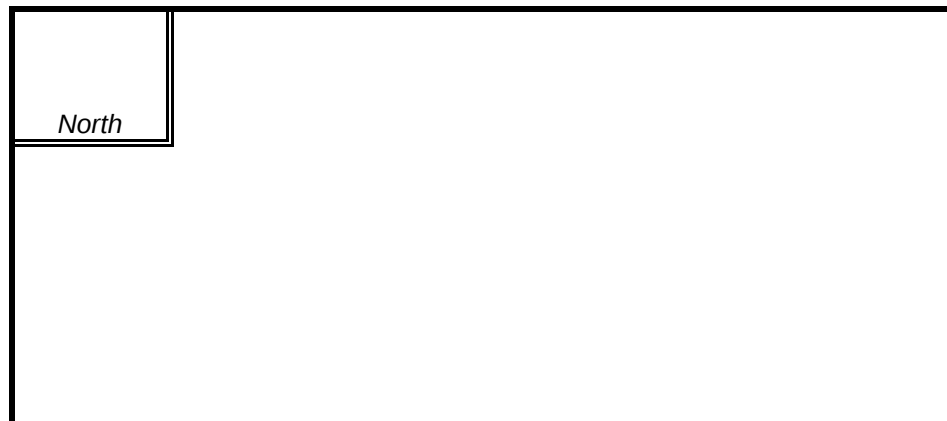
DISTRICT : 6 UNSIGNALIZED : ☒ X SIGNALIZED : ☐

~ INTERSECTION DATA ~

MAJOR STREET : Mystic Avenue

MINOR STREET(S) : Taylor Street

INTERSECTION
DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	20		1,365	813		2,198

" K " FACTOR :

0.074

INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

29,703

TOTAL # OF CRASHES :

2

OF YEARS :

5

AVERAGE # OF CRASHES PER YEAR (A) :

0.40

CRASH RATE CALCULATION :

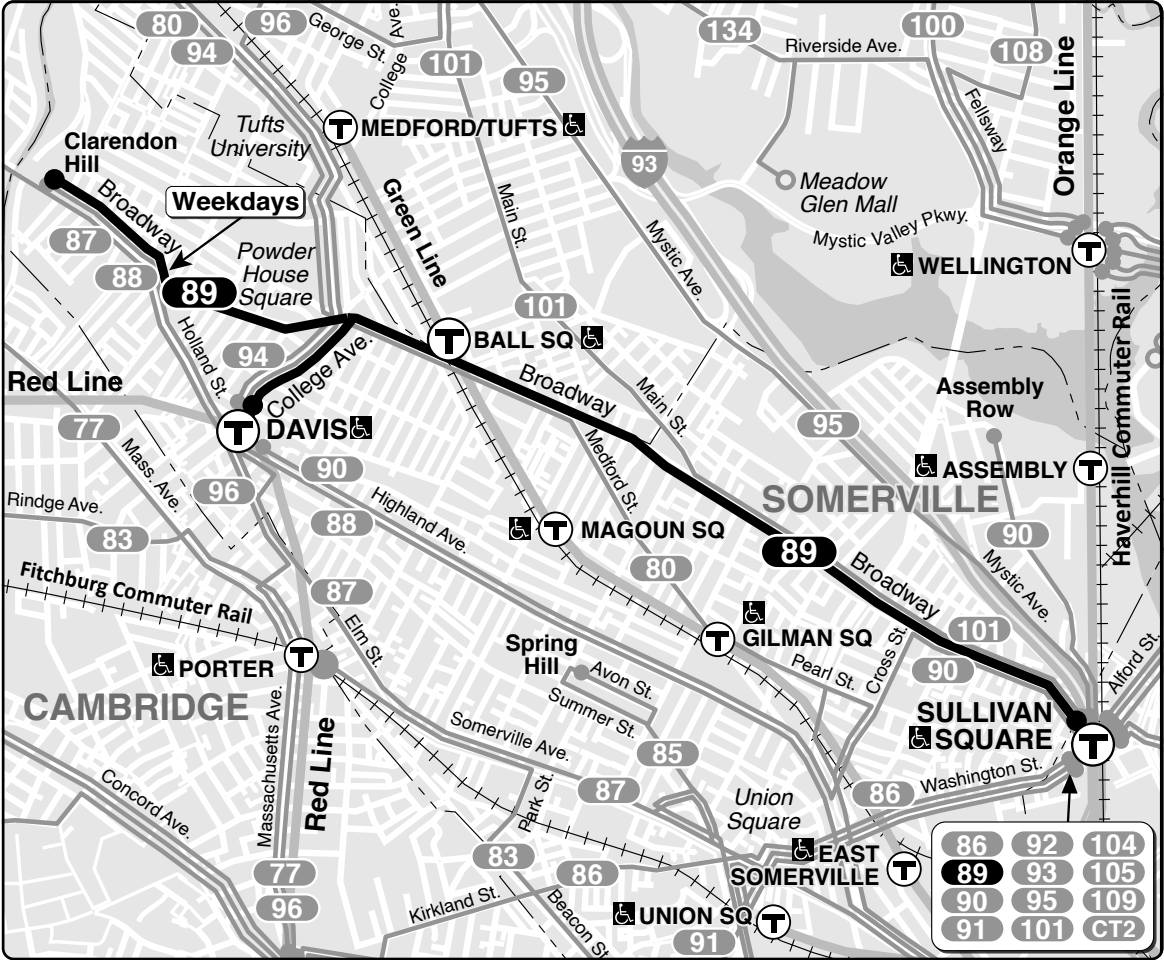
0.04

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

Comments : _____

Project Title & Date: _____

Public Transportation



89

Clarendon Hill
or Davis Sta –
Sullivan Sta

Schedule Change – All Days

i

Connections

RED LINE

ORANGE LINE

●

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

T

Information 617-222-3200

Lost and Found 617-222-2229

TTY 617-222-5146

Realtime arrival information, maps, and more

[mbta.com](https://www.mbta.com)

A126-4-22.0

Weekday 89																	
Inbound					Inbound					Outbound				Outbound			
	Davis Station	Clarendon Hill	Winter Hill	Sullivan Station	Davis Station	Clarendon Hill	Winter Hill	Sullivan Station	Sullivan Station	Winter Hill	Clarendon Hill	Davis Station	Sullivan Station	Winter Hill	Clarendon Hill	Davis Station	
A	-	4:30	4:39	4:47	1:15	-	1:24	1:33	4:45	4:52	5:01	-	2:02	2:12	-	2:25	
5:00	-	5:06	5:13	1:40	-	1:49	1:58	5:15	5:22	5:31	-	-	2:28	2:38	-	2:51	
-	5:10	5:19	5:26	2:05	-	2:14	2:24	5:20	5:26	-	5:35	-	2:30	2:40	2:54	-	
5:15	-	5:21	5:28	2:30	-	2:39	2:49	5:35	5:41	-	5:50	-	2:53	3:03	-	3:16	
5:30	-	5:36	5:43	2:56	-	3:05	3:15	5:45	5:52	6:01	-	-	3:00	3:10	3:24	-	
-	5:40	5:49	5:56	-	3:00	3:12	3:22	5:50	5:56	-	6:06	-	3:19	3:29	-	3:42	
5:45	-	5:51	5:58	3:21	-	3:30	3:40	6:05	6:13	-	6:24	-	3:30	3:40	3:54	-	
6:00	-	6:07	6:14	-	3:30	3:42	3:52	6:15	6:22	6:33	-	-	3:44	3:54	-	4:07	
-	6:10	6:20	6:27	3:47	-	3:56	4:06	6:20	6:28	-	6:39	-	4:00	4:10	4:24	-	
6:15	-	6:22	6:29	-	4:00	4:12	4:22	6:35	6:43	-	6:54	-	4:10	4:20	-	4:33	
6:30	-	6:37	6:44	4:12	-	4:21	4:31	6:45	6:52	7:03	-	-	4:28	4:38	-	4:51	
-	6:40	6:50	6:57	-	4:30	4:42	4:52	6:50	6:58	-	7:09	-	4:30	4:40	4:54	-	
6:45	-	6:52	6:59	4:38	-	4:47	4:57	7:02	7:10	-	7:21	-	4:45	4:55	-	5:08	
7:00	-	7:07	7:16	4:56	-	5:05	5:15	7:10	7:18	7:31	-	-	5:00	5:10	5:25	-	
-	7:10	7:20	7:29	-	5:00	5:12	5:22	7:20	7:28	-	7:39	-	5:02	5:12	-	5:25	
7:15	-	7:22	7:31	5:14	-	5:23	5:33	7:35	7:43	-	7:54	-	5:20	5:30	-	5:43	
7:30	-	7:37	7:46	5:32	-	5:41	5:51	7:45	7:53	8:06	-	-	5:30	5:40	5:55	-	
-	7:40	7:50	7:59	-	5:30	5:42	5:52	7:50	7:58	-	8:11	-	5:38	5:48	-	6:01	
7:45	-	7:52	8:01	5:50	-	5:59	6:09	8:05	8:13	-	8:26	-	5:58	6:07	-	6:19	
8:00	-	8:07	8:16	-	6:00	6:12	6:22	8:10	8:18	8:31	-	-	6:00	6:09	6:23	-	
8:15	-	8:22	8:31	6:08	-	6:17	6:27	8:20	8:28	-	8:41	-	6:15	6:24	-	6:36	
-	8:15	8:25	8:34	6:28	-	6:37	6:47	8:35	8:43	-	8:56	-	6:30	6:39	6:53	-	
8:30	-	8:37	8:46	-	6:30	6:42	6:52	8:45	8:53	9:06	-	-	6:33	6:42	-	6:54	
-	8:40	8:50	8:59	6:50	-	6:59	7:08	8:50	8:58	-	9:10	-	6:50	6:59	-	7:11	
8:45	-	8:52	9:01	7:15	-	7:23	7:32	9:05	9:13	-	9:25	-	7:00	7:09	7:20	-	
9:05	-	9:12	9:21	7:40	-	7:48	7:57	9:15	9:23	9:35	-	-	7:12	7:21	-	7:33	
-	9:15	9:25	9:34	8:05	-	8:12	8:20	9:30	9:38	-	9:50	-	7:37	7:46	-	7:58	
9:30	-	9:37	9:46	8:30	-	8:37	8:45	9:55	10:03	-	10:15	-	8:05	8:13	-	8:22	
9:55	-	10:02	10:11	9:00	-	9:07	9:15	10:20	10:28	-	10:40	-	8:25	8:33	-	8:42	
10:20	-	10:27	10:36	9:45	-	9:52	10:00	10:45	10:53	-	11:05	-	8:50	8:58	-	9:07	
10:45	-	10:52	11:01	10:30	-	10:37	10:45	11:10	11:18	-	11:30	-	9:20	9:28	-	9:37	
11:10	-	11:17	11:26	11:15	-	11:22	11:29	11:35	11:43	-	11:55	-	10:05	10:13	-	10:22	
11:35	-	11:42	11:51	12:00	-	12:07	12:12	12:00	12:08	-	12:20	-	10:50	10:58	-	11:07	
12:00	-	12:07	12:16	12:45	-	12:52	12:57	12:25	12:33	-	12:45	-	11:35	11:43	-	11:52	
12:25	-	12:32	12:41	1:35	-	1:42	1:47	12:49	12:57	-	1:10	-	12:20	12:28	-	12:37	
12:50	-	12:57	1:06					1:12	1:22	-	1:35	12:20	1:20	1:25	-	1:32	
								1:37	1:47	-	2:00						

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

Saturday 89												
Inbound					Outbound							
					Sullivan Station	Winter Hill	Sullivan Station			Sullivan Station	Winter Hill	Davis Station
A	-	4:38	4:48		5:15	5:21	5:30			5:15	5:21	5:30
	5:35	5:42	5:50		6:03	6:11	6:22			6:03	6:11	6:22
-	5:35	5:42	5:50		6:33	6:40	6:48			6:52	7:00	7:11
5:15	-	5:21	5:28		7:18	7:26	7:35			7:38	7:46	7:57
5:30	-	5:36	5:43		8:02	8:10	8:19			8:22	8:30	8:43
-	5:40	5:49	5:56		8:52	9:00	9:09			9:12	9:20	9:32
5:45	-	5:51	5:58		9:40	9:48	9:57			10:03	10:11	10:23
6:00	-	6:07	6:14		10:28	10:36	10:45			10:30	10:38	10:50
-	6:10	6:20	6:27		10:55	11:03	11:12			10:53	11:01	11:13
6:15	-	6:22	6:29		11:25	11:33	11:42			11:22	11:30	11:42
6:30	-	6:37	6:44		11:50	11:58	12:07			11:52	12:00	12:12
-	6:40	6:50	6:57		12:18	12:26	12:35			12:13	12:21	12:33
6:45	-	6:52	6:59		12:38	12:46	12:55			12:42	12:50	1:02
7:00	-	7:07	7:16		1:07	1:15	1:26			1:05	1:15	1:28
-	7:10	7:20	7:29		1:35	1:43	1:54			1:32	1:42	1:55
7:15	-	7:22	7:31		2:00	2:08	2:19			1:58	2:08	2:21
7:30	-	7:37	7:46		2:25	2:33	2:44			2:22	2:32	2:45
-	7:40	7:50	7:59		2:53	3:01	3:12			2:50	3:00	3:13
7:45	-	7:52	8:01		3:17	3:26	3:37			3:17	3:27	3:40
8:00	-	8:07	8:16		3:45	3:54	4:05			3:40	3:50	4:03
8:15	-	8:22	8:31		4:10	4:19	4:30			4:08	4:18	4:31
-	8:15	8:25	8:34		4:35	4:44	4:55			4:33	4:43	4:56
8:30	-	8:37	8:46		5:03	5:12	5:23			5:00	5:10	5:23
-	8:40	8:50	8:59		5:27	5:36	5:47			5:26	5:36	5:49
8:45	-	8:52	9:01		5:53	6:02	6:13			5:50	6:00	6:12
9:05	-	9:12	9:21		6:20	6:29	6:40			6:18	6:27	6:39
-	9:15	9:25	9:34		6:45	6:54	7:04			7:08	7:17	7:29
9:30	-	9:37	9:46		7:35	7:44	7:53			7:57	8:05	8:14
9:55	-	10:02	10:11		8:20	8:27	8:36			8:45	8:53	9:02
10:20	-	10:27	10:36		9:13	9:20	9:29			9:35	9:43	9:52
10:45	-	10:52	11:01		10:00	10:07	10:16			10:23	10:31	10:40
11:10	-	11:17	11:26		10:45	10:52	11:00			11:08	11:16	11:25
11:35	-	11:42	11:51		11:35	11:42	11:48			11:57	12:05	12:14
12:00	-	12:07	12:16		12:23	12:30	12:36			12:45	12:53	1:01
12:25	-	12:32	12:41		1:05	1:10	1:15		W	1:20	1:25	1:32
12:50	-	12:57	1:06		1:40	1:45	1:50					

A leaves Clarendon Hill 4:30 AM weekdays, 4:33 AM Saturdays, 5:15 AM Sundays for service to Haymarket Station via Route 93

W waits for last train to arrive station

PM times are **bold**

Sunday 89				Outbound			
Inbound							
	Davis Station	Winter Hill	Sullivan Station		Sullivan Station	Winter Hill	Davis Station
A	-	5:24	5:39	A	6:00	5:05	
	6:30	6:37	6:45		6:05	6:13	6:23
	7:16	7:24	7:33		6:51	6:59	7:09
	8:02	8:10	8:19		7:37	7:45	7:55
	8:48	8:56	9:05		8:23	8:31	8:43
	9:34	9:42	9:51		9:09	9:17	9:28
	10:20	10:28	10:37		9:55	10:03	10:14
	11:06	11:14	11:23		10:41	10:49	11:00
	11:52	12:00	12:09		11:27	11:35	11:46
	12:38	12:46	12:55		12:13	12:21	12:32
	1:24	1:32	1:42		12:59	1:09	1:21
	2:10	2:18	2:28		1:45	1:55	2:07
	2:57	3:06	3:16		2:32	2:42	2:54
	3:44	3:53	4:03		3:19	3:29	3:41
	4:31	4:40	4:50		4:06	4:16	4:28
	5:18	5:27	5:37		4:53	5:03	5:15
	6:05	6:14	6:24		5:40	5:50	6:02
	6:50	6:59	7:08		6:27	6:36	6:47
	7:34	7:43	7:52		7:11	7:20	7:31
	8:18	8:25	8:34		7:55	8:03	8:11
	9:04	9:11	9:20		8:39	8:47	8:55
	9:50	9:57	10:06		9:25	9:33	9:41
	10:36	10:43	10:52		10:11	10:19	10:27
	11:22	11:29	11:35		10:57	11:05	11:13
	12:08	12:15	12:21		11:43	11:51	11:59
	12:54	1:01	1:06		12:29	12:37	12:45
	1:30	1:35	1:40	W	1:15	1:20	1:26

Effective **March 13, 2022**

90

**Davis Sta –
Assembly Row**

Connections

RED LINE

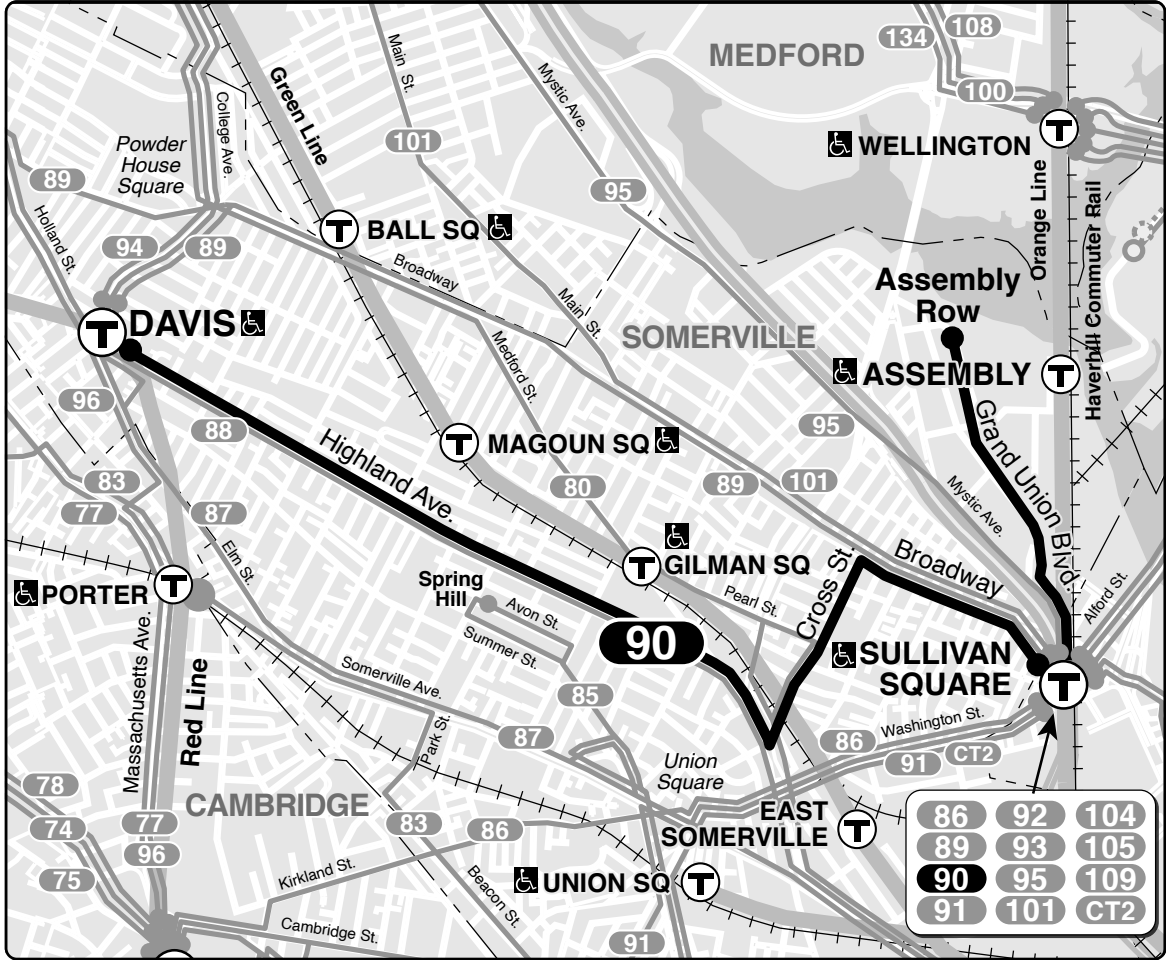
ORANGE LINE



Information **617-222-3200**
Lost and Found **617-222-2229**
TTY **617-222-5146**

Realtime arrival information, maps, and more

mbta.com



- 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 90

Inbound				Outbound			
Davis Station	Somerville High	Sullivan Station	Assembly Row	Assembly Row	Sullivan Station	Somerville High	Davis Station
6:30	6:39	6:51	6:58	6:30	6:34	6:45	6:51
7:05	7:14	7:26	7:33	7:05	7:09	7:23	7:31
7:40	7:50	8:02	8:09	7:40	7:44	7:58	8:08
8:15	8:27	8:39	8:46	8:15	8:19	8:33	8:43
8:50	9:02	9:11	9:18	8:50	8:54	9:07	9:15
9:25	9:36	9:45	9:52	9:25	9:29	9:42	9:50
10:00	10:11	10:20	10:27	10:30	10:34	10:47	10:55
11:00	11:10	11:19	11:26	11:35	11:39	11:52	12:00
12:05	12:15	12:24	12:31	12:40	12:44	12:57	1:05
1:10	1:20	1:29	1:36	1:45	1:49	2:02	2:10
2:15	2:25	2:37	2:44	2:50	2:54	3:07	3:15
3:20	3:30	3:42	3:49	3:25	3:29	3:42	3:50
3:55	4:05	4:17	4:24	4:00	4:04	4:17	4:25
4:30	4:40	4:52	4:59	4:35	4:40	4:51	5:01
5:05	5:15	5:27	5:34	5:10	5:15	5:26	5:36
5:40	5:50	6:02	6:09	5:45	5:50	6:01	6:11
6:15	6:25	6:35	6:42	6:20	6:25	6:36	6:44
6:50	6:59	7:08	7:15	6:55	6:59	7:10	7:18
7:35	7:42	7:51	7:58	7:30	7:34	7:45	7:53
8:35	8:42	8:51	8:58	8:05	8:09	8:20	8:28
9:35	9:42	9:51	9:58	9:05	9:09	9:20	9:26
				10:05	10:09	10:20	10:26

PM times are **bold****Saturday 90**

Inbound				Outbound			
Davis Station	Somerville High	Sullivan Station	Assembly Row	Assembly Row	Sullivan Station	Somerville High	Davis Station
7:35	7:40	7:51	7:56	7:10	7:13	7:24	7:30
8:25	8:30	8:41	8:46	8:00	8:03	8:14	8:20
9:15	9:22	9:33	9:38	8:50	8:53	9:04	9:12
10:15	10:24	10:35	10:42	9:45	9:48	9:59	10:08
11:20	11:29	11:40	11:47	10:50	10:54	11:06	11:15
12:30	12:39	12:51	12:58	11:55	11:59	12:12	12:21
1:40	1:49	2:01	2:09	1:05	1:10	1:23	1:32
2:45	2:54	3:05	3:13	2:15	2:20	2:32	2:40
3:50	3:59	4:10	4:16	3:20	3:25	3:37	3:45
4:50	4:59	5:08	5:14	4:20	4:25	4:37	4:45
5:50	5:59	6:08	6:14	5:20	5:25	5:37	5:45
6:50	6:59	7:06	7:12	6:20	6:25	6:37	6:45
7:50	7:59	8:06	8:12	7:20	7:24	7:36	7:44
8:50	8:59	9:06	9:12	8:20	8:24	8:35	8:42
9:45	9:54	10:01	10:07	9:20	9:23	9:33	9:40
				10:15	10:18	10:28	10:35

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 90

Inbound				Outbound			
Davis Station	Somerville High	Sullivan Station	Assembly Row	Assembly Row	Sullivan Station	Somerville High	Davis Station
10:30	10:39	10:50	10:57	11:05	11:09	11:22	11:31
11:40	11:49	12:00	12:07	12:15	12:19	12:32	12:41
12:50	12:59	1:11	1:18	1:25	1:30	1:43	1:52
2:00	2:09	2:20	2:28	2:35	2:40	2:52	3:00
3:10	3:19	3:30	3:38	3:45	3:50	4:02	4:10
4:20	4:29	4:40	4:46	4:55	5:00	5:12	5:20
5:30	5:39	5:48	5:54	6:05	6:10	6:22	6:30
6:40	6:49	6:58	7:04				

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**

95

**West Medford
or Arlington Ctr
– Sullivan Sta**

Connections

ORANGE LINE

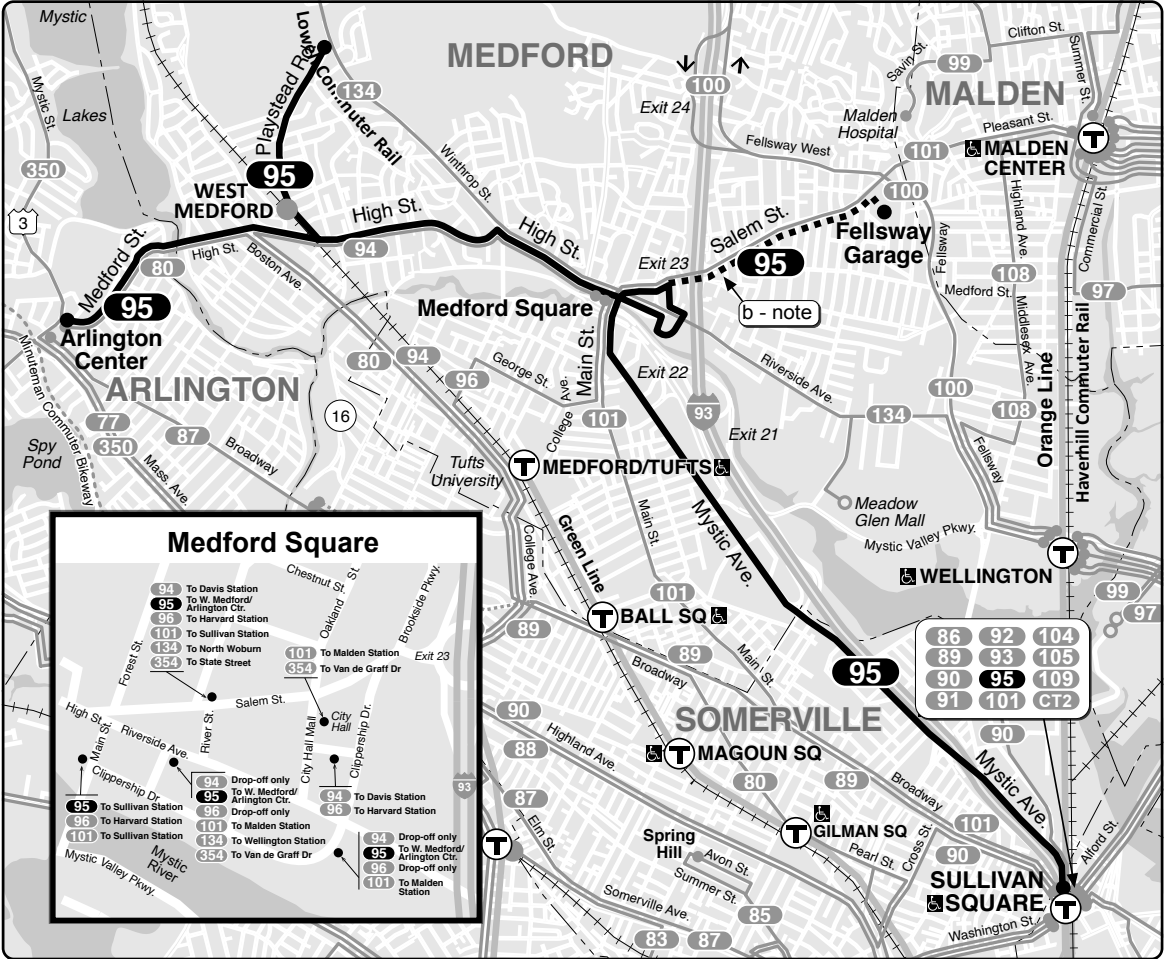
LOWELL LINE



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**

Weekday 95

Inbound				Outbound			
Arlington Center	West Medford	Medford Square	Sullivan Station	Sullivan Station	Medford Square	West Medford	Arlington Center
5:10	-	5:16	5:27	4:40	4:51	-	5:02
-	5:35	5:41	5:52	B 4:40	5:24	5:32	-
6:00	-	6:06	6:17	5:30	5:41	-	5:52
-	6:25	6:32	6:44	6:00	6:11	6:19	-
6:45	-	6:53	7:06	6:40	6:51	-	7:07
-	7:05	7:13	7:26	S -	6:55	-	-
7:20	-	7:30	7:43	S -	7:10	-	-
-	7:40	7:48	8:01	7:00	7:11	7:22	-
7:55	-	8:04	8:17	7:20	7:31	-	7:46
-	8:15	8:21	8:34	7:40	7:53	8:04	-
8:30	-	8:38	8:51	7:55	8:08	-	8:23
-	8:50	8:56	9:09	8:15	8:28	8:39	-
9:05	-	9:13	9:26	8:30	8:43	-	8:58
-	9:25	9:31	9:44	8:50	9:03	9:14	-
9:35	-	9:43	9:56	9:00	9:13	-	9:28
-	10:00	10:06	10:19	9:25	9:38	9:49	-
10:15	-	10:23	10:36	9:40	9:53	-	10:08
-	10:35	10:41	10:54	10:00	10:13	10:24	-
11:05	-	11:13	11:26	10:25	10:38	-	10:53
-	11:40	11:46	11:59	11:05	11:18	11:29	-
12:15	-	12:23	12:36	11:35	11:48	-	12:03
-	12:50	12:58	1:11	12:15	12:28	12:39	-
1:25	-	1:35	1:48	12:45	12:58	-	1:15
-	2:00	2:08	2:21	1:25	1:40	1:51	-
S -	-	2:40	-	1:55	2:10	-	2:27
2:35	-	2:45	2:58	2:35	2:50	3:01	-
S -	-	2:50	-	3:05	3:20	-	3:37
-	3:10	3:18	3:31	3:30	3:45	3:56	-
3:45	-	3:55	4:08	3:45	4:00	-	4:17
-	4:10	4:18	4:31	4:05	4:20	4:31	-
4:25	-	4:33	4:47	4:20	4:35	-	4:52
-	4:45	4:52	5:06	4:40	4:55	5:08	-
5:00	-	5:09	5:23	4:55	5:09	-	5:27
-	5:20	5:27	5:39	5:15	5:28	5:44	-
5:35	-	5:44	5:56	5:30	5:43	-	6:01
-	5:55	6:02	6:14	5:50	6:03	6:15	-
6:10	-	6:19	6:31	6:05	6:18	-	6:33
-	6:30	6:36	6:48	6:25	6:38	6:50	-
6:45	-	6:52	7:03	6:40	6:53	-	7:08
7:25	-	7:32	7:42	7:00	7:13	7:25	-
-	8:20	8:26	8:36	7:15	7:28	-	7:43
9:20	-	9:27	9:37	7:50	8:03	8:14	-
-	10:15	10:21	10:31	8:45	8:58	-	9:11
11:15	-	11:22	11:32	9:45	9:58	10:09	-
-	12:10	12:15	12:25	10:40	10:53	-	11:06
1:00	-	1:06	1:16	11:40	11:53	12:02	-
				12:30	12:40	-	12:51
				W 1:25	1:35	1:43	-

Saturday 95

Inbound				Outbound			
Arlington Center	West Medford	Medford Square	Sullivan Station	Sullivan Station	Medford Square	West Medford	Arlington Center
6:10	-	6:17	6:27	5:45	5:51	-	6:06
-	6:55	7:02	7:13	6:35	6:41	6:50	-
7:50	-	7:59	8:10	7:20	7:28	-	7:45
-	8:40	8:48	8:59	8:15	8:23	8:33	-
9:40	-	9:50	10:01	9:05	9:13	-	9:30
-	10:30	10:38	10:49	10:05	10:15	10:26	-
11:35	-	11:45	11:58	11:00	11:10	-	11:28
-	12:40	12:49	1:02	12:10	12:20	12:31	-
1:45	-	1:54	2:06	1:10	1:20	-	1:38
-	2:40	2:48	3:00	2:15	2:25	2:36	-
3:40	-	3:49	4:01	3:05	3:15	-	3:33
-	4:35	4:42	4:54	4:10	4:20	4:31	-
5:10	-	5:19	5:31	4:35	4:45	-	5:03
-	5:25	5:32	5:44	5:00	5:10	5:21	-
6:25	-	6:34	6:44	5:50	6:00	-	6:16
-	6:55	7:02	7:12	6:30	6:39	6:50	-
7:40	-	7:49	7:59	7:10	7:19	-	7:35
-	8:10	8:17	8:27	7:45	7:54	8:05	-
9:05	-	9:14	9:24	8:35	8:44	-	9:00
-	9:55	10:02	10:12	9:30	9:39	9:50	-
10:50	-	10:59	11:09	10:20	10:29	-	10:45
-	11:40	11:47	11:57	11:15	11:23	11:31	-
12:40	-	12:46	12:55	12:10	12:18	-	12:30
				W 1:25	1:33	1:41	-

B from Fellsway Bus Garage to Playstead Rd via Salem St**S** to/from Fellsway Bus Garage to Medford High only on school days**W** waits for last train to arrive stationPM 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 95

Inbound				Outbound			
Arlington Center	West Medford	Medford Square	Sullivan Station	Sullivan Station	Medford Square	West Medford	Arlington Center
8:35	-	8:45	8:55	8:00	8:09	-	8:23
-	9:35	9:41	9:51	9:00	9:09	9:18	-
10:35	-	10:45	10:55	10:00	10:11	-	10:28
-	11:35	11:41	11:53	11:00	11:11	11:20	-
12:35	-	12:45	12:57	12:00	12:11	-	12:28
-	1:35	1:41	1:54	1:00	1:11	1:20	-
2:35	-	2:45	2:55	2:00	2:12	-	2:27
-	3:35	3:41	3:51	3:00	3:12	3:21	-
4:35	-	4:44	4:55	4:00	4:12	-	4:27
-	5:35	5:41	5:52	5:00	5:12	5:21	-
6:35	-	6:43	6:53	6:00	6:11	-	6:25
-	7:35	7:40	7:50	7:00	7:11	7:20	-
8:35	-	8:43	8:53	8:00	8:10	-	8:23
-	9:35	9:40	9:50	9:00	9:10	9:18	-
10:35	-	10:43	10:53	10:00	10:10	-	10:23
-	11:35	11:39	11:48	11:00	11:09	11:16	-
12:35	-	12:42	12:51	12:00	12:09	-	12:19
				W 1:20	1:29	-	1:39

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 **June 19, 2022**

Replaces March 2022

101

**Malden Ctr Sta –
Sullivan Sta**
via Winter Hill

Schedule Change – All Days



Connections

ORANGE LINE

HAVERHILL LINE



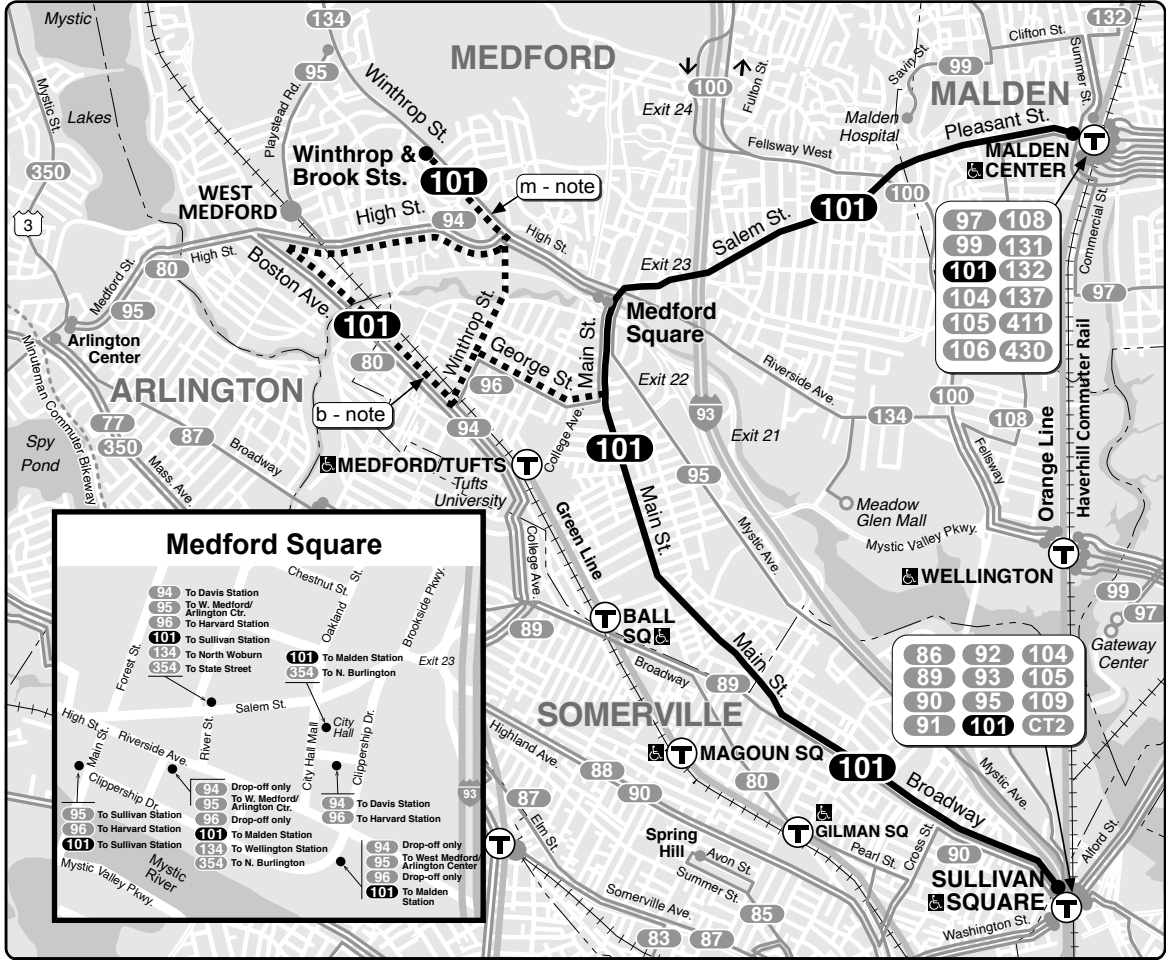
Information **617-222-3200**

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
4:55	5:02	5:11	5:17	5:25	5:32	5:38	5:49
5:25	5:32	5:41	5:47	5:55	6:02	6:10	6:23
5:45	5:52	6:01	6:07	6:25	6:32	6:40	6:53
6:05	6:12	6:21	6:27	6:42	6:49	6:57	7:11
6:25	6:33	6:44	6:50	M 6:50	-	-	-
6:45	6:54	7:05	7:14	M 7:00	-	-	-
7:00	7:09	7:20	7:29	7:05	7:13	7:21	7:35
7:15	7:24	7:35	7:44	M 7:10	-	-	-
7:30	7:42	7:55	8:04	M 7:20	-	-	-
7:45	7:57	8:10	8:19	7:25	7:33	7:41	7:55
8:00	8:12	8:25	8:34	7:40	7:48	7:56	8:10
8:15	8:27	8:40	8:49	7:55	8:03	8:11	8:25
8:30	8:42	8:55	9:03	8:12	8:20	8:28	8:42
8:46	8:58	9:06	9:13	8:27	8:35	8:43	8:57
9:02	9:12	9:21	9:28	8:42	8:50	8:58	9:12
9:20	9:30	9:39	9:46	8:57	9:05	9:13	9:27
every 24 mins or less				every 24 mins or less			
11:08	11:18	11:27	11:34	10:56	11:04	11:12	11:26
11:32	11:42	11:51	11:58	11:20	11:28	11:36	11:50
11:56	12:06	12:15	12:22	11:44	11:52	12:00	12:14
12:20	12:30	12:39	12:46	12:08	12:16	12:24	12:38
12:44	12:54	1:04	1:11	12:32	12:40	12:48	1:02
1:08	1:19	1:30	1:37	12:56	1:05	1:15	1:29
1:33	1:44	1:55	2:03	1:16	1:26	1:36	1:50
1:50	2:01	2:12	2:22	1:36	1:46	1:56	2:11
2:07	2:18	2:29	2:39	1:56	2:06	2:17	2:32
B 2:25	-	2:56	3:04	2:12	2:22	2:33	2:48
B 2:30	-	3:01	3:09	2:29	2:39	2:50	3:05
2:30	2:41	2:52	3:02	2:44	2:54	3:05	3:20
B 2:35	-	3:06	3:14	3:02	3:12	3:23	3:38
B 2:40	-	3:11	3:19	3:16	3:26	3:37	3:52
2:48	2:59	3:10	3:20	3:32	3:42	3:53	4:08
3:04	3:15	3:26	3:36	3:48	3:58	4:09	4:24
every 16 mins				every 17 mins or less			
4:56	5:07	5:18	5:28	4:52	5:02	5:13	5:28
5:12	5:23	5:34	5:44	5:08	5:18	5:29	5:44
5:30	5:41	5:52	6:01	5:24	5:34	5:45	6:00
5:40	5:50	6:01	6:07	5:42	5:52	6:02	6:19
5:50	6:00	6:11	6:17	5:56	6:05	6:14	6:31
6:08	6:18	6:29	6:35	6:12	6:21	6:30	6:47
6:28	6:38	6:48	6:54	6:28	6:37	6:46	7:01
6:48	6:57	7:06	7:12	6:44	6:53	7:02	7:14
7:08	7:17	7:26	7:32	7:02	7:11	7:18	7:30
7:28	7:37	7:47	7:53	7:25	7:34	7:41	7:53
7:58	8:06	8:15	8:21	7:57	8:05	8:12	8:23
8:28	8:36	8:45	8:51	8:30	8:38	8:45	8:56
9:00	9:08	9:16	9:22	9:30	9:38	9:45	9:56
10:00	10:07	10:15	10:21	10:30	10:38	10:45	10:56
11:00	11:07	11:15	11:21	11:30	11:38	11:45	11:56
12:00	12:07	12:15	12:21	12:30	12:38	12:42	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	5:22	5:30	5:36	5:41	5:50
6:00	6:06	6:14	6:22	6:30	6:38	6:44	6:56
7:00	7:07	7:15	7:24	7:30	7:38	7:44	7:56
8:00	8:07	8:15	8:24	8:30	8:38	8:44	8:56
9:00	9:07	9:15	9:24	9:30	9:38	9:44	9:56
9:45	9:52	10:01	10:10	10:22	10:30	10:41	10:56
10:25	10:33	10:45	10:54	11:02	11:10	11:21	11:36
11:05	11:13	11:25	11:34	11:43	11:51	12:02	12:17
11:45	11:53	12:07	12:16	12:25	12:33	12:44	12:59
12:27	12:37	12:54	1:04	1:10	1:20	1:28	1:44
1:10	1:19	1:30	1:41	1:50	2:00	2:08	2:24
1:55	2:04	2:15	2:26	2:33	2:43	2:51	3:07
2:35	2:44	2:55	3:06	3:12	3:22	3:30	3:46
3:15	3:24	3:35	3:46	3:57	4:07	4:15	4:31
3:55	4:04	4:15	4:26	4:37	4:47	4:55	5:11
4:40	4:49	5:00	5:11	5:22	5:32	5:40	5:56
5:20	5:29	5:40	5:51	6:02	6:11	6:20	6:33
6:05	6:14	6:25	6:36	6:42	6:51	7:00	7:13
6:45	6:54	7:04	7:13	7:27	7:36	7:45	7:58
7:42	7:49	7:57	8:06	8:12	8:20	8:28	8:41
8:46	8:53	9:01	9:10	9:16	9:24	9:32	9:45
9:50	9:57	10:05	10:14	10:20	10:28	10:36	10:49
10:54	11:01	11:09	11:15	11:24	11:32	11:40	11:53
11:58	12:04	12:12	12:18	12:24	12:32	12:38	12:49
12:56	1:02	1:10	1:15	W 1:20	1:25	1:31	1:38

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
5:45	5:51	5:59	6:07	6:10	6:18	6:24	6:36
6:45	6:51	6:59	7:08	7:10	7:18	7:24	7:36
7:45	7:52	8:00	8:09	8:10	8:18	8:24	8:36
8:45	8:52	9:00	9:09	9:05	9:13	9:19	9:31
9:45	9:52	10:01	10:10	10:00	10:08	10:18	10:32
10:40	10:48	11:00	11:09	11:00	11:08	11:18	11:32
11:38	11:46	11:58	12:07	12:02	12:10	12:20	12:34
12:40	12:50	1:02	1:13	1:02	1:12	1:20	1:35
1:40	1:49	2:00	2:11	2:07	2:17	2:25	2:40
2:45	2:54	3:05	3:16	3:07	3:17	3:25	3:40
3:45	3:54	4:05	4:16	4:12	4:22	4:30	4:45
4:50	4:59	5:10	5:21	5:12	5:22	5:30	5:45
5:50	5:59	6:10	6:21	6:15	6:24	6:32	6:44
6:48	6:57	7:05	7:14	7:06	7:15	7:23	7:35
7:45	7:52	8:00	8:09	8:10	8:18	8:26	8:38
8:45	8:52	9:00	9:09	9:10	9:18	9:26	9:38
9:45	9:52	10:00	10:09	10:10	10:18	10:26	10:38
10:45	10:52	11:00	11:06	11:02	11:10	11:18	11:30
11:35	11:41	11:49	11:55	12:00	12:08	12:14	12:24

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

SILVER LINE

Weekday

	First	Last	Every...
SL1 Logan Airport	5:51 AM	1:21 AM **	9-17 min
SL2 Drydock	5:52 AM	12:21 AM	7-15 min
SL3 South Station	5:34 AM	12:40 AM	
SL3 Chelsea Station	4:55 AM	12:57 AM **	9-12 min
SL4 South Station	4:20 AM	12:27 AM *	
SL4 Nubian Station	5:17 AM	12:16 AM	11-20 min
SL5 South Station	5:40 AM	12:34 AM	
SL5 Nubian Station	5:15 AM	12:44 AM	6-15 min
SL5 Downtown Crossing	5:32 AM	1:07 AM *	

Saturday

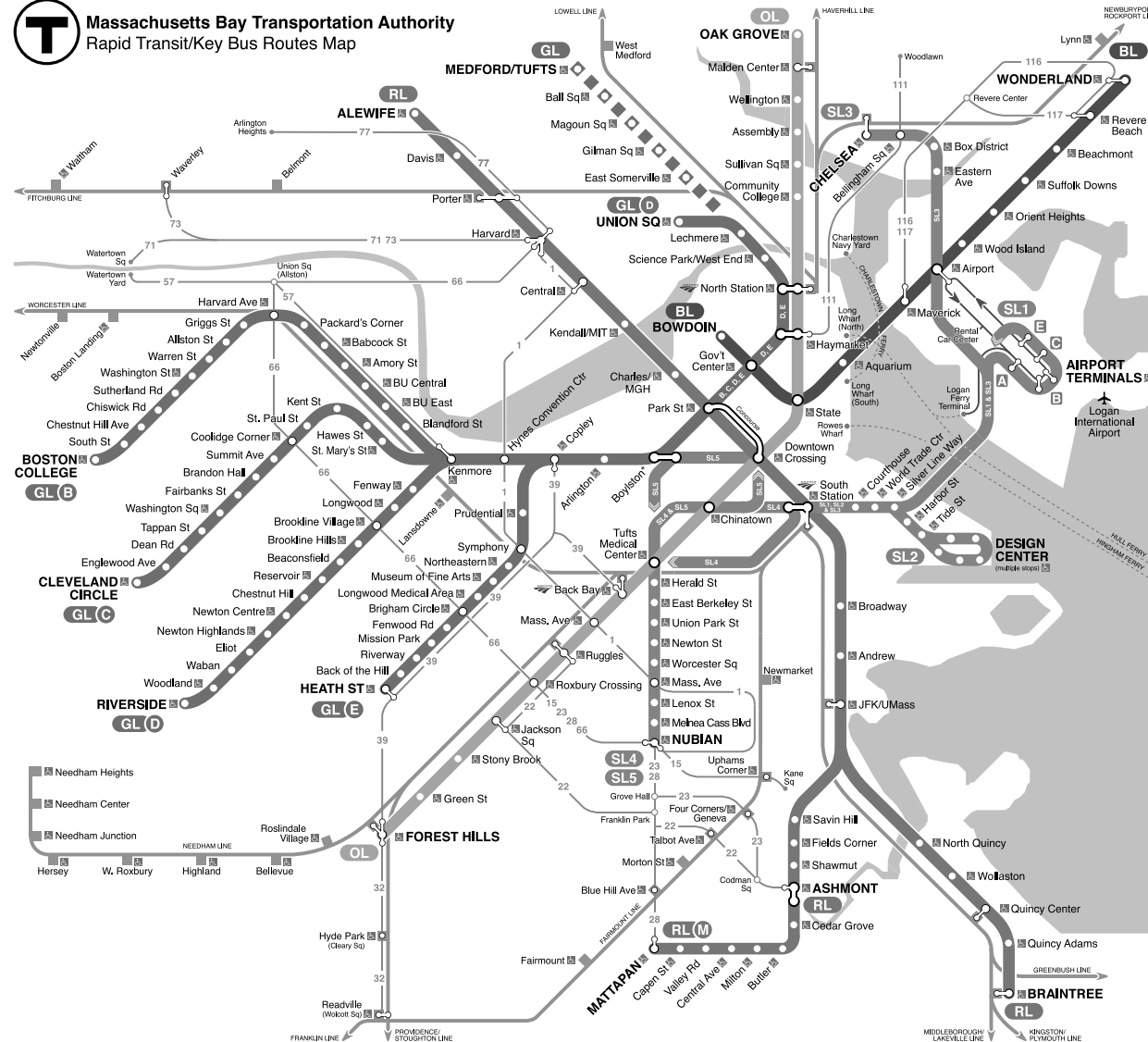
	First	Last	Every...
SL1 Logan Airport	5:48 AM	1:15 AM **	10-12 min
SL2 Drydock	5:45 AM	12:59 AM *	
SL2 South Station	6:06 AM	12:33 AM	14-16 min
SL3 South Station	5:47 AM	12:45 AM	
SL3 Chelsea Station	5:30 AM	12:26 AM **	9-15 min
SL4 South Station	4:56 AM	12:55 AM *	
SL4 Nubian Station	5:23 AM	12:20 AM	13-20 min
SL5 South Station	5:40 AM	12:40 AM	
SL5 Nubian Station	5:19 AM	12:43 AM	6-11 min
SL5 Downtown Crossing	5:34 AM	1:00 AM *	

Sunday

	First	Last	Every...
SL1 Logan Airport	5:50 AM	1:12 AM **	10-12 min
SL2 South Station	6:12 AM	1:00 AM *	
SL2 Drydock	6:51 AM	12:51 AM	15 min
SL2 South Station	6:35 AM	12:39 AM	
SL3 Chelsea Station	6:26 AM	1:25 AM **	12-15 min
SL3 South Station	5:56 AM	12:55 AM *	
SL4 Nubian Station	6:02 AM	12:20 AM	15-20 min
SL4 South Station	6:20 AM	12:40 AM	
SL5 Nubian Station	6:00 AM	12:25 AM	9-12 min
SL5 Downtown Crossing	6:16 AM	12:47 AM *	



Massachusetts Bay Transportation Authority Rapid Transit/Key Bus Routes Map



Effective **August 28, 2022**

Replaces June, 2022

RED LINE

ORANGE LINE

GREEN LINE

BLUE LINE

SILVER LINE

mbta.com
@mbta
617-222-3200
617-222-5146 (TTY)



**Massachusetts Bay
Transportation Authority**

RED LINE M

Weekday			
every 8 mins within trunk, 15 mins on branches			
	First	Last	Every...
Alewife	5:16 AM	12:30 AM *	8-15 min
Ashmont	5:16 AM	12:27 AM *	
Alewife	5:23 AM	12:25 AM	
Braintree	5:09 AM	12:16 AM	8-15 min
M Ashmont	5:14 AM	1:05 AM *	
Mattapan	5:02 AM	12:53 AM	

Saturday			
every 8 mins within trunk, 15 mins on branches			
	First	Last	Every...
Alewife	5:21 AM	12:30 AM *	8-15 min
Ashmont	5:16 AM	12:30 AM *	
Alewife	5:28 AM	12:25 AM	
Braintree	5:13 AM	12:15 AM	8-15 min
M Ashmont	5:12 AM	1:05 AM *	
Mattapan	5:02 AM	12:54 AM	

Sunday			
every 8 mins within trunk, 15 mins on branches			
	First	Last	Every...
Alewife	6:06 AM	12:30 AM *	8-15 min
Ashmont	6:00 AM	12:30 AM *	
Alewife	6:13 AM	12:25 AM	
Braintree	5:56 AM	12:15 AM	8-15 min
M Ashmont	6:00 AM	1:05 AM *	
Mattapan	5:48 AM	12:55 AM	

Last Trips of the Night
Trips with * wait at some downtown stations for connections. Departure times approximate.
Northbound E trains leaving Heath Street after 12:29 AM or with ^ don't provide guaranteed bus or subway connections.
When exiting Ted Williams Tunnel, SL1 SL3 with ** stop only at Silver Line Way, World Trade Center and South Station via Summer Street.

ORANGE LINE

Weekday			
	First	Last	Every...
Oak Grove	5:16 AM	12:30 AM *	6-11 min
Forest Hills	5:16 AM	12:28 AM *	

Saturday			
	First	Last	Every...
Oak Grove	5:16 AM	12:30 AM *	9-10 min
Forest Hills	5:16 AM	12:28 AM *	

Sunday			
	First	Last	Every...
Oak Grove	6:00 AM	12:30 AM *	12-13 min
Forest Hills	6:00 AM	12:28 AM *	

Green Line Service
First D train to Riverside leaves North Station at 5 AM on weekdays only.
*** service to Medford/Tufts begins late 2022
Once Medford/Tufts service begins, 4:52 AM D train from Riverside arrives at Medford Tufts at 6 AM

GREEN LINE B C D E

Weekday			
	First	Last	Every...
B Boston College	5:01 AM	12:17 AM	6-12 min
Government Center	4:47 AM	12:57 AM *	
C Cleveland Circle	5:00 AM	12:21 AM	6-12 min
Government Center	5:33 AM	12:52 AM *	
D Riverside	4:45 AM	12:04 AM	6-12 min
Union Square	4:50 AM	12:38 AM *	
E Heath Street	5:45 AM	12:47 AM ^	6-12 min
Lechmere ***	5:02 AM	12:40 AM	

Saturday			
	First	Last	Every...
B Boston College	4:45 AM	12:16 AM	6-12 min
Government Center	5:26 AM	12:52 AM *	
C Cleveland Circle	5:04 AM	12:22 AM	6-12 min
Government Center	5:21 AM	12:52 AM *	
D Riverside	4:51 AM	12:15 AM	6-12 min
Union Square	4:55 AM	12:34 AM *	
E Heath Street	5:41 AM	12:48 AM ^	6-12 min
Lechmere ***	5:00 AM	12:25 AM	

Sunday			
	First	Last	Every...
B Boston College	5:20 AM	12:17 AM	6-12 min
Government Center	6:00 AM	12:54 AM *	
C Cleveland Circle	5:30 AM	12:25 AM	6-12 min
Government Center	6:02 AM	12:53 AM *	
D Riverside	5:25 AM	12:15 AM	6-12 min
Union Square	5:35 AM	12:39 AM *	
E Heath Street	6:15 AM	12:49 AM ^	6-12 min
Lechmere ***	5:32 AM	12:39 AM	

BLUE LINE

Weekday			
	First	Last	Every...
Wonderland	5:13 AM	12:28 AM	7-9 min
Bowdoin	5:30 AM	1:00 AM *	

Saturday			
	First	Last	Every...
Wonderland	5:25 AM	12:30 AM	9-14 min
Bowdoin	5:30 AM	1:00 AM *	

Sunday			
	First	Last	Every...
Wonderland	5:58 AM	12:30 AM	9-15 min
Bowdoin	6:23 AM	1:00 AM *	

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		

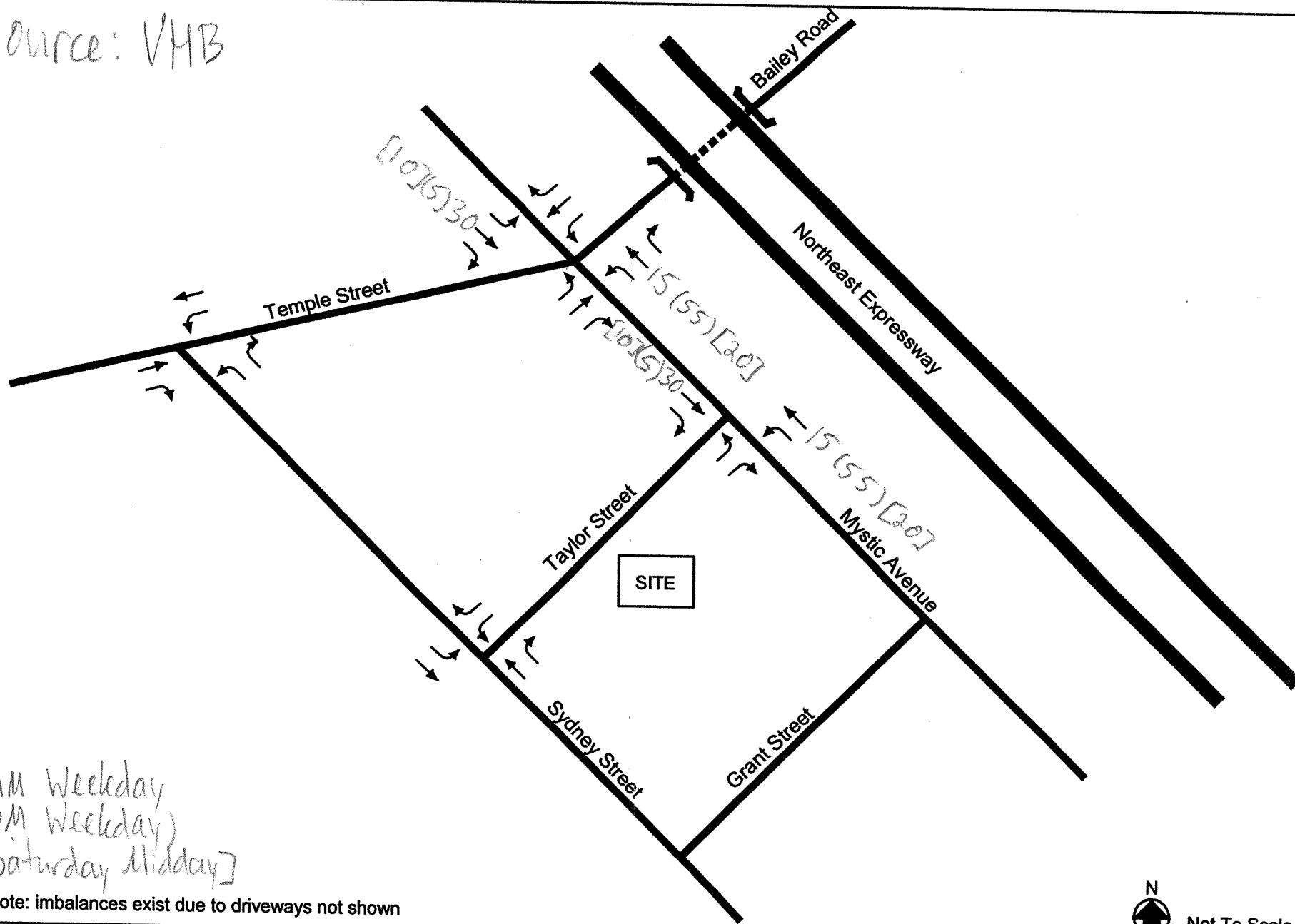
	CharlieCard	Cash on board	Reduced fare
Subway	\$2.40	\$2.40	\$1.10
Subway + Bus	\$2.40	\$4.10	\$1.10

Complete fare/pass rules and free/reduced fare eligibility: [mbta.com/fares](https://www.mbta.com/fares) or call 617-222-3200

- 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.

Background Projects

Source: VHB



600 Unicorn Park Drive ▲ Woburn, MA 01801

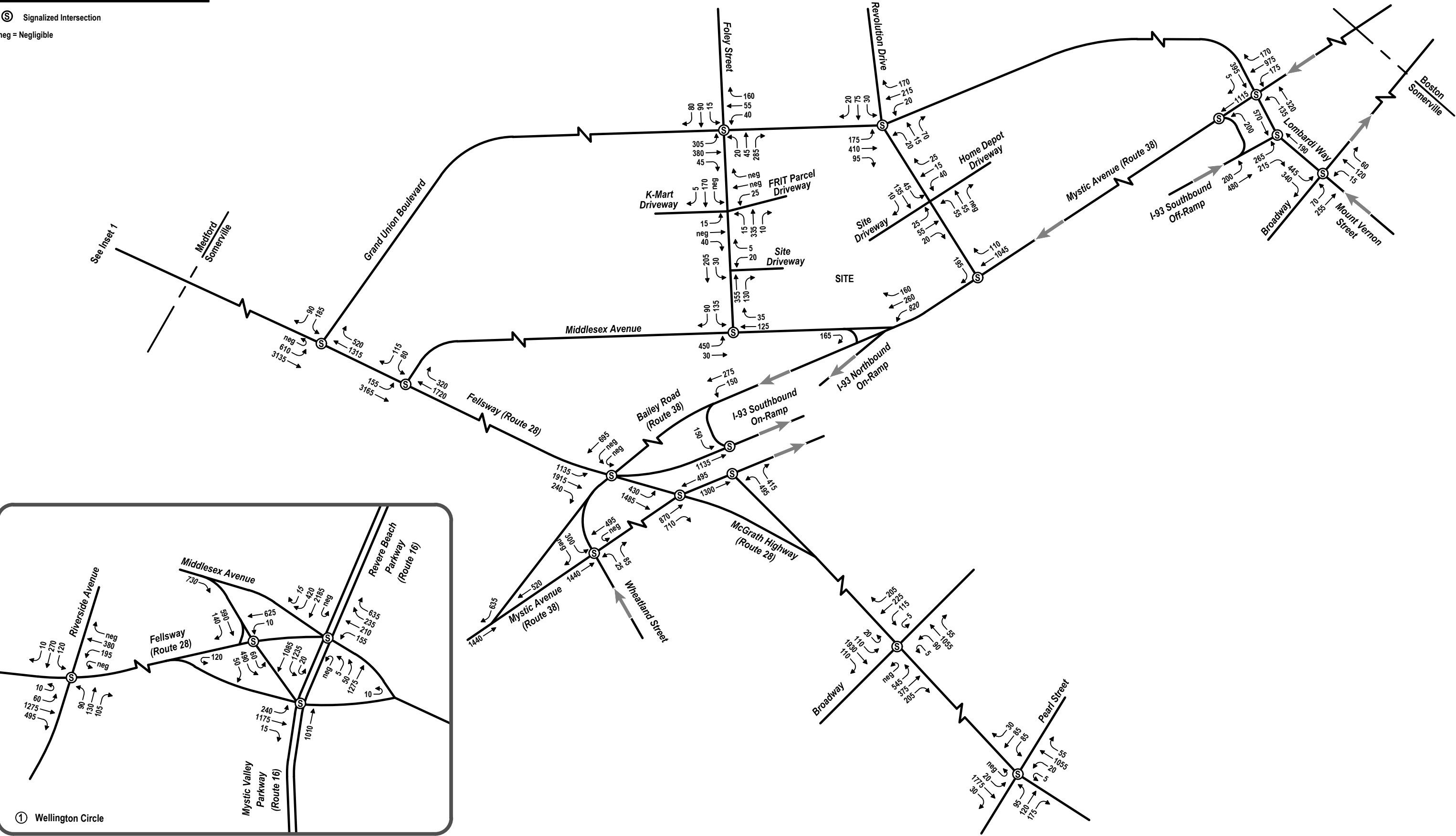
Phone: 781.932.3201 ▲ Fax: 781.932.3413

www.baysideengineering.com

Proposed Residential
Taylor Street
Sommerville, MA

5 Middlesex Ave Mixed-Use

Ⓢ Signalized Intersection
neg = Negligible

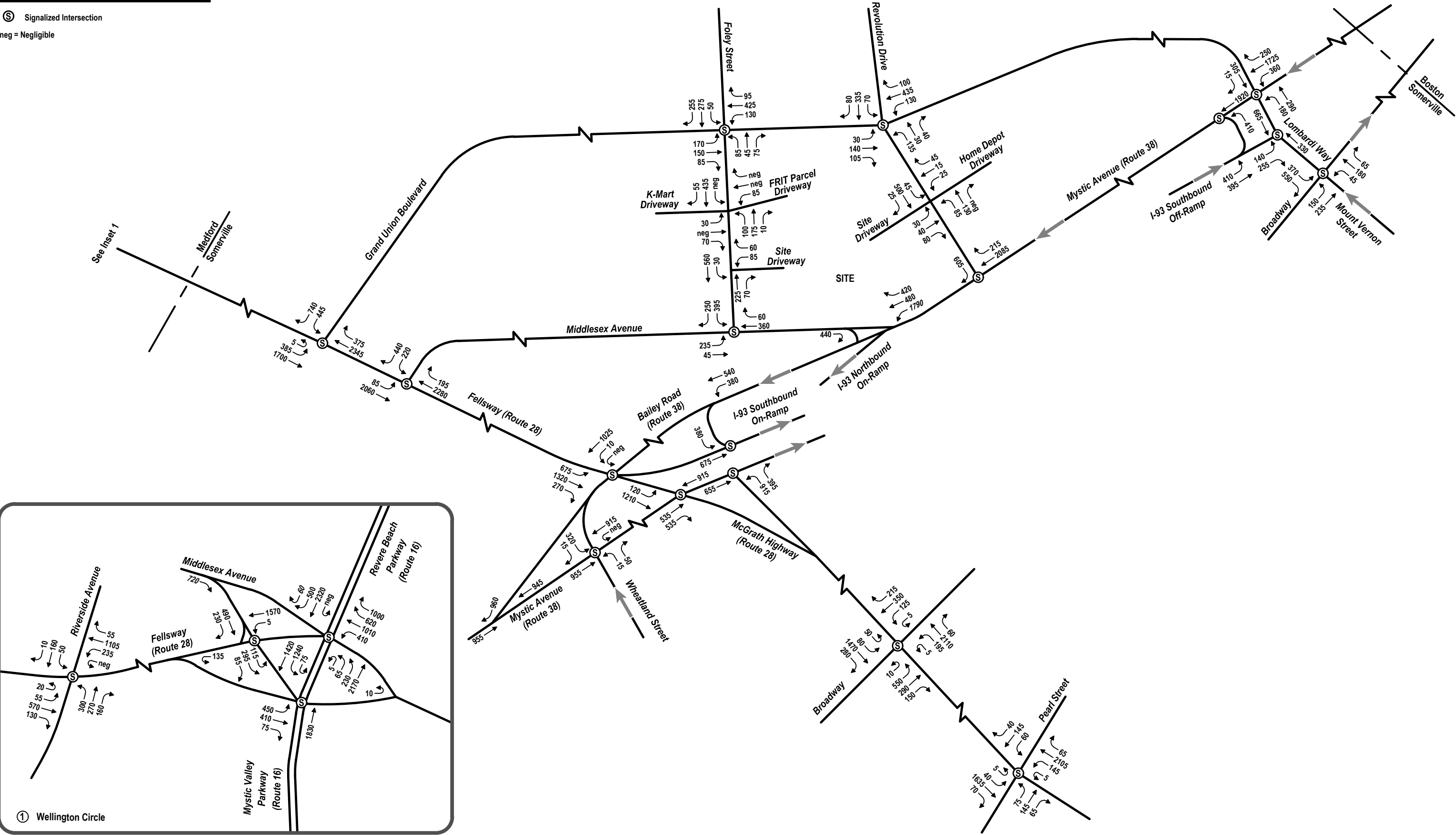


Not to Scale



Figure 5.7
2024 No Build Conditions
Weekday Morning Peak Hour Traffic Volumes
5 Middlesex Avenue
Somerville, Massachusetts

Ⓢ Signalized Intersection
neg = Negligible



① Wellington Circle

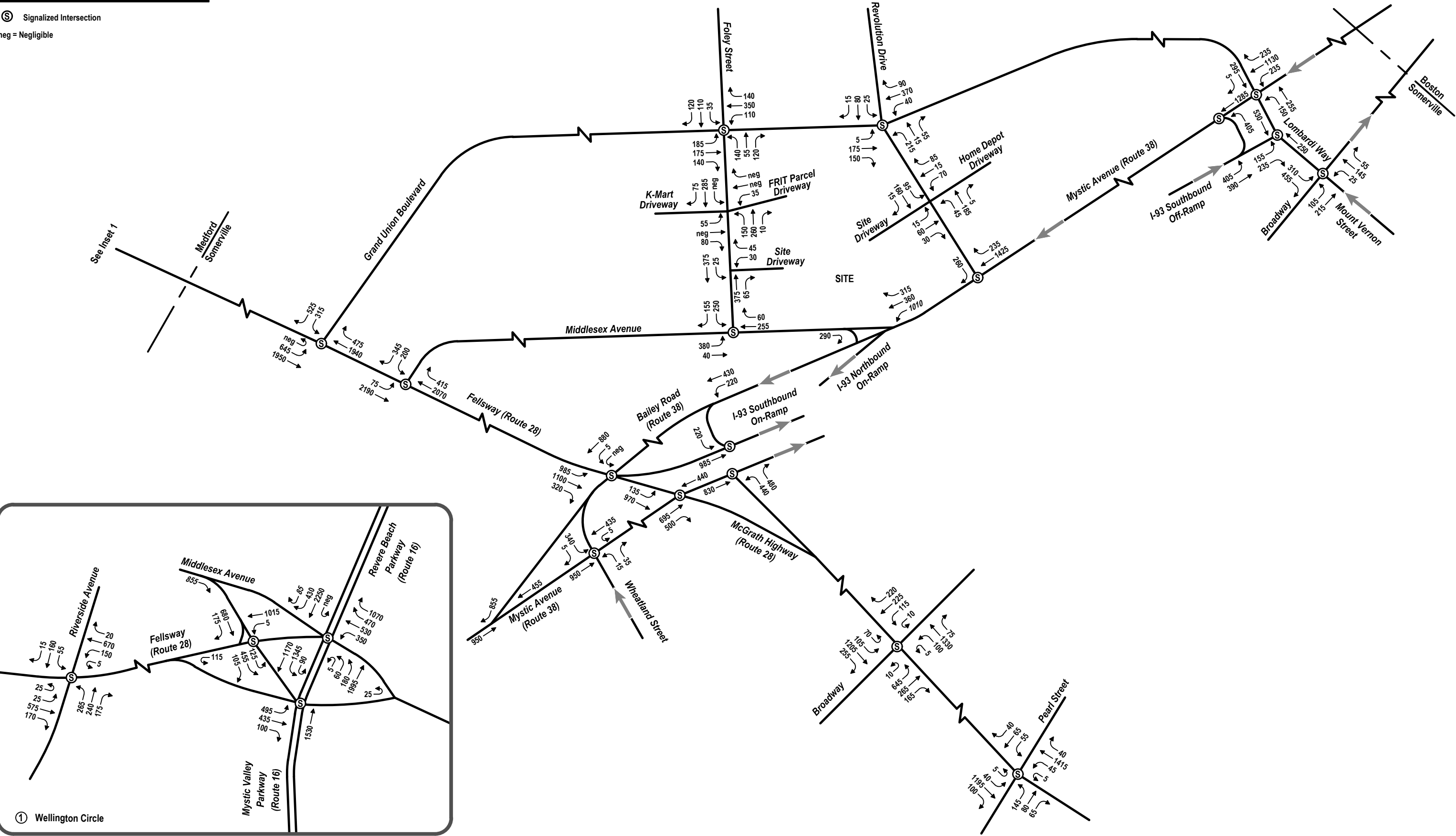


Not to Scale



Figure 5.8
2024 No Build Conditions
Weekday Evening Peak Hour Traffic Volumes
5 Middlesex Avenue
Somerville, Massachusetts

Ⓢ Signalized Intersection
neg = Negligible



① Wellington Circle



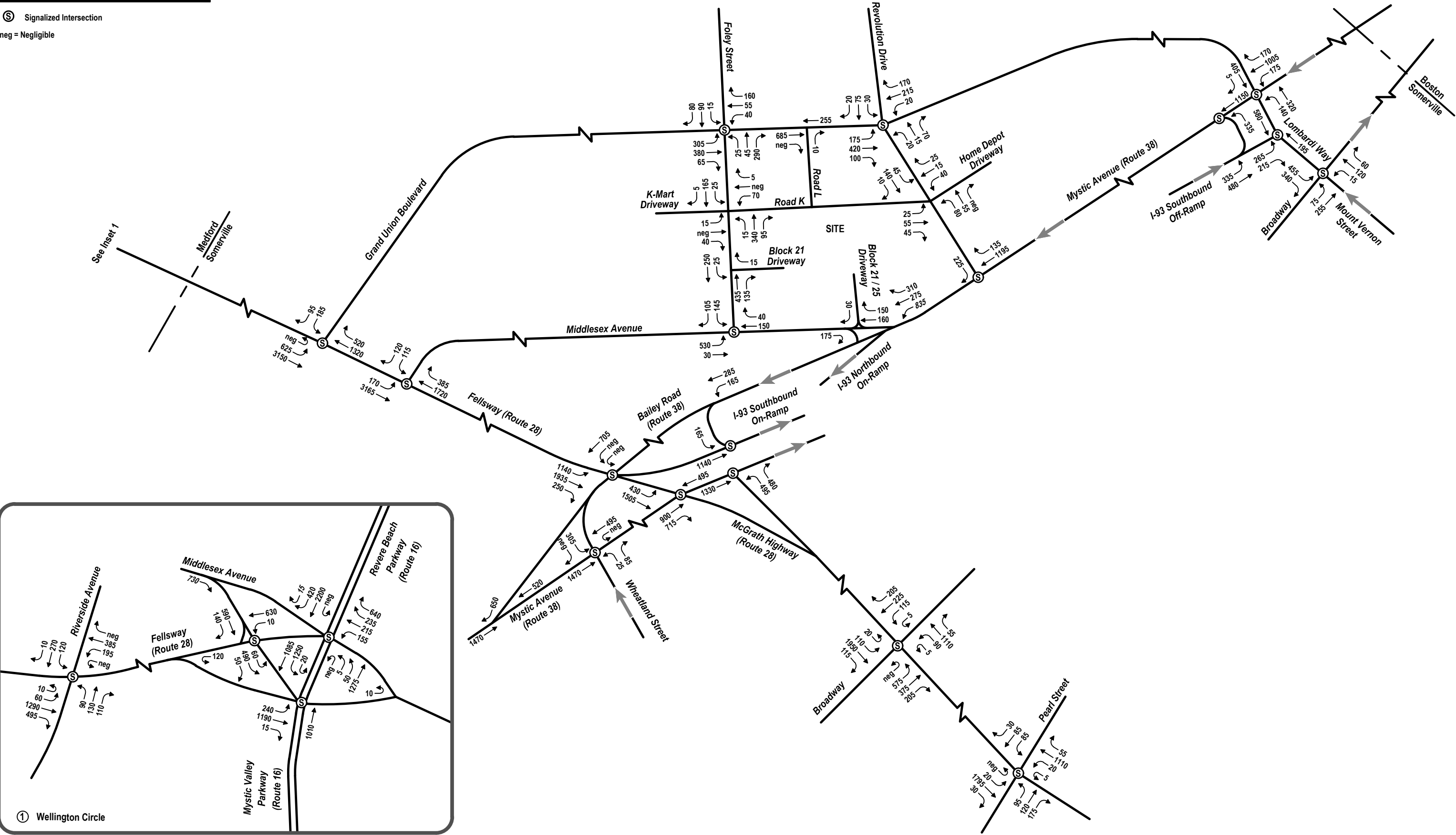
Not to Scale



2024 No Build Conditions
Saturday Midday Peak Hour Traffic Volumes
5 Middlesex Avenue
Somerville, Massachusetts

Figure 5.9

Ⓢ Signalized Intersection
neg = Negligible



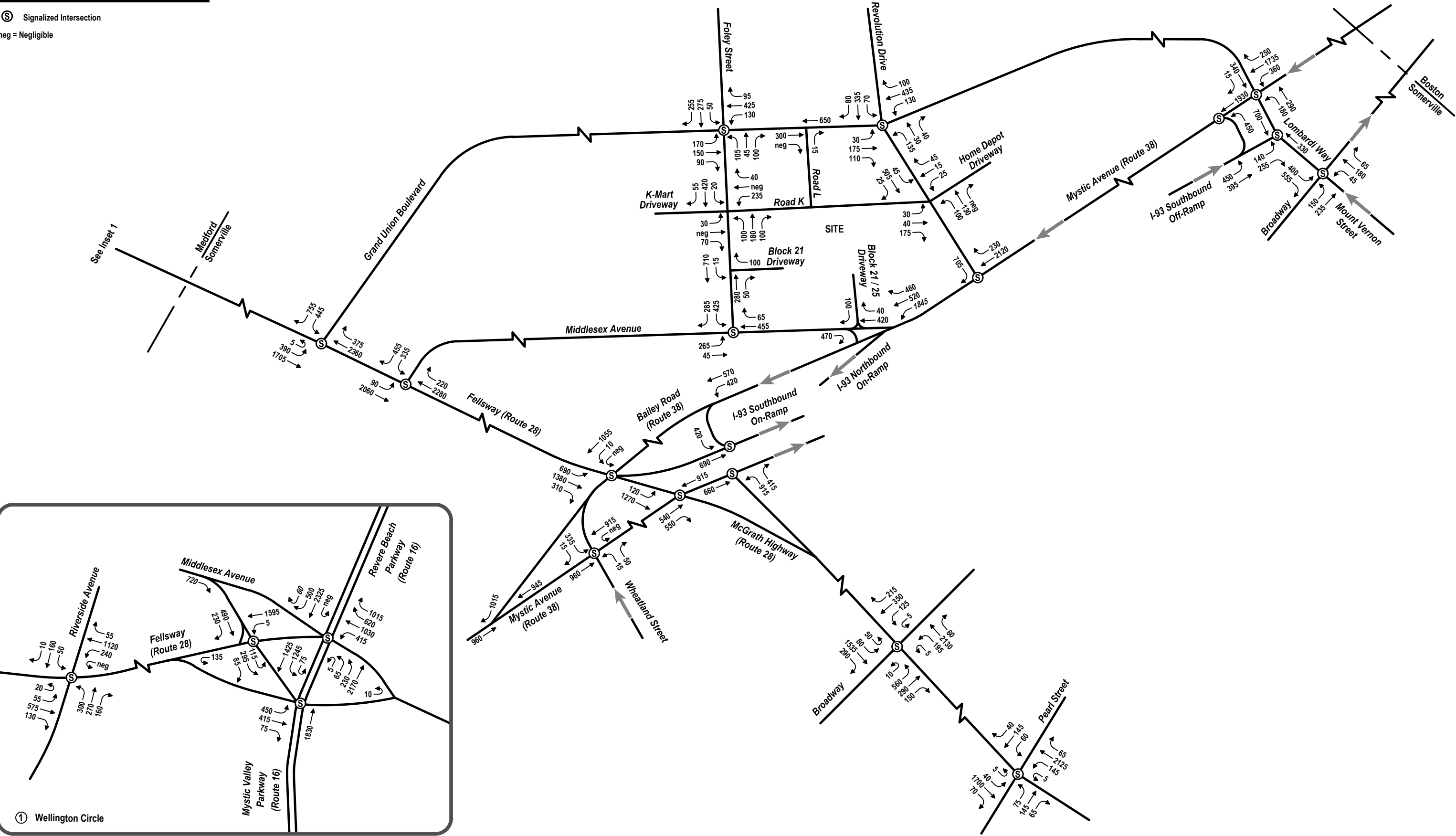
Not to Scale



2024 Build Conditions
Weekday Morning Peak Hour Traffic Volumes
5 Middlesex Avenue
Somerville, Massachusetts

Figure 5.11

Ⓢ Signalized Intersection
neg = Negligible



① Wellington Circle



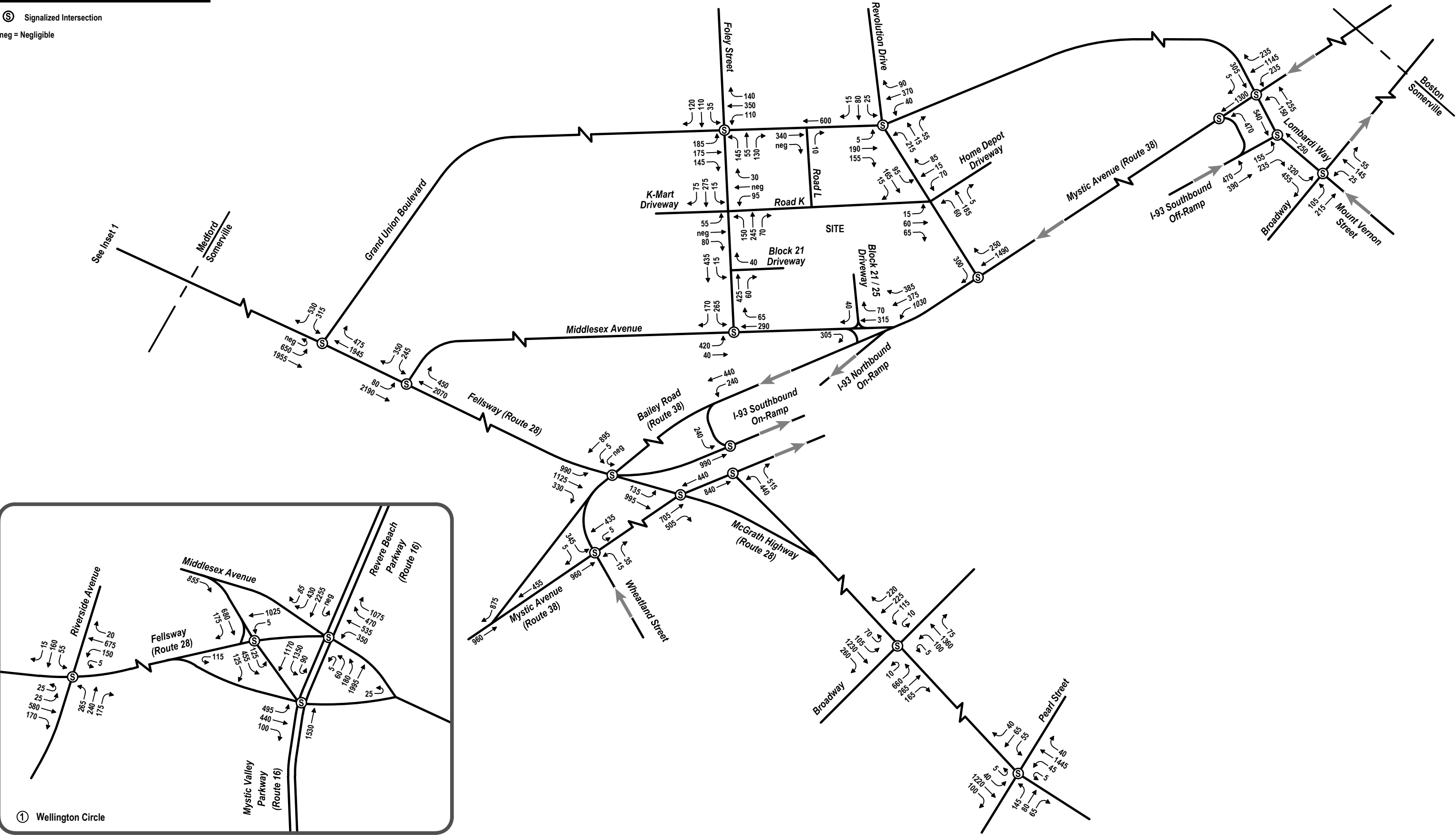
Not to Scale



2024 Build Conditions
Weekday Evening Peak Hour Traffic Volumes
5 Middlesex Avenue
Somerville, Massachusetts

Figure 5.12

Ⓢ Signalized Intersection
neg = Negligible



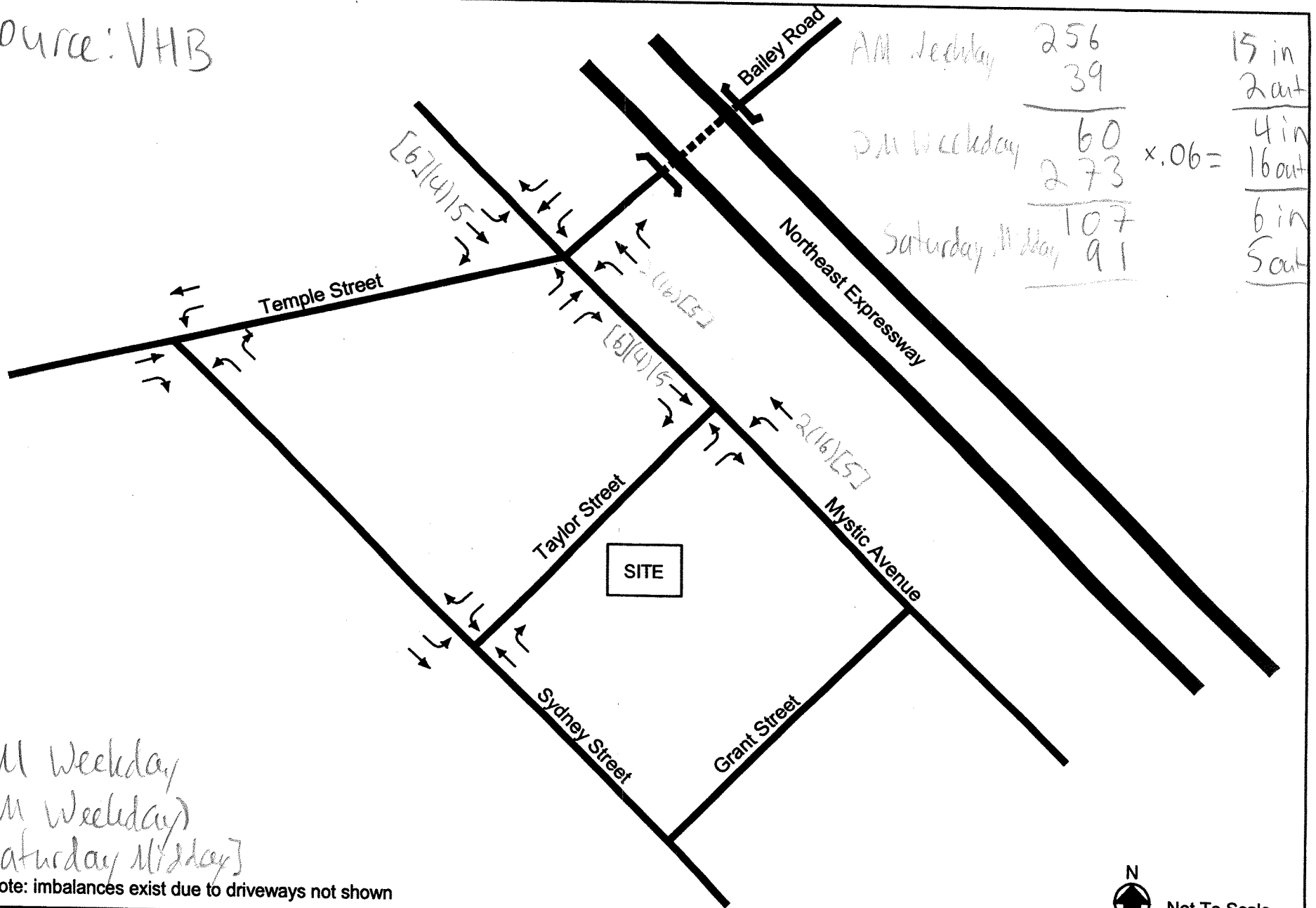
2024 Build Conditions
Saturday Midday Peak Hour Traffic Volumes
5 Middlesex Avenue
Somerville, Massachusetts

Figure 5.13



Not to Scale

Source: VHB



Not To Scale



600 Unicorn Park Drive ▲ Woburn, MA 01801

Phone: 781.932.3201 ▲ Fax: 781.932.3413

www.baysideengineering.com

Proposed Residential
Taylor Street
Sommerville, MA

74 Middlesex Ave Commercial/Retail

Table 3-8 Project-Generated Peak-Hour Vehicle Trips by Use ^a

	Office	Retail	-Pass-By ^b	Total Trips	-Existing Trips	=Total Net Vehicle Trips
Weekday Morning						
Enter	250	7	1	256	0	256
<u>Exit</u>	<u>36</u>	<u>4</u>	<u>1</u>	<u>39</u>	<u>0</u>	<u>39</u>
Total	386	11	2	295	0	295
Weekday Evening						
Enter	48	30	11	67	7	60
<u>Exit</u>	<u>257</u>	<u>35</u>	<u>11</u>	<u>281</u>	<u>8</u>	<u>273</u>
Total	305	65	22	348	15	333
Saturday Midday						
Enter	84	39	10	113	6	107
<u>Exit</u>	<u>68</u>	<u>38</u>	<u>10</u>	<u>96</u>	<u>5</u>	<u>91</u>
Total	152	77	20	209	11	198

a New vehicle trips with internal capture credits applied.

b Pass-by credits of 25%, 34%, and 26% applied to weekday morning, weekday evening, and Saturday midday peak hour retail trip generation, respectively.

As shown in Table 3-8, the Project is expected to generate a total 295, 348, and 209 vehicle trips during the respective weekday morning, weekday evening, and Saturday midday peak hours. However, these totals include traffic already being generated by the existing Sunrise restaurant under existing conditions (as shown in Table 3-4). After considering this existing traffic generation, the Project will result in an additional 295, 333, and 144 vehicle trips compared to existing conditions during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. This additional traffic was assigned to the study area roadways and intersections based on trip distribution patterns developed as discussed in the following section.

3.4.3 Trip Distribution and Assignment

The directional distribution of traffic approaching and departing the Project is a function of several variables. These include the population densities, shopping opportunities, competing uses, existing travel patterns, and the efficiency of the roadways leading to the Site.

As the project is primarily comprised of office/research & development/lab space, the trip distribution patterns were determined using journey-to-work census data for the City of Somerville. The assignment of site-generated traffic to specific travel routes was based on observed traffic flow conditions on available routes, and the assumption that most motorists will seek the fastest and most direct routes to and from the site.

Table 3-9 summarizes the resulting trip distribution patterns for the Project. The trip distribution patterns for proposed project are shown in Figure 3.11.

Table 3-9 Vehicle Trip Distribution Summary

Route	Direction	Commercial Trip Distribution
I-93	north	18%
I-93	south	15%
Route 28	north	11%
Route 28	south	21%
Broadway	north	17%
Mystic Avenue	north	6%
<u>Mystic Avenue</u>	<u>south</u>	<u>12%</u>
Total	--	100%

The future 2027 Build traffic volumes were developed by adding the additional Project-generated traffic volumes (as compared to existing conditions) to the 2027 No-Build conditions peak-hour traffic volumes. Figures 3.12, 3.13, and 3.14 show the resulting 2027 Build Conditions weekday morning, weekday evening, and Saturday midday peak hour traffic volumes, respectively.

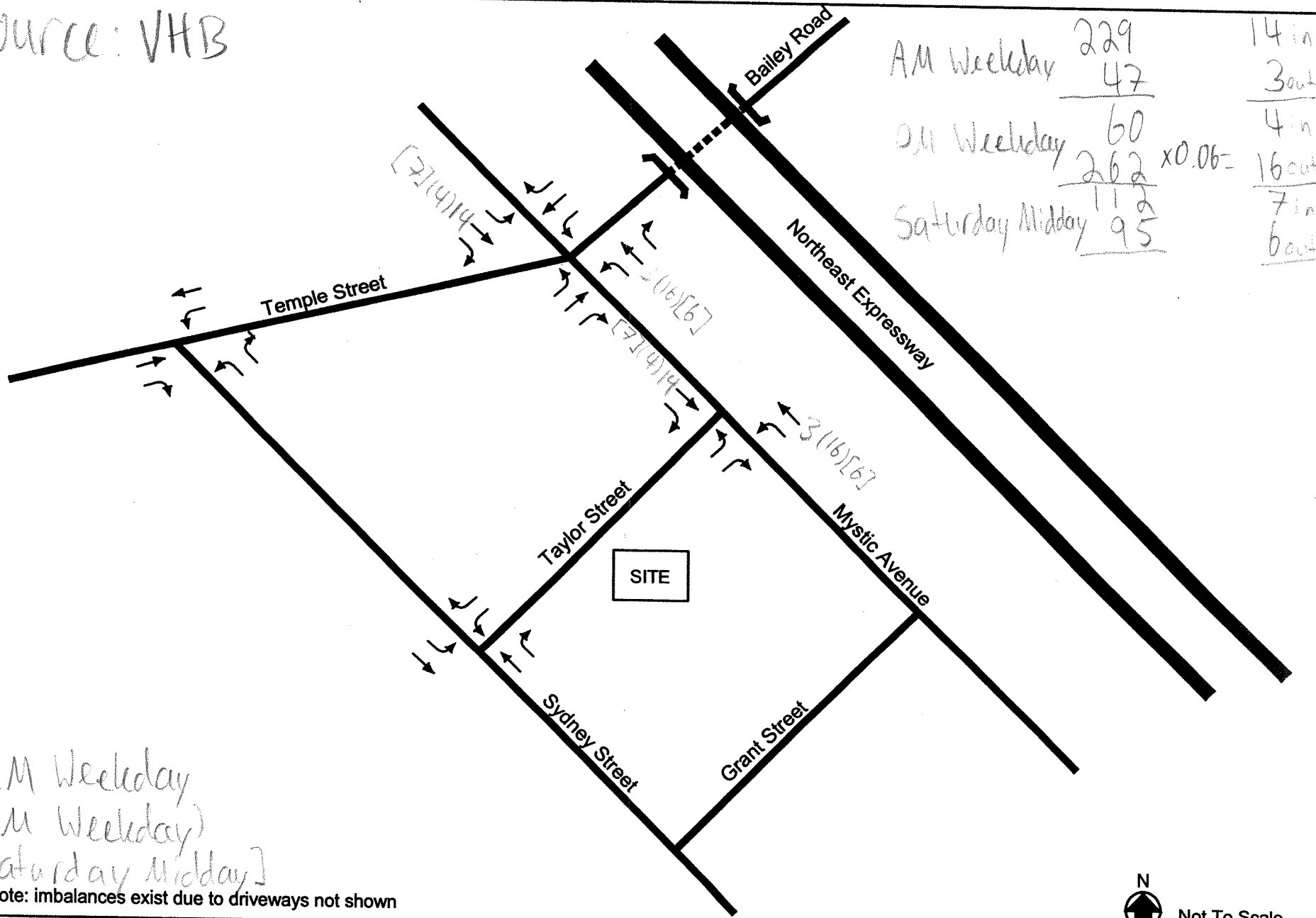
3.5 Parking Demand and Supply

Evaluating the adequacy of a development's parking supply normally involves comparing the expected demand to the proposed supply. Estimating the parking demand associated with each individual use within a transit-oriented mixed-use development also requires the evaluation of transit, walking, biking, and internal trip sharing. The resulting parking demand then can be compared to the proposed parking supply. With this approach there is an underlying assumption that there are no limitations to parking availability and that anyone wishing to park can freely do so. If the availability of parking is not restricted to some degree, then a site will not truly function as a transit-oriented development. Instead, it only will be a project that happens to have nearby public transportation available as one possible travel option.

As part of the proposed Site design, the amount and specific location of parking supply was carefully evaluated. This was done to help ensure that sufficient parking would be available for the normal operation of the Site, while not providing excessive parking which might reduce incentive for using other means of travel.

The following section summarizes the parking supply proposed for the Project Site.

Source: VHB



AM Weekday
PM Weekday
[Saturday Midday]

Note: imbalances exist due to driveways not shown



Not To Scale



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www.baysideengineering.com

Proposed Residential
Taylor Street
Sommerville, MA

120-132 Middlesex Ave

Table 3-8 Project-Generated Peak-Hour Trips by Mode

	Bike/Walk	Transit	Vehicle ^a
Weekday Morning			
Enter	20	118	231
<u>Exit</u>	<u>4</u>	<u>25</u>	<u>47</u>
Total	24	143	278
Weekday Evening			
Enter	9	35	61
<u>Exit</u>	<u>26</u>	<u>138</u>	<u>266</u>
Total	35	173	327
Saturday Midday			
Enter	18	66	112
<u>Exit</u>	<u>16</u>	<u>57</u>	<u>95</u>
Total	34	123	207

a Total development vehicle trips (including pass-by trips associated with the retail portion). No credit taken for existing Site trips.

As shown in Table 3-8, the Project is expected to generate between 207 and 327 total vehicle trips during the peak hours studied (including trips generated by the existing Site uses). The breakdown of these trips by use are summarized in Table 3-8.

Table 3-9 Project-Generated Peak-Hour Vehicle Trips by Use ^a

	Office	R&D	Café	-Pass-By ^b	Total Trips	-Existing Trips	=Total Net Vehicle Trips
Weekday Morning							
Enter	160	69	3	1	231	2	229
<u>Exit</u>	<u>25</u>	<u>22</u>	<u>1</u>	<u>1</u>	<u>47</u>	<u>0</u>	<u>47</u>
Total	185	91	4	2	278	2	276
Weekday Evening							
Enter	30	16	19	4	61	1	60
<u>Exit</u>	<u>164</u>	<u>91</u>	<u>15</u>	<u>4</u>	<u>266</u>	<u>4</u>	<u>262</u>
Total	194	107	34	8	327	5	322
Saturday Midday							
Enter	50	26	46	10	112	0	112
<u>Exit</u>	<u>42</u>	<u>26</u>	<u>37</u>	<u>10</u>	<u>95</u>	<u>0</u>	<u>95</u>
Total	92	52	83	20	207	0	207

a New vehicle trips with internal capture credits applied.

b Pass-by credit of 25 percent applied to peak hour café trip generation.

As shown in Table 3-9, the Project is expected to generate a total 278, 327, and 207 vehicle trips during the respective weekday morning, weekday evening, and

Saturday midday peak hours. However, these totals include traffic already being generated by the existing office and religious uses under existing conditions (as shown in Table 3-3). After considering this existing traffic generation, the Project will result in an additional 276, 322, and 207 vehicle trips compared to existing conditions during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. This additional traffic was assigned to the study area roadways and intersections based on trip distribution patterns developed as discussed in the following section.

3.4.3 Trip Distribution and Assignment

The directional distribution of traffic approaching and departing the Project is a function of several variables. These include the population densities, shopping opportunities, competing uses, existing travel patterns, and the efficiency of the roadways leading to the Site.

As the Project is primarily comprised of office/lab/R&D space, the trip distribution patterns were determined using journey-to-work census data for the City of Somerville. The assignment of site-generated traffic to specific travel routes was based on observed traffic flow conditions on available routes, and the assumption that most motorists will seek the fastest and most direct routes to and from the site.

Table 3-10 summarizes the resulting trip distribution patterns for the Project. The trip distribution patterns for proposed project are shown in Figure 3.10.

Table 3-10 Vehicle Trip Distribution Summary

Route	Direction	Commercial Trip Distribution
I-93	north	17%
I-93	south	15%
Route 28	north	12%
Route 28	south	21%
Broadway	north	16%
Mystic Avenue	north	6%
Mystic Avenue	south	11%
<u>Local Roadways</u>	<u>south</u>	<u>2%</u>
Total	--	100%

Trip Generation Worksheets

Proposed Apartments, Somerville, MA

Land Use Code (LUC) 221 - Multifamily Housing (Mid-Rise)

Source: Institute of Transportation Engineers (ITE) - 11th Edition

Average Vehicle Trips Ends vs: Dwelling units

Independent Variable (X): 34

AVERAGE WEEKDAY DAILY

$T = 4.54 * (X)$ 11 Studies, Avg size = 201 units

$T = 4.54 * (34)$ $R^2 = 0.93$, AR = 4.54

$T = 154.36$

$T = 154$ vehicle trips 4.53

with 50% (77 vpd) entering and 50% (77 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$T = 0.37 * (X)$ 30 Studies, Avg size = 173 units

$T = 0.37 * (34)$ $R^2 = 0.91$, AR = 0.37

$T = 12.58$

$T = 13$ vehicle trips

with 23% (3 vph) entering and 77% (10 vph) exiting.

WEEKDAY MORNING PEAK HOUR OF GENERATOR

$T = 0.35 * (X)$ 23 Studies, Avg size = 226 units

$T = 0.35 * (34)$ $R^2 = 0.89$, AR = 0.35

$T = 11.90$

$T = 12$ vehicle trips

with 26% (3 vph) entering and 74% (9 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$T = 0.39 * (X)$ 31 Studies, Avg size = 169 units

$T = 0.39 * (34)$ $R^2 = 0.91$, AR = 0.39

$T = 13.26$

$T = 13$ vehicle trips

with 61% (8 vph) entering and 39% (5 vph) exiting.

Proposed Apartments, Somerville, MA

Land Use Code (LUC) 221 - Multifamily Housing (Mid-Rise)

Source: Institute of Transportation Engineers (ITE) - 11th Edition

Average Vehicle Trips Ends vs: Dwelling units

Independent Variable (X): 34

WEEKDAY EVENING PEAK HOUR OF GENERATOR

$T = 0.39 * (X)$ 22 Studies, Avg size = 221 units

$T = 0.39 * (34)$ $R^2 = 0.93$, AR = 0.39

$T = 13.26$

$T = 13$ vehicle trips

with 60% (8 vph) entering and 40% (5 vph) exiting.

SATURDAY DAILY

$T = 4.57 * (X)$ 5 Studies, Avg size = 250 units

$T = 4.57 * (34)$ $R^2 = 0.91$, AR = 4.57

$T = 155.38$

$T = 156$ vehicle trips

with 50% (78 vph) entering and 50% (78 vph) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$T = 0.39 * (X)$ 5 Studies, Avg size = 250 units

$T = 0.39 * (34)$ $R^2 = 0.92$, AR = 0.39

$T = 13.26$

$T = 13$ vehicle trips

with 51% (7 vph) entering and 49% (6 vph) exiting.

SUNDAY DAILY

$T = 3.77 * (X)$ 5 Studies, Avg size = 250 units

$T = 3.77 * (34)$ $R^2 = 0.85$, AR = 3.77

$T = 128.18$

$T = 128$ vehicle trips

with 50% (64 vph) entering and 50% (64 vph) exiting.

SUNDAY MIDDAY PEAK HOUR OF GENERATOR

$T = 0.32 * (X)$ 5 Studies, Avg size = 250 units

$T = 0.32 * (34)$ $R^2 = 0.79$, AR = 0.32

$T = 10.88$

$T = 11$ vehicle trips

with 55% (6 vph) entering and 45% (5 vph) exiting.

Trip Distribution Worksheets

Table 3. Residence MCD/County to Workplace MCD/County Commuting Flows for the United States and Pue

For more information on sampling and estimation methods, confidentiality protection, and sampling and nonsampling errors, see Universe: Workers 16 years and over.

Commuting flows are sorted by residence state, residence county, and residence minor civil division.

Residence					Place of Work	Commuting Flow
State FIPS Code	County FIPS Code	Minor Civil Division FIPS Code	State Name	Minor Civil Division Name	Minor Civil Division Name	Workers in Commuting Flow
25	017	62535	Massachusetts	Somerville city	Boston city	15,041
25	017	62535	Massachusetts	Somerville city	Cambridge city	10,123
25	017	62535	Massachusetts	Somerville city	Somerville city	7,391
25	017	62535	Massachusetts	Somerville city	Medford city	1,419
25	017	62535	Massachusetts	Somerville city	Waltham city	1,158
25	017	62535	Massachusetts	Somerville city	Newton city	1,032
25	017	62535	Massachusetts	Somerville city	Burlington town	796
25	017	62535	Massachusetts	Somerville city	Watertown Town city	691
25	017	62535	Massachusetts	Somerville city	Woburn city	670
25	017	62535	Massachusetts	Somerville city	Lexington town	656
25	017	62535	Massachusetts	Somerville city	Arlington town	462
25	017	62535	Massachusetts	Somerville city	Framingham town	423
25	017	62535	Massachusetts	Somerville city	Natick town	342
25	017	62535	Massachusetts	Somerville city	Concord town	312
25	017	62535	Massachusetts	Somerville city	Chelsea city	312
25	017	62535	Massachusetts	Somerville city	Wilmington town	309
25	017	62535	Massachusetts	Somerville city	Marlborough city	300
25	017	62535	Massachusetts	Somerville city	Malden city	286
25	017	62535	Massachusetts	Somerville city	Lowell city	281
25	017	62535	Massachusetts	Somerville city	Brookline town	280
25	017	62535	Massachusetts	Somerville city	Belmont town	264
25	017	62535	Massachusetts	Somerville city	Everett city	240
25	017	62535	Massachusetts	Somerville city	Bedford town	236
25	017	62535	Massachusetts	Somerville city	Andover town	221
25	017	62535	Massachusetts	Somerville city	Billerica town	215
25	017	62535	Massachusetts	Somerville city	Winchester town	195
25	017	62535	Massachusetts	Somerville city	Wellesley town	195
25	017	62535	Massachusetts	Somerville city	Stoneham town	188
25	017	62535	Massachusetts	Somerville city	Quincy city	186
25	017	62535	Massachusetts	Somerville city	Weymouth Town city	178
25	017	62535	Massachusetts	Somerville city	Westford town	170
25	017	62535	Massachusetts	Somerville city	Needham town	160
25	017	62535	Massachusetts	Somerville city	Salem city	156
25	017	62535	Massachusetts	Somerville city	Chelmsford town	154
25	017	62535	Massachusetts	Somerville city	Danvers town	144
25	017	62535	Massachusetts	Somerville city	Lawrence city	132
25	017	62535	Massachusetts	Somerville city	Saugus town	126
25	017	62535	Massachusetts	Somerville city	Wakefield town	125
25	017	62535	Massachusetts	Somerville city	North Reading town	107
25	017	62535	Massachusetts	Somerville city	Canton town	103

Data are based on a sample and are subject to sampling variability. A margin of error is a measure of an estimate's variability. The larger the margin of error in relation to the size of the estimates, the less reliable the estimate. When added to and subtracted from the estimate, the margin of error forms the 90 percent confidence interval.

Flows are presented for MCDs for the 12 "strong MCD states" (CT, ME, MA, NH, RI,

Source: U.S. Census Bureau, 2011-2015 American Community Survey.

Mystic Ave North	Mystic Ave South	Temple St West	Sydney St South	Mystic Ave North	Mystic Ave South	Temple St West	Sydney St South
0	100	50	50	0	15041	0	0
0	5	55	40	0	0	5062	5062
85		15		0	370	4065	2956
50	50			1206	0	213	0
	100			579	579	0	0
100				0	1032	0	0
	100			796	0	0	0
100				0	691	0	0
100				670	0	0	0
100				656	0	0	0
100				462	0	0	0
	100			0	423	0	0
	100			0	342	0	0
100				312	0	0	0
	100			0	312	0	0
100				309	0	0	0
	100			0	300	0	0
	100			0	286	0	0
100				281	0	0	0
	100			0	280	0	0
100				264	0	0	0
	100			0	240	0	0
100				236	0	0	0
100				221	0	0	0
100				215	0	0	0
100				195	0	0	0
	100			0	195	0	0
100				188	0	0	0
	100			0	186	0	0
	100			0	178	0	0
100				170	0	0	0
	100			0	160	0	0
100				156	0	0	0
100				154	0	0	0
100				144	0	0	0
100				132	0	0	0
100				126	0	0	0
10	90			13	113	0	0
100				107	0	0	0
	100			0	103	0	0

7,592 20,830 9,339 8,018

16.6 45.5 20.4 17.5

	Mystic Ave North	Mystic Ave South	Temple St West	Sydney St South
Entering	17	46	20	17
Exiting	17	63	20	0

Capacity Analysis Worksheets

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2022 Existing AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	9	45	14	34	7	274	489	5	1	895	152
Future Volume (vph)	209	9	45	14	34	7	274	489	5	1	895	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	13	13	13	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.875			0.982			0.999				0.850
Flt Protected	0.950				0.988		0.950					
Satd. Flow (prot)	1745	1633	0	0	1837	0	1694	3230	0	0	1731	1546
Flt Permitted	0.791				0.933		0.094					
Satd. Flow (perm)	1453	1633	0	0	1735	0	168	3230	0	0	1731	1546
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			9			2				148
Link Speed (mph)		30			30			30				30
Link Distance (ft)		415			177			231				126
Travel Time (s)		9.4			4.0			5.3				2.9
Peak Hour Factor	0.90	0.90	0.90	0.81	0.81	0.81	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	11%	0%	0%	6%	0%	3%	8%	0%	100%	6%	1%
Adj. Flow (vph)	232	10	50	17	42	9	288	515	5	1	942	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	232	60	0	0	68	0	288	520	0	0	943	160
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.96	0.96	0.96	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	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	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		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		5	2		6	6	6

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2022 Existing AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	42.0
Total Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	42.0
Total Split (%)	30.1%	30.1%		30.1%	30.1%		19.3%	69.9%		50.6%	50.6%	50.6%
Maximum Green (s)	20.5	20.5		20.5	20.5		11.5	53.5		37.5	37.5	37.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	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	0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	0
Act Effct Green (s)	16.8	16.8			16.8		53.6	53.6			37.9	37.9
Actuated g/C Ratio	0.21	0.21			0.21		0.68	0.68			0.48	0.48
v/c Ratio	0.76	0.16			0.18		0.88	0.24			1.14	0.20
Control Delay	45.7	10.7			23.6		47.3	5.7			102.2	3.7
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	45.7	10.7			23.6		47.3	5.7			102.2	3.7
LOS	D	B			C		D	A			F	A
Approach Delay		38.5			23.6			20.5			87.9	
Approach LOS		D			C			C			F	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 79.4

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.14

Intersection Signal Delay: 55.7

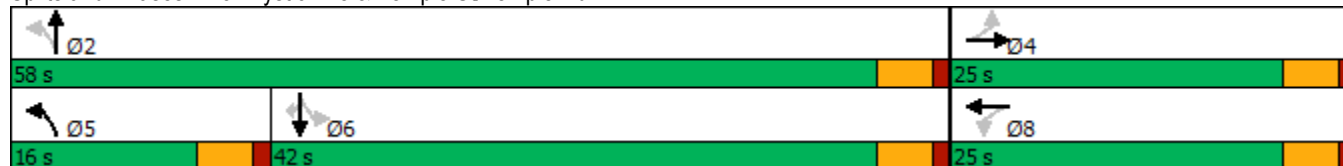
Intersection LOS: E

Intersection Capacity Utilization 91.8%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 3: Mystic Ave & Temple St/Temple Rd



3: Mystic Ave & Temple St/Temple Rd Queues

2022 Existing AM Peak Hour

							
Lane Group	EBL	EBT	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	232	60	68	288	520	943	160
v/c Ratio	0.76	0.16	0.18	0.88	0.24	1.14	0.20
Control Delay	45.7	10.7	23.6	47.3	5.7	102.2	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	10.7	23.6	47.3	5.7	102.2	3.7
Queue Length 50th (ft)	108	4	24	93	47	~577	3
Queue Length 95th (ft)	186	33	50	#245	75	#831	35
Internal Link Dist (ft)		335	97		151	46	
Turn Bay Length (ft)							
Base Capacity (vph)	375	459	455	334	2181	825	814
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.13	0.15	0.86	0.24	1.14	0.20
Intersection Summary							
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.							
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.							

3: Mystic Ave & Temple St/Temple Rd HCM Signalized Intersection Capacity Analysis

2022 Existing AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	9	45	14	34	7	274	489	5	1	895	152
Future Volume (vph)	209	9	45	14	34	7	274	489	5	1	895	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	13	13	13	11	11	11	11	11	11
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			1.00	1.00
Frt	1.00	0.88			0.98		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00			0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1745	1633			1836		1694	3229			1731	1546
Flt Permitted	0.79	1.00			0.93		0.09	1.00			1.00	1.00
Satd. Flow (perm)	1452	1633			1735		168	3229			1731	1546
Peak-hour factor, PHF	0.90	0.90	0.90	0.81	0.81	0.81	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	232	10	50	17	42	9	288	515	5	1	942	160
RTOR Reduction (vph)	0	39	0	0	7	0	0	1	0	0	0	77
Lane Group Flow (vph)	232	21	0	0	61	0	288	519	0	0	943	83
Heavy Vehicles (%)	0%	11%	0%	0%	6%	0%	3%	8%	0%	100%	6%	1%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	16.8	16.8			16.8		53.6	53.6			37.9	37.9
Effective Green, g (s)	16.8	16.8			16.8		53.6	53.6			37.9	37.9
Actuated g/C Ratio	0.21	0.21			0.21		0.68	0.68			0.48	0.48
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	307	345			367		328	2179			826	737
v/s Ratio Prot		0.01					0.12	0.16				
v/s Ratio Perm	0.16				0.04		0.47				0.54	0.05
v/c Ratio	0.76	0.06			0.17		0.88	0.24			1.14	0.11
Uniform Delay, d1	29.4	25.0			25.6		23.1	5.0			20.8	11.5
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	10.1	0.1			0.2		22.3	0.3			78.1	0.3
Delay (s)	39.5	25.1			25.8		45.3	5.3			98.8	11.8
Level of Service	D	C			C		D	A			F	B
Approach Delay (s)		36.5			25.8			19.5			86.2	
Approach LOS		D			C			B			F	
Intersection Summary												
HCM 2000 Control Delay		54.3			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		1.00										
Actuated Cycle Length (s)		79.4			Sum of lost time (s)			13.5				
Intersection Capacity Utilization		91.8%			ICU Level of Service			F				
Analysis Period (min)		15										

c Critical Lane Group

4: Sydney St & Temple St Lanes, Volumes, Timings

2022 Existing AM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	247	8	13	459	10	14
Future Volume (vph)	247	8	13	459	10	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.996				0.921	
Flt Protected				0.999	0.980	
Satd. Flow (prot)	1805	0	0	1764	1703	0
Flt Permitted				0.999	0.980	
Satd. Flow (perm)	1805	0	0	1764	1703	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			415	328	
Travel Time (s)	2.5			9.4	7.5	
Peak Hour Factor	0.85	0.85	0.92	0.92	0.67	0.67
Heavy Vehicles (%)	1%	13%	15%	0%	0%	7%
Adj. Flow (vph)	291	9	14	499	15	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	300	0	0	513	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.09	0.96	0.96
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	44.6%			ICU Level of Service A		
Analysis Period (min)	15					

4: Sydney St & Temple St
HCM 6th TWSC

2022 Existing AM Peak Hour

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	247	8	13	459	10	14
Future Vol, veh/h	247	8	13	459	10	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	67	67
Heavy Vehicles, %	1	13	15	0	0	7
Mvmt Flow	291	9	14	499	15	21
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	300	0	823	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	527	-
Critical Hdwy	-	-	4.25	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.335	-	3.5	3.363
Pot Cap-1 Maneuver	-	-	1191	-	346	732
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	596	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1191	-	340	732
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	586	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		12.9	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	494	-	-	1191	-	
HCM Lane V/C Ratio	0.073	-	-	0.012	-	
HCM Control Delay (s)	12.9	-	-	8.1	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

8: Mystic Ave & Taylor St Lanes, Volumes, Timings

2022 Existing AM Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 		
Traffic Volume (vph)	4	5	0	764	954	0
Future Volume (vph)	4	5	0	764	954	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.924					
Flt Protected	0.978					
Satd. Flow (prot)	1739	0	0	3421	1801	0
Flt Permitted	0.978					
Satd. Flow (perm)	1739	0	0	3421	1801	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	404			135	231	
Travel Time (s)	9.2			3.1	5.3	
Peak Hour Factor	0.36	0.36	0.91	0.91	0.95	0.95
Adj. Flow (vph)	11	14	0	840	1004	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	0	840	1004	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	60.2%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	5	0	764	954	0
Future Vol, veh/h	4	5	0	764	954	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	36	36	91	91	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	14	0	840	1004	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1424	1004	-	0	-	0
Stage 1	1004	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	-	-
Pot Cap-1 Maneuver	138	293	0	-	-	0
Stage 1	353	-	0	-	-	0
Stage 2	632	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	138	293	-	-	-	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	353	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	26.2	0	0			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT			
Capacity (veh/h)	-	195	-			
HCM Lane V/C Ratio	-	0.128	-			
HCM Control Delay (s)	-	26.2	-			
HCM Lane LOS	-	D	-			
HCM 95th %tile Q(veh)	-	0.4	-			

9: Sydney St & Driveway/Taylor St
Lanes, Volumes, Timings

2022 Existing AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	22	2	10	15	0
Future Volume (vph)	0	0	0	0	0	0	0	22	2	10	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	13	12	13	13	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989											
Flt Protected												0.980
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1857	0	0	1924	0
Flt Permitted												0.980
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1857	0	0	1924	0
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	139			404			122			328		
Travel Time (s)	3.2			9.2			2.8			7.5		
Peak Hour Factor	0.92	0.92	0.92	0.81	0.92	0.81	0.92	0.67	0.67	0.25	0.25	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	2%	0%	2%	5%	0%	0%	0%	2%
Adj. Flow (vph)	0	0	0	0	0	0	0	33	3	40	60	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	36	0	0	100	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0			0			0			0		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	1.00	0.96	1.00	0.96	0.96	0.96	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop			Stop			Free			Free		
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	11.3%			ICU Level of Service A								
Analysis Period (min)	15											

9: Sydney St & Driveway/Taylor St
HCM 6th TWSC

2022 Existing AM Peak Hour

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	22	2	10	15	0
Future Vol, veh/h	0	0	0	0	0	0	0	22	2	10	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	81	92	81	92	67	67	25	25	92
Heavy Vehicles, %	2	2	2	0	2	0	2	5	0	0	0	2
Mvmt Flow	0	0	0	0	0	0	0	33	3	40	60	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	175	176	60	175	175	35	60	0	0	36	0	0
Stage 1	140	140	-	35	35	-	-	-	-	-	-	-
Stage 2	35	36	-	140	140	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	788	717	1005	792	718	1044	1544	-	-	1588	-	-
Stage 1	863	781	-	986	866	-	-	-	-	-	-	-
Stage 2	981	865	-	868	781	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	772	698	1005	776	699	1044	1544	-	-	1588	-	-
Mov Cap-2 Maneuver	772	698	-	776	699	-	-	-	-	-	-	-
Stage 1	863	761	-	986	866	-	-	-	-	-	-	-
Stage 2	981	865	-	845	761	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0			0			2.9			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1544	-	-	-	-	1588	-	-				
HCM Lane V/C Ratio	-	-	-	-	-	0.025	-	-				
HCM Control Delay (s)	0	-	-	0	0	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1	-	-				

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2022 Existing PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	27	41	9	19	12	279	1026	52	0	754	266
Future Volume (vph)	241	27	41	9	19	12	279	1026	52	0	754	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	13	13	13	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Frt		0.910			0.959			0.993			0.961	
Flt Protected	0.950				0.989		0.950					
Satd. Flow (prot)	1745	1679	0	0	1862	0	1745	3366	0	0	3305	0
Flt Permitted	0.811				0.944		0.146					
Satd. Flow (perm)	1490	1679	0	0	1777	0	268	3366	0	0	3305	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			18			12			78	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		415			177			231			126	
Travel Time (s)		9.4			4.0			5.3			2.9	
Peak Hour Factor	0.91	0.91	0.91	0.67	0.67	0.67	0.93	0.93	0.93	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	3%	2%	0%	2%	0%
Adj. Flow (vph)	265	30	45	13	28	18	300	1103	56	0	794	280
Shared Lane Traffic (%)												
Lane Group Flow (vph)	265	75	0	0	59	0	300	1159	0	0	1074	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.96	0.96	0.96	1.04	1.04	1.04	1.04	1.04	1.04
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		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2022 Existing PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	
Total Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	
Total Split (%)	30.1%	30.1%		30.1%	30.1%		19.3%	69.9%		50.6%	50.6%	
Maximum Green (s)	20.5	20.5		20.5	20.5		11.5	53.5		37.5	37.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
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	0.0			0.0	
Total Lost Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	18.0	18.0			18.0		53.6	53.6			38.3	
Actuated g/C Ratio	0.22	0.22			0.22		0.67	0.67			0.48	
v/c Ratio	0.80	0.18			0.14		0.80	0.52			0.67	
Control Delay	48.3	13.8			19.5		29.2	8.2			18.1	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay	48.3	13.8			19.5		29.2	8.2			18.1	
LOS	D	B			B		C	A			B	
Approach Delay		40.7			19.5			12.5			18.1	
Approach LOS		D			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 80.6

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 18.0

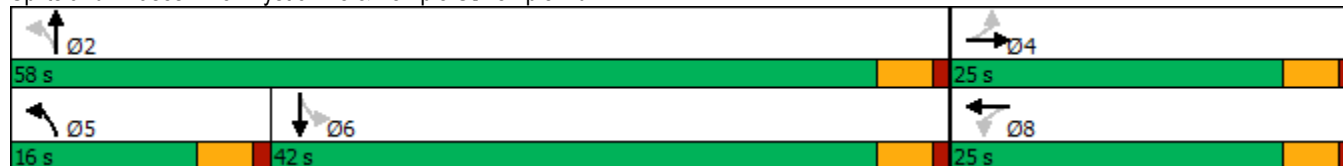
Intersection LOS: B

Intersection Capacity Utilization 90.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Mystic Ave & Temple St/Temple Rd



3: Mystic Ave & Temple St/Temple Rd Queues

2022 Existing PM Peak Hour

						
Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	265	75	59	300	1159	1074
v/c Ratio	0.80	0.18	0.14	0.80	0.52	0.67
Control Delay	48.3	13.8	19.5	29.2	8.2	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	13.8	19.5	29.2	8.2	18.1
Queue Length 50th (ft)	127	12	16	70	149	210
Queue Length 95th (ft)	#234	45	32	#198	197	283
Internal Link Dist (ft)		335	97		151	46
Turn Bay Length (ft)						
Base Capacity (vph)	379	461	466	389	2241	1609
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.16	0.13	0.77	0.52	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

3: Mystic Ave & Temple St/Temple Rd HCM Signalized Intersection Capacity Analysis

2022 Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	27	41	9	19	12	279	1026	52	0	754	266
Future Volume (vph)	241	27	41	9	19	12	279	1026	52	0	754	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	13	13	13	11	11	11	11	11	11
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			0.95	
Frt	1.00	0.91			0.96		1.00	0.99			0.96	
Flt Protected	0.95	1.00			0.99		0.95	1.00			1.00	
Satd. Flow (prot)	1745	1679			1862		1745	3365			3304	
Flt Permitted	0.81	1.00			0.94		0.15	1.00			1.00	
Satd. Flow (perm)	1490	1679			1777		268	3365			3304	
Peak-hour factor, PHF	0.91	0.91	0.91	0.67	0.67	0.67	0.93	0.93	0.93	0.95	0.95	0.95
Adj. Flow (vph)	265	30	45	13	28	18	300	1103	56	0	794	280
RTOR Reduction (vph)	0	35	0	0	14	0	0	4	0	0	41	0
Lane Group Flow (vph)	265	40	0	0	45	0	300	1155	0	0	1033	0
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	3%	2%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	18.0	18.0			18.0		53.6	53.6			38.3	
Effective Green, g (s)	18.0	18.0			18.0		53.6	53.6			38.3	
Actuated g/C Ratio	0.22	0.22			0.22		0.67	0.67			0.48	
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	332	374			396		376	2237			1570	
v/s Ratio Prot		0.02					c0.11	0.34			0.31	
v/s Ratio Perm	c0.18				0.03		c0.42					
v/c Ratio	0.80	0.11			0.11		0.80	0.52			0.66	
Uniform Delay, d1	29.6	24.9			24.9		13.2	6.9			16.1	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	12.5	0.1			0.1		11.2	0.9			2.2	
Delay (s)	42.1	25.0			25.1		24.4	7.7			18.3	
Level of Service	D	C			C		C	A			B	
Approach Delay (s)		38.4			25.1			11.2			18.3	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			17.2				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			80.6				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			90.6%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

4: Sydney St & Temple St Lanes, Volumes, Timings

2022 Existing PM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	297	17	27	528	4	12
Future Volume (vph)	297	17	27	528	4	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.899	
Flt Protected				0.998	0.988	
Satd. Flow (prot)	1807	0	0	1770	1744	0
Flt Permitted				0.998	0.988	
Satd. Flow (perm)	1807	0	0	1770	1744	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			415	328	
Travel Time (s)	2.5			9.4	7.5	
Peak Hour Factor	0.90	0.90	0.93	0.93	0.80	0.80
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	330	19	29	568	5	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	349	0	0	597	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.09	0.96	0.96
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	59.3%			ICU Level of Service B		
Analysis Period (min)	15					

4: Sydney St & Temple St
HCM 6th TWSC

2022 Existing PM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	297	17	27	528	4	12
Future Vol, veh/h	297	17	27	528	4	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	93	93	80	80
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	330	19	29	568	5	15
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	349	0	966	340
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	626	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1221	-	285	707
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	537	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1221	-	275	707
Mov Cap-2 Maneuver	-	-	-	-	275	-
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	518	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		12.4	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	508	-	-	1221	-	
HCM Lane V/C Ratio	0.039	-	-	0.024	-	
HCM Control Delay (s)	12.4	-	-	8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

8: Mystic Ave & Taylor St Lanes, Volumes, Timings

2022 Existing PM Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	16	0	1353	804	0
Future Volume (vph)	4	16	0	1353	804	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.893					
Flt Protected	0.990					
Satd. Flow (prot)	1736	0	0	3421	3490	0
Flt Permitted	0.990					
Satd. Flow (perm)	1736	0	0	3421	3490	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	404			135	231	
Travel Time (s)	9.2			3.1	5.3	
Peak Hour Factor	0.71	0.71	0.94	0.94	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%
Adj. Flow (vph)	6	23	0	1439	893	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	0	1439	893	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	47.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	16	0	1353	804	0
Future Vol, veh/h	4	16	0	1353	804	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	94	94	90	90
Heavy Vehicles, %	0	0	0	2	0	2
Mvmt Flow	6	23	0	1439	893	0
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1613	447	-	0	-	0
Stage 1	893	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	97	564	0	-	-	0
Stage 1	365	-	0	-	-	0
Stage 2	448	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	97	564	-	-	-	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	365	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	18.9		0		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBT EBLn1		SBT			
Capacity (veh/h)	- 287		-			
HCM Lane V/C Ratio	- 0.098		-			
HCM Control Delay (s)	- 18.9		-			
HCM Lane LOS	- C		-			
HCM 95th %tile Q(veh)	- 0.3		-			

9: Sydney St & Driveway/Taylor St
Lanes, Volumes, Timings

2022 Existing PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	0	2	0	9	6	15	22	1
Future Volume (vph)	0	0	0	1	0	2	0	9	6	15	22	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	13	12	13	13	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.899			0.946			0.999	
Flt Protected					0.988						0.980	
Satd. Flow (prot)	0	1863	0	0	1688	0	0	1857	0	0	1870	0
Flt Permitted					0.988						0.980	
Satd. Flow (perm)	0	1863	0	0	1688	0	0	1857	0	0	1870	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		117			404			122			328	
Travel Time (s)		2.7			9.2			2.8			7.5	
Peak Hour Factor	0.92	0.92	0.92	0.75	0.92	0.75	0.92	0.75	0.75	0.38	0.38	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	2%	0%	2%	0%	0%	7%	0%	2%
Adj. Flow (vph)	0	0	0	1	0	3	0	12	8	39	58	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	4	0	0	20	0	0	98	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	1.00	0.96	1.00	0.96	0.96	0.96	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 18.7%												
ICU Level of Service A												
Analysis Period (min) 15												

9: Sydney St & Driveway/Taylor St
HCM 6th TWSC

2022 Existing PM Peak Hour

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	0	2	0	9	6	15	22	1
Future Vol, veh/h	0	0	0	1	0	2	0	9	6	15	22	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	75	92	75	92	75	75	38	38	92
Heavy Vehicles, %	2	2	2	0	2	0	2	0	0	7	0	2
Mvmt Flow	0	0	0	1	0	3	0	12	8	39	58	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	155	157	59	153	153	16	59	0	0	20	0	0
Stage 1	137	137	-	16	16	-	-	-	-	-	-	-
Stage 2	18	20	-	137	137	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.17	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.263	-	-
Pot Cap-1 Maneuver	812	735	1007	819	739	1069	1545	-	-	1564	-	-
Stage 1	866	783	-	1009	882	-	-	-	-	-	-	-
Stage 2	1001	879	-	871	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	794	716	1007	803	720	1069	1545	-	-	1564	-	-
Mov Cap-2 Maneuver	794	716	-	803	720	-	-	-	-	-	-	-
Stage 1	866	763	-	1009	882	-	-	-	-	-	-	-
Stage 2	999	879	-	848	763	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		8.8			0			3			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1545	-	-	-	963	1564	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.004	0.025	-	-				
HCM Control Delay (s)	0	-	-	0	8.8	7.4	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0	0.1	-	-				

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2022 Existing Saturday Midday Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	8	51	7	14	5	314	720	46	0	882	200
Future Volume (vph)	208	8	51	7	14	5	314	720	46	0	882	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	13	13	13	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Frt		0.871			0.974			0.991			0.972	
Flt Protected	0.950				0.986		0.950					
Satd. Flow (prot)	1711	1655	0	0	1886	0	1711	3426	0	0	3338	0
Flt Permitted	0.734				0.937		0.113					
Satd. Flow (perm)	1322	1655	0	0	1792	0	203	3426	0	0	3338	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			7			16			43	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		415			177			231			126	
Travel Time (s)		9.4			4.0			5.3			2.9	
Peak Hour Factor	0.91	0.91	0.91	0.72	0.72	0.72	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	2%	1%	0%	0%	2%	0%
Adj. Flow (vph)	229	9	56	10	19	7	345	791	51	0	959	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	229	65	0	0	36	0	345	842	0	0	1176	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.96	0.96	0.96	1.04	1.04	1.04	1.04	1.04	1.04
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		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2022 Existing Saturday MIDDAY Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	
Total Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	
Total Split (%)	30.1%	30.1%		30.1%	30.1%		19.3%	69.9%		50.6%	50.6%	
Maximum Green (s)	20.5	20.5		20.5	20.5		11.5	53.5		37.5	37.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
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	0.0			0.0	
Total Lost Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effect Green (s)	17.5	17.5			17.5		53.6	53.6			37.6	
Actuated g/C Ratio	0.22	0.22			0.22		0.67	0.67			0.47	
v/c Ratio	0.80	0.16			0.09		0.98	0.37			0.74	
Control Delay	50.4	10.1			21.4		64.9	6.6			20.7	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay	50.4	10.1			21.4		64.9	6.6			20.7	
LOS	D	B			C		E	A			C	
Approach Delay		41.5			21.4			23.6			20.7	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 80.1

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 24.2

Intersection LOS: C

Intersection Capacity Utilization 81.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Mystic Ave & Temple St/Temple Rd



3: Mystic Ave & Temple St/Temple Rd Queues

2022 Existing Saturday MIDDAY Peak Hour

						
Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	229	65	36	345	842	1176
v/c Ratio	0.80	0.16	0.09	0.98	0.37	0.74
Control Delay	50.4	10.1	21.4	64.9	6.6	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.4	10.1	21.4	64.9	6.6	20.7
Queue Length 50th (ft)	109	4	12	~121	90	246
Queue Length 95th (ft)	#209	34	27	#298	125	333
Internal Link Dist (ft)		335	97		151	46
Turn Bay Length (ft)						
Base Capacity (vph)	338	465	464	352	2297	1588
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.14	0.08	0.98	0.37	0.74
Intersection Summary						
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.						
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.						

3: Mystic Ave & Temple St/Temple Rd HCM Signalized Intersection Capacity Analysis

2022 Existing Saturday Middy Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	8	51	7	14	5	314	720	46	0	882	200
Future Volume (vph)	208	8	51	7	14	5	314	720	46	0	882	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	13	13	13	11	11	11	11	11	11
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			0.95	
Frt	1.00	0.87			0.97		1.00	0.99			0.97	
Flt Protected	0.95	1.00			0.99		0.95	1.00			1.00	
Satd. Flow (prot)	1711	1654			1886		1711	3426			3339	
Flt Permitted	0.73	1.00			0.94		0.11	1.00			1.00	
Satd. Flow (perm)	1321	1654			1791		204	3426			3339	
Peak-hour factor, PHF	0.91	0.91	0.91	0.72	0.72	0.72	0.91	0.91	0.91	0.92	0.92	0.92
Adj. Flow (vph)	229	9	56	10	19	7	345	791	51	0	959	217
RTOR Reduction (vph)	0	44	0	0	5	0	0	5	0	0	23	0
Lane Group Flow (vph)	229	21	0	0	31	0	345	837	0	0	1153	0
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	2%	1%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	17.5	17.5			17.5		53.6	53.6			37.6	
Effective Green, g (s)	17.5	17.5			17.5		53.6	53.6			37.6	
Actuated g/C Ratio	0.22	0.22			0.22		0.67	0.67			0.47	
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	288	361			391		352	2292			1567	
v/s Ratio Prot		0.01					c0.14	0.24			0.35	
v/s Ratio Perm	c0.17				0.02		c0.51					
v/c Ratio	0.80	0.06			0.08		0.98	0.37			0.74	
Uniform Delay, d1	29.6	24.8			24.9		21.1	5.8			17.2	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	14.0	0.1			0.1		42.5	0.5			3.1	
Delay (s)	43.6	24.8			25.0		63.5	6.3			20.3	
Level of Service	D	C			C		E	A			C	
Approach Delay (s)		39.5			25.0			22.9			20.3	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			23.6				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.97									
Actuated Cycle Length (s)			80.1				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			81.6%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

4: Sydney St & Temple St Lanes, Volumes, Timings

2022 Existing Saturday MIDDAY Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↘↙	
Traffic Volume (vph)	262	5	20	508	4	13
Future Volume (vph)	262	5	20	508	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.899	
Flt Protected				0.998	0.988	
Satd. Flow (prot)	1815	0	0	1753	1744	0
Flt Permitted				0.998	0.988	
Satd. Flow (perm)	1815	0	0	1753	1744	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			415	328	
Travel Time (s)	2.5			9.4	7.5	
Peak Hour Factor	0.93	0.93	0.94	0.94	0.85	0.85
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	282	5	21	540	5	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	287	0	0	561	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.09	0.96	0.96
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	52.9%			ICU Level of Service A		
Analysis Period (min)	15					

4: Sydney St & Temple St
HCM 6th TWSC

2022 Existing Saturday MIDDAY Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	262	5	20	508	4	13
Future Vol, veh/h	262	5	20	508	4	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	94	94	85	85
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	282	5	21	540	5	15
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	287	0	867	285
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	582	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1287	-	326	759
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	563	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1287	-	319	759
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	550	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		11.5	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	573	-	-	1287	-	
HCM Lane V/C Ratio	0.035	-	-	0.017	-	
HCM Control Delay (s)	11.5	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

8: Mystic Ave & Taylor St Lanes, Volumes, Timings

2022 Existing Saturday MIDDAY Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	10	0	1078	940	0
Future Volume (vph)	2	10	0	1078	940	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.890					
Flt Protected	0.991					
Satd. Flow (prot)	1732	0	0	3455	3421	0
Flt Permitted	0.991					
Satd. Flow (perm)	1732	0	0	3455	3421	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	404			135	231	
Travel Time (s)	9.2			3.1	5.3	
Peak Hour Factor	0.75	0.75	0.94	0.94	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	3	13	0	1147	1033	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	0	1147	1033	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	39.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑↑	↑↑	
Traffic Vol, veh/h	2	10	0	1078	940	0
Future Vol, veh/h	2	10	0	1078	940	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	94	94	91	91
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	3	13	0	1147	1033	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1607	517	-	0	-	0
Stage 1	1033	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	98	509	0	-	-	0
Stage 1	309	-	0	-	-	0
Stage 2	532	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	98	509	-	-	-	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	309	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 300	-
HCM Lane V/C Ratio	- 0.053	-
HCM Control Delay (s)	- 17.7	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 0.2	-

9: Sydney St & Driveway/Taylor St
Lanes, Volumes, Timings

2022 Existing Saturday Middy Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	15	0	5	22	0
Future Volume (vph)	0	0	0	0	0	0	0	15	0	5	22	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	13	12	13	13	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected											0.991	
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1963	0	0	1946	0
Flt Permitted											0.991	
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1963	0	0	1946	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		136			404			122			328	
Travel Time (s)		3.1			9.2			2.8			7.5	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.25	0.92	0.63	0.63	0.64	0.64	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	2%	0%	2%	0%	0%	0%	0%	2%
Adj. Flow (vph)	0	0	0	0	0	0	0	24	0	8	34	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	24	0	0	42	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	1.00	0.96	1.00	0.96	0.96	0.96	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 8.8%	ICU Level of Service A											
Analysis Period (min) 15												

9: Sydney St & Driveway/Taylor St
HCM 6th TWSC

2022 Existing Saturday MIDDAY Peak Hour

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	0	0	15	0	5	22	0
Future Vol, veh/h	0	0	0	0	0	0	0	15	0	5	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	25	92	25	92	63	63	64	64	92
Heavy Vehicles, %	2	2	2	0	2	0	2	0	0	0	0	2
Mvmt Flow	0	0	0	0	0	0	0	24	0	8	34	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	74	74	34	74	74	24	34	0	0	24	0	0
Stage 1	50	50	-	24	24	-	-	-	-	-	-	-
Stage 2	24	24	-	50	50	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	916	816	1039	921	816	1058	1578	-	-	1604	-	-
Stage 1	963	853	-	999	875	-	-	-	-	-	-	-
Stage 2	994	875	-	968	853	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	912	812	1039	917	812	1058	1578	-	-	1604	-	-
Mov Cap-2 Maneuver	912	812	-	917	812	-	-	-	-	-	-	-
Stage 1	963	849	-	999	875	-	-	-	-	-	-	-
Stage 2	994	875	-	963	849	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0			0			1.3			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1578	-	-	-	-	1604	-	-				
HCM Lane V/C Ratio	-	-	-	-	-	0.005	-	-				
HCM Control Delay (s)	0	-	-	0	0	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-				

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2029 No-Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	9	45	14	34	7	274	509	5	1	954	152
Future Volume (vph)	209	9	45	14	34	7	274	509	5	1	954	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	13	13	13	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.875			0.982			0.999				0.850
Flt Protected	0.950				0.988		0.950					
Satd. Flow (prot)	1745	1633	0	0	1837	0	1694	3230	0	0	1731	1546
Flt Permitted	0.791				0.933		0.094					
Satd. Flow (perm)	1453	1633	0	0	1735	0	168	3230	0	0	1731	1546
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			9			2				139
Link Speed (mph)		30			30			30				30
Link Distance (ft)		415			177			231				126
Travel Time (s)		9.4			4.0			5.3				2.9
Peak Hour Factor	0.90	0.90	0.90	0.81	0.81	0.81	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	11%	0%	0%	6%	0%	3%	8%	0%	100%	6%	1%
Adj. Flow (vph)	232	10	50	17	42	9	288	536	5	1	1004	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	232	60	0	0	68	0	288	541	0	0	1005	160
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.96	0.96	0.96	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	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	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		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		5	2		6	6	6

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2029 No-Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	42.0
Total Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	42.0
Total Split (%)	30.1%	30.1%		30.1%	30.1%		19.3%	69.9%		50.6%	50.6%	50.6%
Maximum Green (s)	20.5	20.5		20.5	20.5		11.5	53.5		37.5	37.5	37.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	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	0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	0
Act Effct Green (s)	16.8	16.8			16.8		53.6	53.6			37.9	37.9
Actuated g/C Ratio	0.21	0.21			0.21		0.68	0.68			0.48	0.48
v/c Ratio	0.76	0.16			0.18		0.88	0.25			1.22	0.20
Control Delay	45.7	10.7			23.6		47.3	5.8			132.5	4.1
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	45.7	10.7			23.6		47.3	5.8			132.5	4.1
LOS	D	B			C		D	A			F	A
Approach Delay		38.5			23.6			20.2			114.9	
Approach LOS		D			C			C			F	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 79.4

Natural Cycle: 115

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.22

Intersection Signal Delay: 69.4

Intersection LOS: E

Intersection Capacity Utilization 94.9%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 3: Mystic Ave & Temple St/Temple Rd



3: Mystic Ave & Temple St/Temple Rd Queues

2029 No-Build AM Peak Hour

							
Lane Group	EBL	EBT	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	232	60	68	288	541	1005	160
v/c Ratio	0.76	0.16	0.18	0.88	0.25	1.22	0.20
Control Delay	45.7	10.7	23.6	47.3	5.8	132.5	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	10.7	23.6	47.3	5.8	132.5	4.1
Queue Length 50th (ft)	108	4	24	93	50	~643	6
Queue Length 95th (ft)	186	33	50	#245	78	#902	38
Internal Link Dist (ft)		335	97		151	46	
Turn Bay Length (ft)							
Base Capacity (vph)	375	459	455	334	2181	825	809
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.13	0.15	0.86	0.25	1.22	0.20
Intersection Summary							
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.							
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.							

3: Mystic Ave & Temple St/Temple Rd HCM Signalized Intersection Capacity Analysis

2029 No-Build AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	9	45	14	34	7	274	509	5	1	954	152
Future Volume (vph)	209	9	45	14	34	7	274	509	5	1	954	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	13	13	13	11	11	11	11	11	11
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			1.00	1.00
Frt	1.00	0.88			0.98		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00			0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1745	1633			1836		1694	3229			1731	1546
Flt Permitted	0.79	1.00			0.93		0.09	1.00			1.00	1.00
Satd. Flow (perm)	1452	1633			1735		168	3229			1731	1546
Peak-hour factor, PHF	0.90	0.90	0.90	0.81	0.81	0.81	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	232	10	50	17	42	9	288	536	5	1	1004	160
RTOR Reduction (vph)	0	39	0	0	7	0	0	1	0	0	0	73
Lane Group Flow (vph)	232	21	0	0	61	0	288	540	0	0	1005	87
Heavy Vehicles (%)	0%	11%	0%	0%	6%	0%	3%	8%	0%	100%	6%	1%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	16.8	16.8			16.8		53.6	53.6			37.9	37.9
Effective Green, g (s)	16.8	16.8			16.8		53.6	53.6			37.9	37.9
Actuated g/C Ratio	0.21	0.21			0.21		0.68	0.68			0.48	0.48
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	307	345			367		328	2179			826	737
v/s Ratio Prot		0.01					0.12	0.17				
v/s Ratio Perm	0.16				0.04		0.47				0.58	0.06
v/c Ratio	0.76	0.06			0.17		0.88	0.25			1.22	0.12
Uniform Delay, d1	29.4	25.0			25.6		23.1	5.0			20.8	11.5
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	10.1	0.1			0.2		22.3	0.3			108.5	0.3
Delay (s)	39.5	25.1			25.8		45.3	5.3			129.3	11.8
Level of Service	D	C			C		D	A			F	B
Approach Delay (s)		36.5			25.8			19.2			113.1	
Approach LOS		D			C			B			F	
Intersection Summary												
HCM 2000 Control Delay			68.0				HCM 2000 Level of Service			E		
HCM 2000 Volume to Capacity ratio			1.04									
Actuated Cycle Length (s)			79.4				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			94.9%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

4: Sydney St & Temple St Lanes, Volumes, Timings

2029 No-Build AM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	247	8	13	459	10	14
Future Volume (vph)	247	8	13	459	10	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.996				0.921	
Flt Protected				0.999	0.980	
Satd. Flow (prot)	1805	0	0	1764	1703	0
Flt Permitted				0.999	0.980	
Satd. Flow (perm)	1805	0	0	1764	1703	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			415	328	
Travel Time (s)	2.5			9.4	7.5	
Peak Hour Factor	0.85	0.85	0.92	0.92	0.67	0.67
Heavy Vehicles (%)	1%	13%	15%	0%	0%	7%
Adj. Flow (vph)	291	9	14	499	15	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	300	0	0	513	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.09	0.96	0.96
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	44.6%			ICU Level of Service A		
Analysis Period (min)	15					

4: Sydney St & Temple St
HCM 6th TWSC

2029 No-Build AM Peak Hour

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	247	8	13	459	10	14
Future Vol, veh/h	247	8	13	459	10	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	67	67
Heavy Vehicles, %	1	13	15	0	0	7
Mvmt Flow	291	9	14	499	15	21
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	300	0	823	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	527	-
Critical Hdwy	-	-	4.25	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.335	-	3.5	3.363
Pot Cap-1 Maneuver	-	-	1191	-	346	732
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	596	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1191	-	340	732
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	586	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		12.9	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	494	-	-	1191	-	
HCM Lane V/C Ratio	0.073	-	-	0.012	-	
HCM Control Delay (s)	12.9	-	-	8.1	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

8: Mystic Ave & Taylor St Lanes, Volumes, Timings

2029 No-Build AM Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 		
Traffic Volume (vph)	4	5	0	784	1013	0
Future Volume (vph)	4	5	0	784	1013	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.924					
Flt Protected	0.978					
Satd. Flow (prot)	1739	0	0	3421	1801	0
Flt Permitted	0.978					
Satd. Flow (perm)	1739	0	0	3421	1801	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	404			135	231	
Travel Time (s)	9.2			3.1	5.3	
Peak Hour Factor	0.36	0.36	0.91	0.91	0.95	0.95
Adj. Flow (vph)	11	14	0	862	1066	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	0	862	1066	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	63.3%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	5	0	784	1013	0
Future Vol, veh/h	4	5	0	784	1013	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	36	36	91	91	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	14	0	862	1066	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1497	1066	-	0	-	0
Stage 1	1066	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	-	-
Pot Cap-1 Maneuver	124	269	0	-	-	0
Stage 1	330	-	0	-	-	0
Stage 2	624	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	124	269	-	-	-	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	330	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	28.7	0	0			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT			
Capacity (veh/h)	-	177	-			
HCM Lane V/C Ratio	-	0.141	-			
HCM Control Delay (s)	-	28.7	-			
HCM Lane LOS	-	D	-			
HCM 95th %tile Q(veh)	-	0.5	-			

9: Sydney St & Driveway/Taylor St
Lanes, Volumes, Timings

2029 No-Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	22	2	10	15	0
Future Volume (vph)	0	0	0	0	0	0	0	22	2	10	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	13	12	13	13	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989											
Flt Protected												0.980
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1857	0	0	1924	0
Flt Permitted												0.980
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1857	0	0	1924	0
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	135			404			122			328		
Travel Time (s)	3.1			9.2			2.8			7.5		
Peak Hour Factor	0.92	0.92	0.92	0.81	0.92	0.81	0.92	0.67	0.67	0.25	0.25	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	2%	0%	2%	5%	0%	0%	0%	2%
Adj. Flow (vph)	0	0	0	0	0	0	0	33	3	40	60	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	36	0	0	100	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0			0			0			0		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	1.00	0.96	1.00	0.96	0.96	0.96	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop		Stop				Free			Free		
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	11.3%				ICU Level of Service A							
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	22	2	10	15	0
Future Vol, veh/h	0	0	0	0	0	0	0	22	2	10	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	81	92	81	92	67	67	25	25	92
Heavy Vehicles, %	2	2	2	0	2	0	2	5	0	0	0	2
Mvmt Flow	0	0	0	0	0	0	0	33	3	40	60	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	175	176	60	175	175	35	60	0	0	36	0	0
Stage 1	140	140	-	35	35	-	-	-	-	-	-	-
Stage 2	35	36	-	140	140	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	788	717	1005	792	718	1044	1544	-	-	1588	-	-
Stage 1	863	781	-	986	866	-	-	-	-	-	-	-
Stage 2	981	865	-	868	781	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	772	698	1005	776	699	1044	1544	-	-	1588	-	-
Mov Cap-2 Maneuver	772	698	-	776	699	-	-	-	-	-	-	-
Stage 1	863	761	-	986	866	-	-	-	-	-	-	-
Stage 2	981	865	-	845	761	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0			0			2.9			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1544	-	-	-	-	1588	-	-				
HCM Lane V/C Ratio	-	-	-	-	-	0.025	-	-				
HCM Control Delay (s)	0	-	-	0	0	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1	-	-				

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2029 No-Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	27	41	9	19	12	279	1113	52	0	767	266
Future Volume (vph)	241	27	41	9	19	12	279	1113	52	0	767	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	13	13	13	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Frt		0.910			0.959			0.993			0.961	
Flt Protected	0.950				0.989		0.950					
Satd. Flow (prot)	1745	1679	0	0	1862	0	1745	3366	0	0	3305	0
Flt Permitted	0.811				0.944		0.141					
Satd. Flow (perm)	1490	1679	0	0	1777	0	259	3366	0	0	3305	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			18			11			76	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		415			177			231			126	
Travel Time (s)		9.4			4.0			5.3			2.9	
Peak Hour Factor	0.91	0.91	0.91	0.67	0.67	0.67	0.93	0.93	0.93	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	3%	2%	0%	2%	0%
Adj. Flow (vph)	265	30	45	13	28	18	300	1197	56	0	807	280
Shared Lane Traffic (%)												
Lane Group Flow (vph)	265	75	0	0	59	0	300	1253	0	0	1087	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.96	0.96	0.96	1.04	1.04	1.04	1.04	1.04	1.04
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		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2029 No-Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	
Total Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	
Total Split (%)	30.1%	30.1%		30.1%	30.1%		19.3%	69.9%		50.6%	50.6%	
Maximum Green (s)	20.5	20.5		20.5	20.5		11.5	53.5		37.5	37.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
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	0.0			0.0	
Total Lost Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effect Green (s)	18.0	18.0			18.0		53.6	53.6			38.2	
Actuated g/C Ratio	0.22	0.22			0.22		0.67	0.67			0.47	
v/c Ratio	0.80	0.18			0.14		0.81	0.56			0.68	
Control Delay	48.3	13.8			19.5		30.6	8.7			18.4	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay	48.3	13.8			19.5		30.6	8.7			18.4	
LOS	D	B			B		C	A			B	
Approach Delay		40.7			19.5			12.9			18.4	
Approach LOS		D			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 80.6

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 18.1

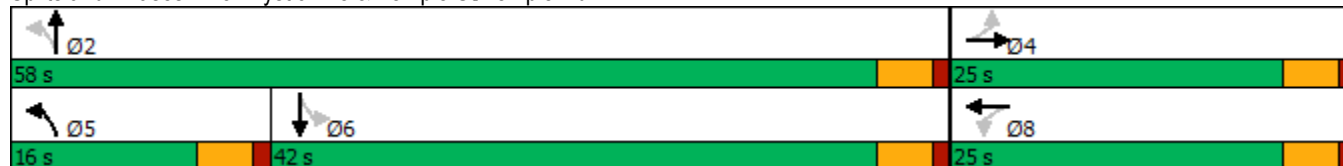
Intersection LOS: B

Intersection Capacity Utilization 93.4%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 3: Mystic Ave & Temple St/Temple Rd



3: Mystic Ave & Temple St/Temple Rd Queues

2029 No-Build PM Peak Hour

						
Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	265	75	59	300	1253	1087
v/c Ratio	0.80	0.18	0.14	0.81	0.56	0.68
Control Delay	48.3	13.8	19.5	30.6	8.7	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	13.8	19.5	30.6	8.7	18.4
Queue Length 50th (ft)	127	12	16	73	168	214
Queue Length 95th (ft)	#234	45	32	#204	223	288
Internal Link Dist (ft)		335	97		151	46
Turn Bay Length (ft)						
Base Capacity (vph)	379	461	466	384	2241	1606
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.16	0.13	0.78	0.56	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

3: Mystic Ave & Temple St/Temple Rd HCM Signalized Intersection Capacity Analysis

2029 No-Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	27	41	9	19	12	279	1113	52	0	767	266
Future Volume (vph)	241	27	41	9	19	12	279	1113	52	0	767	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	13	13	13	11	11	11	11	11	11
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			0.95	
Frt	1.00	0.91			0.96		1.00	0.99			0.96	
Flt Protected	0.95	1.00			0.99		0.95	1.00			1.00	
Satd. Flow (prot)	1745	1679			1862		1745	3367			3306	
Flt Permitted	0.81	1.00			0.94		0.14	1.00			1.00	
Satd. Flow (perm)	1490	1679			1777		259	3367			3306	
Peak-hour factor, PHF	0.91	0.91	0.91	0.67	0.67	0.67	0.93	0.93	0.93	0.95	0.95	0.95
Adj. Flow (vph)	265	30	45	13	28	18	300	1197	56	0	807	280
RTOR Reduction (vph)	0	35	0	0	14	0	0	4	0	0	40	0
Lane Group Flow (vph)	265	40	0	0	45	0	300	1249	0	0	1047	0
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	3%	2%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	18.0	18.0			18.0		53.6	53.6			38.2	
Effective Green, g (s)	18.0	18.0			18.0		53.6	53.6			38.2	
Actuated g/C Ratio	0.22	0.22			0.22		0.67	0.67			0.47	
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	332	374			396		373	2239			1566	
v/s Ratio Prot		0.02					c0.11	0.37			0.32	
v/s Ratio Perm	c0.18				0.03		c0.43					
v/c Ratio	0.80	0.11			0.11		0.80	0.56			0.67	
Uniform Delay, d1	29.6	24.9			24.9		13.9	7.2			16.3	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	12.5	0.1			0.1		11.9	1.0			2.3	
Delay (s)	42.1	25.0			25.1		25.8	8.2			18.6	
Level of Service	D	C			C		C	A			B	
Approach Delay (s)		38.4			25.1			11.6			18.6	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			17.4				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			80.6				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			93.4%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

4: Sydney St & Temple St Lanes, Volumes, Timings

2029 No-Build PM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	297	17	27	528	4	12
Future Volume (vph)	297	17	27	528	4	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.899	
Flt Protected				0.998	0.988	
Satd. Flow (prot)	1807	0	0	1770	1744	0
Flt Permitted				0.998	0.988	
Satd. Flow (perm)	1807	0	0	1770	1744	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			415	328	
Travel Time (s)	2.5			9.4	7.5	
Peak Hour Factor	0.90	0.90	0.93	0.93	0.80	0.80
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	330	19	29	568	5	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	349	0	0	597	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.09	0.96	0.96
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	59.3%			ICU Level of Service B		
Analysis Period (min)	15					

4: Sydney St & Temple St
HCM 6th TWSC

2029 No-Build PM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	297	17	27	528	4	12
Future Vol, veh/h	297	17	27	528	4	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	93	93	80	80
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	330	19	29	568	5	15
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	349	0	966	340
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	626	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1221	-	285	707
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	537	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1221	-	275	707
Mov Cap-2 Maneuver	-	-	-	-	275	-
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	518	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		12.4	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	508	-	-	1221	-	
HCM Lane V/C Ratio	0.039	-	-	0.024	-	
HCM Control Delay (s)	12.4	-	-	8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

8: Mystic Ave & Taylor St Lanes, Volumes, Timings

2029 No-Build PM Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	16	0	1440	817	0
Future Volume (vph)	4	16	0	1440	817	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.893					
Flt Protected	0.990					
Satd. Flow (prot)	1736	0	0	3421	3490	0
Flt Permitted	0.990					
Satd. Flow (perm)	1736	0	0	3421	3490	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	404			135	231	
Travel Time (s)	9.2			3.1	5.3	
Peak Hour Factor	0.71	0.71	0.94	0.94	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%
Adj. Flow (vph)	6	23	0	1532	908	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	0	1532	908	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	49.8%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	16	0	1440	817	0
Future Vol, veh/h	4	16	0	1440	817	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	94	94	90	90
Heavy Vehicles, %	0	0	0	2	0	2
Mvmt Flow	6	23	0	1532	908	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1674	454	-	0	-	0
Stage 1	908	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	88	559	0	-	-	0
Stage 1	359	-	0	-	-	0
Stage 2	425	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	88	559	-	-	-	-
Mov Cap-2 Maneuver	88	-	-	-	-	-
Stage 1	359	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	19.9	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT EBLn1		SBT			
Capacity (veh/h)	-		270			
HCM Lane V/C Ratio	-		0.104			
HCM Control Delay (s)	-		19.9			
HCM Lane LOS	-		C			
HCM 95th %tile Q(veh)	-		0.3			

9: Sydney St & Driveway/Taylor St
Lanes, Volumes, Timings

2029 No-Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	0	2	0	9	6	15	22	1
Future Volume (vph)	0	0	0	1	0	2	0	9	6	15	22	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	13	12	13	13	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.899			0.946			0.999	
Flt Protected					0.988						0.980	
Satd. Flow (prot)	0	1863	0	0	1688	0	0	1857	0	0	1870	0
Flt Permitted					0.988						0.980	
Satd. Flow (perm)	0	1863	0	0	1688	0	0	1857	0	0	1870	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		135			404			122			328	
Travel Time (s)		3.1			9.2			2.8			7.5	
Peak Hour Factor	0.92	0.92	0.92	0.75	0.92	0.75	0.92	0.75	0.75	0.38	0.38	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	2%	0%	2%	0%	0%	7%	0%	2%
Adj. Flow (vph)	0	0	0	1	0	3	0	12	8	39	58	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	4	0	0	20	0	0	98	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	1.00	0.96	1.00	0.96	0.96	0.96	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	18.7%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	0	2	0	9	6	15	22	1
Future Vol, veh/h	0	0	0	1	0	2	0	9	6	15	22	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	75	92	75	92	75	75	38	38	92
Heavy Vehicles, %	2	2	2	0	2	0	2	0	0	7	0	2
Mvmt Flow	0	0	0	1	0	3	0	12	8	39	58	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	155	157	59	153	153	16	59	0	0	20	0	0
Stage 1	137	137	-	16	16	-	-	-	-	-	-	-
Stage 2	18	20	-	137	137	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.17	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.263	-	-
Pot Cap-1 Maneuver	812	735	1007	819	739	1069	1545	-	-	1564	-	-
Stage 1	866	783	-	1009	882	-	-	-	-	-	-	-
Stage 2	1001	879	-	871	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	794	716	1007	803	720	1069	1545	-	-	1564	-	-
Mov Cap-2 Maneuver	794	716	-	803	720	-	-	-	-	-	-	-
Stage 1	866	763	-	1009	882	-	-	-	-	-	-	-
Stage 2	999	879	-	848	763	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		8.8			0			3			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1545	-	-	-	963	1564	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.004	0.025	-	-				
HCM Control Delay (s)	0	-	-	0	8.8	7.4	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0	0.1	-	-				

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2029 No-Build Saturday Midday Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	8	51	7	14	5	314	751	46	0	905	200
Future Volume (vph)	208	8	51	7	14	5	314	751	46	0	905	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	13	13	13	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Frt		0.871			0.974			0.991			0.973	
Flt Protected	0.950				0.986		0.950					
Satd. Flow (prot)	1711	1655	0	0	1886	0	1711	3426	0	0	3341	0
Flt Permitted	0.734				0.937		0.106					
Satd. Flow (perm)	1322	1655	0	0	1792	0	191	3426	0	0	3341	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			7			15			41	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		415			177			231			126	
Travel Time (s)		9.4			4.0			5.3			2.9	
Peak Hour Factor	0.91	0.91	0.91	0.72	0.72	0.72	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	2%	1%	0%	0%	2%	0%
Adj. Flow (vph)	229	9	56	10	19	7	345	825	51	0	984	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	229	65	0	0	36	0	345	876	0	0	1201	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.96	0.96	0.96	1.04	1.04	1.04	1.04	1.04	1.04
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		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2029 No-Build Saturday MIDDAY Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	
Total Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	
Total Split (%)	30.1%	30.1%		30.1%	30.1%		19.3%	69.9%		50.6%	50.6%	
Maximum Green (s)	20.5	20.5		20.5	20.5		11.5	53.5		37.5	37.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
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	0.0			0.0	
Total Lost Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	17.5	17.5			17.5		53.6	53.6			37.6	
Actuated g/C Ratio	0.22	0.22			0.22		0.67	0.67			0.47	
v/c Ratio	0.80	0.16			0.09		1.00	0.38			0.76	
Control Delay	50.4	10.1			21.4		70.7	6.8			21.2	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay	50.4	10.1			21.4		70.7	6.8			21.2	
LOS	D	B			C		E	A			C	
Approach Delay		41.5			21.4			24.8			21.2	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 80.1

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 25.0

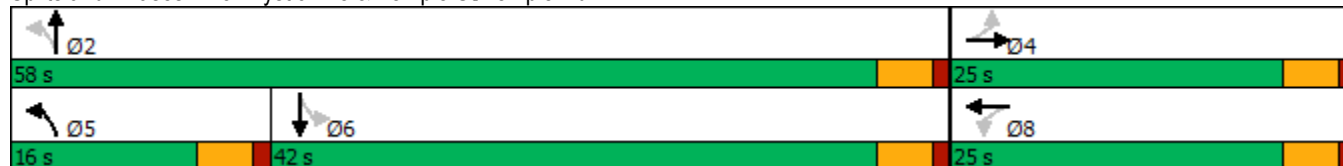
Intersection LOS: C

Intersection Capacity Utilization 83.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Mystic Ave & Temple St/Temple Rd



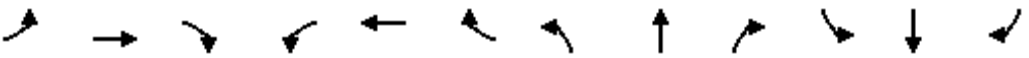
3: Mystic Ave & Temple St/Temple Rd Queues

2029 No-Build Saturday Midday Peak Hour

						
Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	229	65	36	345	876	1201
v/c Ratio	0.80	0.16	0.09	1.00	0.38	0.76
Control Delay	50.4	10.1	21.4	70.7	6.8	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.4	10.1	21.4	70.7	6.8	21.2
Queue Length 50th (ft)	109	4	12	~130	95	255
Queue Length 95th (ft)	#209	34	27	#305	132	343
Internal Link Dist (ft)		335	97		151	46
Turn Bay Length (ft)						
Base Capacity (vph)	338	465	464	346	2296	1588
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.14	0.08	1.00	0.38	0.76
Intersection Summary						
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.						
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.						

3: Mystic Ave & Temple St/Temple Rd HCM Signalized Intersection Capacity Analysis

2029 No-Build Saturday Middyay Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	8	51	7	14	5	314	751	46	0	905	200
Future Volume (vph)	208	8	51	7	14	5	314	751	46	0	905	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	13	13	13	11	11	11	11	11	11
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			0.95	
Frt	1.00	0.87			0.97		1.00	0.99			0.97	
Flt Protected	0.95	1.00			0.99		0.95	1.00			1.00	
Satd. Flow (prot)	1711	1654			1886		1711	3427			3340	
Flt Permitted	0.73	1.00			0.94		0.11	1.00			1.00	
Satd. Flow (perm)	1321	1654			1791		192	3427			3340	
Peak-hour factor, PHF	0.91	0.91	0.91	0.72	0.72	0.72	0.91	0.91	0.91	0.92	0.92	0.92
Adj. Flow (vph)	229	9	56	10	19	7	345	825	51	0	984	217
RTOR Reduction (vph)	0	44	0	0	5	0	0	5	0	0	22	0
Lane Group Flow (vph)	229	21	0	0	31	0	345	871	0	0	1179	0
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	2%	1%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	17.5	17.5			17.5		53.6	53.6			37.6	
Effective Green, g (s)	17.5	17.5			17.5		53.6	53.6			37.6	
Actuated g/C Ratio	0.22	0.22			0.22		0.67	0.67			0.47	
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	288	361			391		346	2293			1567	
v/s Ratio Prot		0.01					c0.14	0.25			0.35	
v/s Ratio Perm	c0.17				0.02		c0.52					
v/c Ratio	0.80	0.06			0.08		1.00	0.38			0.75	
Uniform Delay, d1	29.6	24.8			24.9		22.1	5.9			17.4	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	14.0	0.1			0.1		47.3	0.5			3.4	
Delay (s)	43.6	24.8			25.0		69.4	6.4			20.8	
Level of Service	D	C			C		E	A			C	
Approach Delay (s)		39.5			25.0			24.2			20.8	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			24.4				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.98									
Actuated Cycle Length (s)			80.1				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			83.1%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

4: Sydney St & Temple St Lanes, Volumes, Timings

2029 No-Build Saturday Midday Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↘↙	
Traffic Volume (vph)	262	5	20	508	4	13
Future Volume (vph)	262	5	20	508	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.899	
Flt Protected				0.998	0.988	
Satd. Flow (prot)	1815	0	0	1753	1744	0
Flt Permitted				0.998	0.988	
Satd. Flow (perm)	1815	0	0	1753	1744	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			415	328	
Travel Time (s)	2.5			9.4	7.5	
Peak Hour Factor	0.93	0.93	0.94	0.94	0.85	0.85
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	282	5	21	540	5	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	287	0	0	561	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.09	0.96	0.96
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	52.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	262	5	20	508	4	13
Future Vol, veh/h	262	5	20	508	4	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	94	94	85	85
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	282	5	21	540	5	15
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	287	0	867	285
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	582	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1287	-	326	759
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	563	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1287	-	319	759
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	550	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		11.5	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	573	-	-	1287	-	
HCM Lane V/C Ratio	0.035	-	-	0.017	-	
HCM Control Delay (s)	11.5	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

8: Mystic Ave & Taylor St Lanes, Volumes, Timings

2029 No-Build Saturday MIDDAY Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	10	0	1109	963	0
Future Volume (vph)	2	10	0	1109	963	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.890					
Flt Protected	0.991					
Satd. Flow (prot)	1732	0	0	3455	3421	0
Flt Permitted	0.991					
Satd. Flow (perm)	1732	0	0	3455	3421	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	404			135	231	
Travel Time (s)	9.2			3.1	5.3	
Peak Hour Factor	0.75	0.75	0.94	0.94	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	3	13	0	1180	1058	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	0	1180	1058	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	40.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	10	0	1109	963	0
Future Vol, veh/h	2	10	0	1109	963	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	94	94	91	91
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	3	13	0	1180	1058	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1648	529	-	0	-	0
Stage 1	1058	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	92	499	0	-	-	0
Stage 1	299	-	0	-	-	0
Stage 2	522	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	92	499	-	-	-	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	299	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	18.3	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT EBLn1		SBT			
Capacity (veh/h)	- 287		-			
HCM Lane V/C Ratio	- 0.056		-			
HCM Control Delay (s)	- 18.3		-			
HCM Lane LOS	- C		-			
HCM 95th %tile Q(veh)	- 0.2		-			

9: Sydney St & Driveway/Taylor St
Lanes, Volumes, Timings

2029 No-Build Saturday Midday Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	15	0	5	22	0
Future Volume (vph)	0	0	0	0	0	0	0	15	0	5	22	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	13	12	13	13	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected											0.991	
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1963	0	0	1946	0
Flt Permitted											0.991	
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1963	0	0	1946	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		148			404			122			328	
Travel Time (s)		3.4			9.2			2.8			7.5	
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.25	0.92	0.63	0.63	0.64	0.64	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	2%	0%	2%	0%	0%	0%	0%	2%
Adj. Flow (vph)	0	0	0	0	0	0	0	24	0	8	34	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	24	0	0	42	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	1.00	0.96	1.00	0.96	0.96	0.96	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 8.8%	ICU Level of Service A											
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	15	0	5	22	0
Future Vol, veh/h	0	0	0	0	0	0	0	15	0	5	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	25	92	25	92	63	63	64	64	92
Heavy Vehicles, %	2	2	2	0	2	0	2	0	0	0	0	2
Mvmt Flow	0	0	0	0	0	0	0	24	0	8	34	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	74	74	34	74	74	24	34	0	0	24	0	0
Stage 1	50	50	-	24	24	-	-	-	-	-	-	-
Stage 2	24	24	-	50	50	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	916	816	1039	921	816	1058	1578	-	-	1604	-	-
Stage 1	963	853	-	999	875	-	-	-	-	-	-	-
Stage 2	994	875	-	968	853	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	912	812	1039	917	812	1058	1578	-	-	1604	-	-
Mov Cap-2 Maneuver	912	812	-	917	812	-	-	-	-	-	-	-
Stage 1	963	849	-	999	875	-	-	-	-	-	-	-
Stage 2	994	875	-	963	849	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0			0			1.3			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1578	-	-	-	-	1604	-	-				
HCM Lane V/C Ratio	-	-	-	-	-	0.005	-	-				
HCM Control Delay (s)	0	-	-	0	0	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-				

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2029 Build Weekday AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	9	45	14	34	7	276	510	5	1	954	153
Future Volume (vph)	209	9	45	14	34	7	276	510	5	1	954	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	13	13	13	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.875			0.982			0.999				0.850
Flt Protected	0.950				0.988		0.950					
Satd. Flow (prot)	1745	1633	0	0	1837	0	1694	3230	0	0	1731	1546
Flt Permitted	0.791				0.933		0.095					
Satd. Flow (perm)	1453	1633	0	0	1735	0	169	3230	0	0	1731	1546
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			9			2				139
Link Speed (mph)		30			30			30				30
Link Distance (ft)		415			177			231				126
Travel Time (s)		9.4			4.0			5.3				2.9
Peak Hour Factor	0.90	0.90	0.90	0.81	0.81	0.81	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	11%	0%	0%	6%	0%	3%	8%	0%	100%	6%	1%
Adj. Flow (vph)	232	10	50	17	42	9	291	537	5	1	1004	161
Shared Lane Traffic (%)												
Lane Group Flow (vph)	232	60	0	0	68	0	291	542	0	0	1005	161
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.96	0.96	0.96	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	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	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		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		5	2		6	6	6

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2029 Build Weekday AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	42.0
Total Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	42.0
Total Split (%)	30.1%	30.1%		30.1%	30.1%		19.3%	69.9%		50.6%	50.6%	50.6%
Maximum Green (s)	20.5	20.5		20.5	20.5		11.5	53.5		37.5	37.5	37.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	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	0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	4.5
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	0
Act Effct Green (s)	16.8	16.8			16.8		53.6	53.6			37.8	37.8
Actuated g/C Ratio	0.21	0.21			0.21		0.68	0.68			0.48	0.48
v/c Ratio	0.76	0.16			0.18		0.88	0.25			1.22	0.20
Control Delay	45.7	10.7			23.6		47.7	5.8			133.4	4.2
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	45.7	10.7			23.6		47.7	5.8			133.4	4.2
LOS	D	B			C		D	A			F	A
Approach Delay		38.5			23.6			20.4			115.6	
Approach LOS		D			C			C			F	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 79.4

Natural Cycle: 115

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.22

Intersection Signal Delay: 69.8

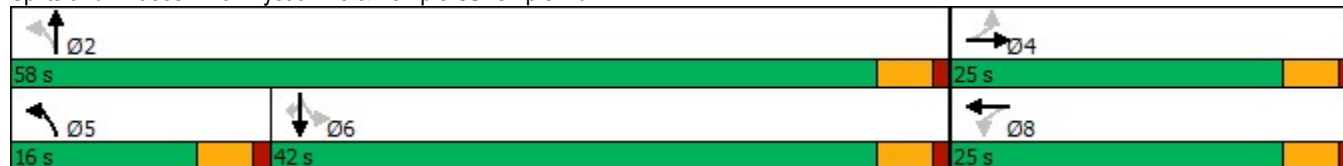
Intersection LOS: E

Intersection Capacity Utilization 95.1%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 3: Mystic Ave & Temple St/Temple Rd



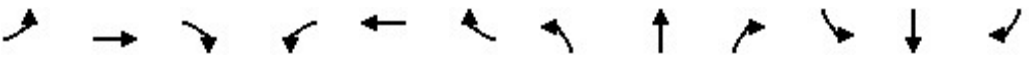
3: Mystic Ave & Temple St/Temple Rd Queues

2029 Build Weekday AM Peak Hour

							
Lane Group	EBL	EBT	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	232	60	68	291	542	1005	161
v/c Ratio	0.76	0.16	0.18	0.88	0.25	1.22	0.20
Control Delay	45.7	10.7	23.6	47.7	5.8	133.4	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	10.7	23.6	47.7	5.8	133.4	4.2
Queue Length 50th (ft)	108	4	24	95	50	~643	6
Queue Length 95th (ft)	186	33	50	#248	78	#902	39
Internal Link Dist (ft)		335	97		151	46	
Turn Bay Length (ft)							
Base Capacity (vph)	375	459	455	335	2181	824	808
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.13	0.15	0.87	0.25	1.22	0.20
Intersection Summary							
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.							
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.							

3: Mystic Ave & Temple St/Temple Rd HCM Signalized Intersection Capacity Analysis

2029 Build Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	9	45	14	34	7	276	510	5	1	954	153
Future Volume (vph)	209	9	45	14	34	7	276	510	5	1	954	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	13	13	13	11	11	11	11	11	11
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			1.00	1.00
Frt	1.00	0.88			0.98		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00			0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1745	1633			1836		1694	3229			1731	1546
Flt Permitted	0.79	1.00			0.93		0.09	1.00			1.00	1.00
Satd. Flow (perm)	1452	1633			1735		169	3229			1731	1546
Peak-hour factor, PHF	0.90	0.90	0.90	0.81	0.81	0.81	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	232	10	50	17	42	9	291	537	5	1	1004	161
RTOR Reduction (vph)	0	39	0	0	7	0	0	1	0	0	0	73
Lane Group Flow (vph)	232	21	0	0	61	0	291	541	0	0	1005	88
Heavy Vehicles (%)	0%	11%	0%	0%	6%	0%	3%	8%	0%	100%	6%	1%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	16.8	16.8			16.8		53.6	53.6			37.8	37.8
Effective Green, g (s)	16.8	16.8			16.8		53.6	53.6			37.8	37.8
Actuated g/C Ratio	0.21	0.21			0.21		0.68	0.68			0.48	0.48
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	307	345			367		331	2179			824	736
v/s Ratio Prot		0.01					0.13	0.17				
v/s Ratio Perm	0.16				0.04		0.47				0.58	0.06
v/c Ratio	0.76	0.06			0.17		0.88	0.25			1.22	0.12
Uniform Delay, d1	29.4	25.0			25.6		23.1	5.0			20.8	11.6
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	10.1	0.1			0.2		22.2	0.3			109.8	0.3
Delay (s)	39.5	25.1			25.8		45.3	5.3			130.6	11.9
Level of Service	D	C			C		D	A			F	B
Approach Delay (s)		36.5			25.8			19.3			114.2	
Approach LOS		D			C			B			F	
Intersection Summary												
HCM 2000 Control Delay			68.5				HCM 2000 Level of Service		E			
HCM 2000 Volume to Capacity ratio			1.05									
Actuated Cycle Length (s)			79.4				Sum of lost time (s)		13.5			
Intersection Capacity Utilization			95.1%				ICU Level of Service		F			
Analysis Period (min)			15									

c Critical Lane Group

4: Sydney St & Temple St Lanes, Volumes, Timings

2029 Build Weekday AM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↘↙	
Traffic Volume (vph)	247	9	15	460	10	14
Future Volume (vph)	247	9	15	460	10	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.921	
Flt Protected				0.998	0.980	
Satd. Flow (prot)	1802	0	0	1762	1703	0
Flt Permitted				0.998	0.980	
Satd. Flow (perm)	1802	0	0	1762	1703	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			415	328	
Travel Time (s)	2.5			9.4	7.5	
Peak Hour Factor	0.85	0.85	0.92	0.92	0.67	0.67
Heavy Vehicles (%)	1%	13%	15%	0%	0%	7%
Adj. Flow (vph)	291	11	16	500	15	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	302	0	0	516	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.09	0.96	0.96
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	46.3%			ICU Level of Service A		
Analysis Period (min)	15					

4: Sydney St & Temple St
HCM 6th TWSC

2029 Build Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	247	9	15	460	10	14
Future Vol, veh/h	247	9	15	460	10	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	67	67
Heavy Vehicles, %	1	13	15	0	0	7
Mvmt Flow	291	11	16	500	15	21
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	302	0	829	297
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	532	-
Critical Hdwy	-	-	4.25	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.335	-	3.5	3.363
Pot Cap-1 Maneuver	-	-	1189	-	343	731
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1189	-	336	731
Mov Cap-2 Maneuver	-	-	-	-	336	-
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	582	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		12.9	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	491	-	-	1189	-	
HCM Lane V/C Ratio	0.073	-	-	0.014	-	
HCM Control Delay (s)	12.9	-	-	8.1	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

8: Mystic Ave & Taylor St
Lanes, Volumes, Timings

2029 Build Weekday AM Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	10	0	785	1013	0
Future Volume (vph)	6	10	0	785	1013	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.916					
Flt Protected	0.981					
Satd. Flow (prot)	1730	0	0	3421	1801	0
Flt Permitted	0.981					
Satd. Flow (perm)	1730	0	0	3421	1801	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	225			135	231	
Travel Time (s)	5.1			3.1	5.3	
Peak Hour Factor	0.36	0.36	0.91	0.91	0.95	0.95
Adj. Flow (vph)	17	28	0	863	1066	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	863	1066	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	63.3%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	10	0	785	1013	0
Future Vol, veh/h	6	10	0	785	1013	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	36	36	91	91	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	28	0	863	1066	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1498	1066	- 0 - 0
Stage 1	1066	-	- - -
Stage 2	432	-	- - -
Critical Hdwy	6.63	6.23	- - -
Critical Hdwy Stg 1	5.43	-	- - -
Critical Hdwy Stg 2	5.83	-	- - -
Follow-up Hdwy	3.519	3.319	- - -
Pot Cap-1 Maneuver	123	269	0 - - 0
Stage 1	330	-	0 - - 0
Stage 2	623	-	0 - - 0
Platoon blocked, %			- -
Mov Cap-1 Maneuver	123	269	- - -
Mov Cap-2 Maneuver	123	-	- - -
Stage 1	330	-	- - -
Stage 2	623	-	- - -

Approach	EB	NB	SB
HCM Control Delay, s	30.3	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 186	-
HCM Lane V/C Ratio	- 0.239	-
HCM Control Delay (s)	- 30.3	-
HCM Lane LOS	- D	-
HCM 95th %tile Q(veh)	- 0.9	-

9: Sydney St & Driveway/Taylor St
Lanes, Volumes, Timings

2029 Build Weekday AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	22	2	13	15	0
Future Volume (vph)	0	0	0	0	0	0	0	22	2	13	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	13	12	13	13	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989											
Flt Protected											0.977	
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1857	0	0	1918	0
Flt Permitted											0.977	
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1857	0	0	1918	0
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	138			179			122			328		
Travel Time (s)	3.1			4.1			2.8			7.5		
Peak Hour Factor	0.92	0.92	0.92	0.81	0.92	0.81	0.92	0.67	0.67	0.25	0.25	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	2%	0%	2%	5%	0%	0%	0%	2%
Adj. Flow (vph)	0	0	0	0	0	0	0	33	3	52	60	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	36	0	0	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0			0			0			0		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	1.00	0.96	1.00	0.96	0.96	0.96	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop		Stop				Free			Free		
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	11.5%				ICU Level of Service A							
Analysis Period (min)	15											

9: Sydney St & Driveway/Taylor St
HCM 6th TWSC

2029 Build Weekday AM Peak Hour

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	22	2	13	15	0
Future Vol, veh/h	0	0	0	0	0	0	0	22	2	13	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	81	92	81	92	67	67	25	25	92
Heavy Vehicles, %	2	2	2	0	2	0	2	5	0	0	0	2
Mvmt Flow	0	0	0	0	0	0	0	33	3	52	60	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	199	200	60	199	199	35	60	0	0	36	0	0
Stage 1	164	164	-	35	35	-	-	-	-	-	-	-
Stage 2	35	36	-	164	164	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	760	696	1005	764	697	1044	1544	-	-	1588	-	-
Stage 1	838	762	-	986	866	-	-	-	-	-	-	-
Stage 2	981	865	-	843	762	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	740	672	1005	744	673	1044	1544	-	-	1588	-	-
Mov Cap-2 Maneuver	740	672	-	744	673	-	-	-	-	-	-	-
Stage 1	838	736	-	986	866	-	-	-	-	-	-	-
Stage 2	981	865	-	814	736	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0			0			3.4			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1544	-	-	-	-	1588	-	-				
HCM Lane V/C Ratio	-	-	-	-	-	0.033	-	-				
HCM Control Delay (s)	0	-	-	0	0	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1	-	-				

10: Site Driveway & Taylor St
Lanes, Volumes, Timings

2029 Build Weekday AM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰					↱
Traffic Volume (vph)	12	3	0	0	0	7
Future Volume (vph)	12	3	0	0	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.975					0.865
Flt Protected						
Satd. Flow (prot)	1816	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	1816	0	0	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	179			225	83	
Travel Time (s)	4.1			5.1	1.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	3	0	0	0	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	0	0	0	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	🔴➡					🔴➡
Traffic Vol, veh/h	12	3	0	0	0	7
Future Vol, veh/h	12	3	0	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	3	0	0	0	8
Major/Minor	Major1		Minor1			
Conflicting Flow All	0	0			-	15
Stage 1	-	-			-	-
Stage 2	-	-			-	-
Critical Hdwy	-	-			-	6.22
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			-	-
Follow-up Hdwy	-	-			-	3.318
Pot Cap-1 Maneuver	-	-			0	1065
Stage 1	-	-			0	-
Stage 2	-	-			0	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-			-	1065
Mov Cap-2 Maneuver	-	-			-	-
Stage 1	-	-			-	-
Stage 2	-	-			-	-
Approach	EB		NB			
HCM Control Delay, s	0		8.4			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR			
Capacity (veh/h)	1065	-	-			
HCM Lane V/C Ratio	0.007	-	-			
HCM Control Delay (s)	8.4	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0	-	-			

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2029 Build Weekday PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	27	41	9	19	12	283	1113	52	0	767	267
Future Volume (vph)	241	27	41	9	19	12	283	1113	52	0	767	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	13	13	13	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Frt		0.910			0.959			0.993			0.961	
Flt Protected	0.950				0.989		0.950					
Satd. Flow (prot)	1745	1679	0	0	1862	0	1745	3366	0	0	3305	0
Flt Permitted	0.811				0.944		0.140					
Satd. Flow (perm)	1490	1679	0	0	1777	0	257	3366	0	0	3305	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			18			11			76	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		415			177			231			126	
Travel Time (s)		9.4			4.0			5.3			2.9	
Peak Hour Factor	0.91	0.91	0.91	0.67	0.67	0.67	0.93	0.93	0.93	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	3%	2%	0%	2%	0%
Adj. Flow (vph)	265	30	45	13	28	18	304	1197	56	0	807	281
Shared Lane Traffic (%)												
Lane Group Flow (vph)	265	75	0	0	59	0	304	1253	0	0	1088	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.96	0.96	0.96	1.04	1.04	1.04	1.04	1.04	1.04
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		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2029 Build Weekday PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	
Total Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	
Total Split (%)	30.1%	30.1%		30.1%	30.1%		19.3%	69.9%		50.6%	50.6%	
Maximum Green (s)	20.5	20.5		20.5	20.5		11.5	53.5		37.5	37.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
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	0.0			0.0	
Total Lost Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	18.0	18.0			18.0		53.6	53.6			38.1	
Actuated g/C Ratio	0.22	0.22			0.22		0.67	0.67			0.47	
v/c Ratio	0.80	0.18			0.14		0.82	0.56			0.68	
Control Delay	48.3	13.8			19.5		31.6	8.7			18.5	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay	48.3	13.8			19.5		31.6	8.7			18.5	
LOS	D	B			B		C	A			B	
Approach Delay		40.7			19.5			13.2			18.5	
Approach LOS		D			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 80.6

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 18.3

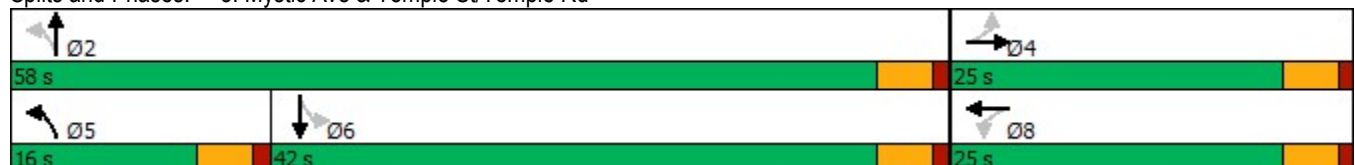
Intersection LOS: B

Intersection Capacity Utilization 93.4%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 3: Mystic Ave & Temple St/Temple Rd



3: Mystic Ave & Temple St/Temple Rd Queues

2029 Build Weekday PM Peak Hour

						
Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	265	75	59	304	1253	1088
v/c Ratio	0.80	0.18	0.14	0.82	0.56	0.68
Control Delay	48.3	13.8	19.5	31.6	8.7	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	13.8	19.5	31.6	8.7	18.5
Queue Length 50th (ft)	127	12	16	76	168	215
Queue Length 95th (ft)	#234	45	32	#210	223	288
Internal Link Dist (ft)		335	97		151	46
Turn Bay Length (ft)						
Base Capacity (vph)	379	461	466	383	2241	1601
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.16	0.13	0.79	0.56	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

3: Mystic Ave & Temple St/Temple Rd HCM Signalized Intersection Capacity Analysis

2029 Build Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	27	41	9	19	12	283	1113	52	0	767	267
Future Volume (vph)	241	27	41	9	19	12	283	1113	52	0	767	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	13	13	13	11	11	11	11	11	11
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			0.95	
Frt	1.00	0.91			0.96		1.00	0.99			0.96	
Flt Protected	0.95	1.00			0.99		0.95	1.00			1.00	
Satd. Flow (prot)	1745	1679			1862		1745	3367			3305	
Flt Permitted	0.81	1.00			0.94		0.14	1.00			1.00	
Satd. Flow (perm)	1490	1679			1777		258	3367			3305	
Peak-hour factor, PHF	0.91	0.91	0.91	0.67	0.67	0.67	0.93	0.93	0.93	0.95	0.95	0.95
Adj. Flow (vph)	265	30	45	13	28	18	304	1197	56	0	807	281
RTOR Reduction (vph)	0	35	0	0	14	0	0	4	0	0	40	0
Lane Group Flow (vph)	265	40	0	0	45	0	304	1249	0	0	1048	0
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	0%	3%	2%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	18.0	18.0			18.0		53.6	53.6			38.1	
Effective Green, g (s)	18.0	18.0			18.0		53.6	53.6			38.1	
Actuated g/C Ratio	0.22	0.22			0.22		0.67	0.67			0.47	
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	332	374			396		374	2239			1562	
v/s Ratio Prot		0.02					c0.11	0.37			0.32	
v/s Ratio Perm	c0.18				0.03		c0.43					
v/c Ratio	0.80	0.11			0.11		0.81	0.56			0.67	
Uniform Delay, d1	29.6	24.9			24.9		14.3	7.2			16.4	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	12.5	0.1			0.1		12.6	1.0			2.3	
Delay (s)	42.1	25.0			25.1		27.0	8.2			18.7	
Level of Service	D	C			C		C	A			B	
Approach Delay (s)		38.4			25.1			11.9			18.7	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			17.5				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			80.6				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			93.4%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

4: Sydney St & Temple St Lanes, Volumes, Timings

2029 Build Weekday PM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↘↙	
Traffic Volume (vph)	297	18	31	529	4	12
Future Volume (vph)	297	18	31	529	4	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992				0.899	
Flt Protected				0.997	0.988	
Satd. Flow (prot)	1805	0	0	1768	1744	0
Flt Permitted				0.997	0.988	
Satd. Flow (perm)	1805	0	0	1768	1744	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			415	328	
Travel Time (s)	2.5			9.4	7.5	
Peak Hour Factor	0.90	0.90	0.93	0.93	0.80	0.80
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%
Adj. Flow (vph)	330	20	33	569	5	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	350	0	0	602	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.09	0.96	0.96
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	59.6%			ICU Level of Service B		
Analysis Period (min)	15					

4: Sydney St & Temple St
HCM 6th TWSC

2029 Build Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	297	18	31	529	4	12
Future Vol, veh/h	297	18	31	529	4	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	93	93	80	80
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	330	20	33	569	5	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	350
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1220
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1220
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	503	-	-	1220	-
HCM Lane V/C Ratio	0.04	-	-	0.027	-
HCM Control Delay (s)	12.5	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

8: Mystic Ave & Taylor St
Lanes, Volumes, Timings

2029 Build Weekday PM Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	18	0	1443	817	0
Future Volume (vph)	5	18	0	1443	817	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.895					
Flt Protected	0.989					
Satd. Flow (prot)	1738	0	0	3421	3490	0
Flt Permitted	0.989					
Satd. Flow (perm)	1738	0	0	3421	3490	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	225			135	231	
Travel Time (s)	5.1			3.1	5.3	
Peak Hour Factor	0.71	0.71	0.94	0.94	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%
Adj. Flow (vph)	7	25	0	1535	908	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	0	1535	908	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	49.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	18	0	1443	817	0
Future Vol, veh/h	5	18	0	1443	817	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	94	94	90	90
Heavy Vehicles, %	0	0	0	2	0	2
Mvmt Flow	7	25	0	1535	908	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1676	454	0
Stage 1	908	-	-
Stage 2	768	-	-
Critical Hdwy	6.8	6.9	-
Critical Hdwy Stg 1	5.8	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	88	559	0
Stage 1	359	-	0
Stage 2	424	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	88	559	-
Mov Cap-2 Maneuver	88	-	-
Stage 1	359	-	-
Stage 2	424	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 258	-
HCM Lane V/C Ratio	- 0.126	-
HCM Control Delay (s)	- 20.9	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 0.4	-

9: Sydney St & Driveway/Taylor St
Lanes, Volumes, Timings

2029 Build Weekday PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	0	2	0	9	7	20	22	1
Future Volume (vph)	0	0	0	1	0	2	0	9	7	20	22	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	13	12	13	13	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.899			0.942			0.999	
Flt Protected					0.988						0.977	
Satd. Flow (prot)	0	1863	0	0	1688	0	0	1849	0	0	1854	0
Flt Permitted					0.988						0.977	
Satd. Flow (perm)	0	1863	0	0	1688	0	0	1849	0	0	1854	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		158			179			122			328	
Travel Time (s)		3.6			4.1			2.8			7.5	
Peak Hour Factor	0.92	0.92	0.92	0.75	0.92	0.75	0.92	0.75	0.75	0.38	0.38	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	2%	0%	2%	0%	0%	7%	0%	2%
Adj. Flow (vph)	0	0	0	1	0	3	0	12	9	53	58	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	4	0	0	21	0	0	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	1.00	0.96	1.00	0.96	0.96	0.96	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	19.0%											
Analysis Period (min)	15											
	ICU Level of Service A											

9: Sydney St & Driveway/Taylor St
HCM 6th TWSC

2029 Build Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	2	0	9	7	20	22	1
Future Vol, veh/h	0	0	0	1	0	2	0	9	7	20	22	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	75	92	75	92	75	75	38	38	92
Heavy Vehicles, %	2	2	2	0	2	0	2	0	0	7	0	2
Mvmt Flow	0	0	0	1	0	3	0	12	9	53	58	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	183	186	59	182	182	17	59	0	0	21	0	0
Stage 1	165	165	-	17	17	-	-	-	-	-	-	-
Stage 2	18	21	-	165	165	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.17	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.263	-	-
Pot Cap-1 Maneuver	778	708	1007	784	712	1068	1545	-	-	1563	-	-
Stage 1	837	762	-	1008	881	-	-	-	-	-	-	-
Stage 2	1001	878	-	842	762	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	755	683	1007	763	687	1068	1545	-	-	1563	-	-
Mov Cap-2 Maneuver	755	683	-	763	687	-	-	-	-	-	-	-
Stage 1	837	735	-	1008	881	-	-	-	-	-	-	-
Stage 2	999	878	-	813	735	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			8.8			0			3.5		
HCM LOS	A			A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1545	-	-	-	942	1563	-
HCM Lane V/C Ratio	-	-	-	-	0.004	0.034	-
HCM Control Delay (s)	0	-	-	0	8.8	7.4	0
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0.1	-

10: Site Driveway & Taylor St Lanes, Volumes, Timings

2029 Build Weekday PM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰					↱
Traffic Volume (vph)	21	6	0	0	0	3
Future Volume (vph)	21	6	0	0	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968					0.865
Flt Protected						
Satd. Flow (prot)	1803	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	1803	0	0	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	179			225	87	
Travel Time (s)	4.1			5.1	2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	7	0	0	0	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	0	0	3
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 13.3%				ICU Level of Service A		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	6	0	0	0	3
Future Vol, veh/h	21	6	0	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	7	0	0	0	3

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	-	27
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	1048
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	1048
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	0	8.4
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	1048	-	-
HCM Lane V/C Ratio	0.003	-	-
HCM Control Delay (s)	8.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2029 Build Saturday Midday Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	8	51	7	14	5	317	751	46	0	905	201
Future Volume (vph)	208	8	51	7	14	5	317	751	46	0	905	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	13	13	13	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Frt		0.871			0.974			0.991			0.973	
Flt Protected	0.950				0.986		0.950					
Satd. Flow (prot)	1711	1655	0	0	1886	0	1711	3426	0	0	3341	0
Flt Permitted	0.734				0.937		0.106					
Satd. Flow (perm)	1322	1655	0	0	1792	0	191	3426	0	0	3341	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			7			15			42	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		415			177			231			126	
Travel Time (s)		9.4			4.0			5.3			2.9	
Peak Hour Factor	0.91	0.91	0.91	0.72	0.72	0.72	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	2%	1%	0%	0%	2%	0%
Adj. Flow (vph)	229	9	56	10	19	7	348	825	51	0	984	218
Shared Lane Traffic (%)												
Lane Group Flow (vph)	229	65	0	0	36	0	348	876	0	0	1202	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.96	0.96	0.96	1.04	1.04	1.04	1.04	1.04	1.04
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		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	

3: Mystic Ave & Temple St/Temple Rd Lanes, Volumes, Timings

2029 Build Saturday Midday Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	
Total Split (s)	25.0	25.0		25.0	25.0		16.0	58.0		42.0	42.0	
Total Split (%)	30.1%	30.1%		30.1%	30.1%		19.3%	69.9%		50.6%	50.6%	
Maximum Green (s)	20.5	20.5		20.5	20.5		11.5	53.5		37.5	37.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
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	0.0			0.0	
Total Lost Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	
Act Effct Green (s)	17.5	17.5			17.5		53.6	53.6			37.6	
Actuated g/C Ratio	0.22	0.22			0.22		0.67	0.67			0.47	
v/c Ratio	0.80	0.16			0.09		1.01	0.38			0.76	
Control Delay	50.4	10.1			21.4		73.0	6.8			21.2	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay	50.4	10.1			21.4		73.0	6.8			21.2	
LOS	D	B			C		E	A			C	
Approach Delay		41.5			21.4			25.6			21.2	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 80.1

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 25.3

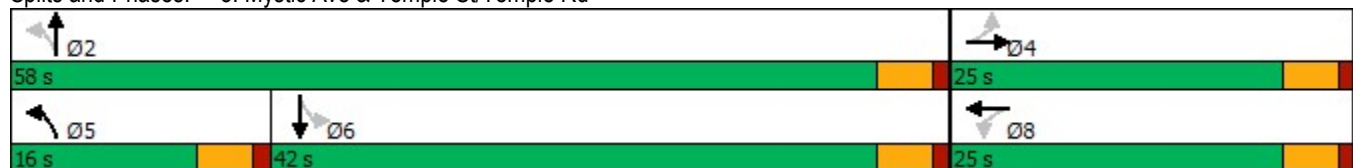
Intersection LOS: C

Intersection Capacity Utilization 83.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Mystic Ave & Temple St/Temple Rd



3: Mystic Ave & Temple St/Temple Rd Queues

2029 Build Saturday Midday Peak Hour

						
Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	229	65	36	348	876	1202
v/c Ratio	0.80	0.16	0.09	1.01	0.38	0.76
Control Delay	50.4	10.1	21.4	73.0	6.8	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.4	10.1	21.4	73.0	6.8	21.2
Queue Length 50th (ft)	109	4	12	~140	95	255
Queue Length 95th (ft)	#209	34	27	#309	132	344
Internal Link Dist (ft)		335	97		151	46
Turn Bay Length (ft)						
Base Capacity (vph)	338	465	464	346	2296	1588
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.14	0.08	1.01	0.38	0.76
Intersection Summary						
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.						
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.						

3: Mystic Ave & Temple St/Temple Rd HCM Signalized Intersection Capacity Analysis

2029 Build Saturday Midday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	8	51	7	14	5	317	751	46	0	905	201
Future Volume (vph)	208	8	51	7	14	5	317	751	46	0	905	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	13	13	13	11	11	11	11	11	11
Total Lost time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95			0.95	
Frt	1.00	0.87			0.97		1.00	0.99			0.97	
Flt Protected	0.95	1.00			0.99		0.95	1.00			1.00	
Satd. Flow (prot)	1711	1654			1886		1711	3427			3340	
Flt Permitted	0.73	1.00			0.94		0.11	1.00			1.00	
Satd. Flow (perm)	1321	1654			1791		191	3427			3340	
Peak-hour factor, PHF	0.91	0.91	0.91	0.72	0.72	0.72	0.91	0.91	0.91	0.92	0.92	0.92
Adj. Flow (vph)	229	9	56	10	19	7	348	825	51	0	984	218
RTOR Reduction (vph)	0	44	0	0	5	0	0	5	0	0	22	0
Lane Group Flow (vph)	229	21	0	0	31	0	348	871	0	0	1180	0
Heavy Vehicles (%)	2%	0%	0%	0%	0%	0%	2%	1%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	17.5	17.5			17.5		53.6	53.6			37.6	
Effective Green, g (s)	17.5	17.5			17.5		53.6	53.6			37.6	
Actuated g/C Ratio	0.22	0.22			0.22		0.67	0.67			0.47	
Clearance Time (s)	4.5	4.5			4.5		4.5	4.5			4.5	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	288	361			391		346	2293			1567	
v/s Ratio Prot		0.01					c0.14	0.25			0.35	
v/s Ratio Perm	c0.17				0.02		c0.53					
v/c Ratio	0.80	0.06			0.08		1.01	0.38			0.75	
Uniform Delay, d1	29.6	24.8			24.9		22.2	5.9			17.4	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	14.0	0.1			0.1		49.8	0.5			3.4	
Delay (s)	43.6	24.8			25.0		72.0	6.4			20.8	
Level of Service	D	C			C		E	A			C	
Approach Delay (s)		39.5			25.0			25.0			20.8	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			24.7				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			80.1				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			83.1%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

4: Sydney St & Temple St Lanes, Volumes, Timings

2029 Build Saturday Middy Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↘↙	
Traffic Volume (vph)	262	6	23	509	4	13
Future Volume (vph)	262	6	23	509	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	10	10	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997				0.899	
Flt Protected				0.998	0.988	
Satd. Flow (prot)	1813	0	0	1753	1744	0
Flt Permitted				0.998	0.988	
Satd. Flow (perm)	1813	0	0	1753	1744	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	112			415	328	
Travel Time (s)	2.5			9.4	7.5	
Peak Hour Factor	0.93	0.93	0.94	0.94	0.85	0.85
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	282	6	24	541	5	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	288	0	0	565	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.09	1.09	0.96	0.96
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	55.5%			ICU Level of Service B		
Analysis Period (min)	15					

4: Sydney St & Temple St
HCM 6th TWSC

2029 Build Saturday Midday Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	262	6	23	509	4	13
Future Vol, veh/h	262	6	23	509	4	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	94	94	85	85
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	282	6	24	541	5	15
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	288	0	874	285
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	589	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1286	-	323	759
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	558	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1286	-	314	759
Mov Cap-2 Maneuver	-	-	-	-	314	-
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	543	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		11.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	569	-	-	1286	-	
HCM Lane V/C Ratio	0.035	-	-	0.019	-	
HCM Control Delay (s)	11.6	-	-	7.9	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

8: Mystic Ave & Taylor St Lanes, Volumes, Timings

2029 Build Saturday MIDDAY Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	13	0	1111	963	0
Future Volume (vph)	3	13	0	1111	963	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.891					
Flt Protected	0.991					
Satd. Flow (prot)	1734	0	0	3455	3421	0
Flt Permitted	0.991					
Satd. Flow (perm)	1734	0	0	3455	3421	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	215			135	231	
Travel Time (s)	4.9			3.1	5.3	
Peak Hour Factor	0.75	0.75	0.94	0.94	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	4	17	0	1182	1058	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	0	1182	1058	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	40.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	13	0	1111	963	0
Future Vol, veh/h	3	13	0	1111	963	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	94	94	91	91
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	4	17	0	1182	1058	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1649	529	0
Stage 1	1058	-	-
Stage 2	591	-	-
Critical Hdwy	6.8	6.9	-
Critical Hdwy Stg 1	5.8	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	92	499	0
Stage 1	299	-	0
Stage 2	522	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	92	499	-
Mov Cap-2 Maneuver	92	-	-
Stage 1	299	-	-
Stage 2	522	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 273	-
HCM Lane V/C Ratio	- 0.078	-
HCM Control Delay (s)	- 19.3	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 0.3	-

9: Sydney St & Driveway/Taylor St
Lanes, Volumes, Timings

2029 Build Saturday MIDDAY Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	15	1	9	22	0
Future Volume (vph)	0	0	0	0	0	0	0	15	1	9	22	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	13	12	13	12	13	13	13	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990											
Flt Protected												0.986
Satd. Flow (prot)	0	1863	0	0	1863	0	0	1944	0	0	1936	0
Flt Permitted												0.986
Satd. Flow (perm)	0	1863	0	0	1863	0	0	1944	0	0	1936	0
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	134			189			122			328		
Travel Time (s)	3.0			4.3			2.8			7.5		
Peak Hour Factor	0.92	0.92	0.92	0.25	0.92	0.25	0.92	0.63	0.63	0.64	0.64	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	2%	0%	2%	0%	0%	0%	0%	2%
Adj. Flow (vph)	0	0	0	0	0	0	0	24	2	14	34	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	26	0	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0			0			0			0		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.96	1.00	0.96	1.00	0.96	0.96	0.96	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop		Stop				Free			Free		
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	11.7%				ICU Level of Service A							
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	15	1	9	22	0
Future Vol, veh/h	0	0	0	0	0	0	0	15	1	9	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	25	92	25	92	63	63	64	64	92
Heavy Vehicles, %	2	2	2	0	2	0	2	0	0	0	0	2
Mvmt Flow	0	0	0	0	0	0	0	24	2	14	34	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	87	88	34	87	87	25	34	0	0	26	0	0
Stage 1	62	62	-	25	25	-	-	-	-	-	-	-
Stage 2	25	26	-	62	62	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	899	802	1039	904	803	1057	1578	-	-	1601	-	-
Stage 1	949	843	-	998	874	-	-	-	-	-	-	-
Stage 2	993	874	-	954	843	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	893	795	1039	898	796	1057	1578	-	-	1601	-	-
Mov Cap-2 Maneuver	893	795	-	898	796	-	-	-	-	-	-	-
Stage 1	949	835	-	998	874	-	-	-	-	-	-	-
Stage 2	993	874	-	945	835	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	2.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1578	-	-	-	1601	-	-
HCM Lane V/C Ratio	-	-	-	-	0.009	-	-
HCM Control Delay (s)	0	-	-	0	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-

10: Site Driveway & Taylor St
Lanes, Volumes, Timings

2029 Build Saturday Middy Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰					↱
Traffic Volume (vph)	5	5	0	0	0	4
Future Volume (vph)	5	5	0	0	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					0.865
Flt Protected						
Satd. Flow (prot)	1736	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	1736	0	0	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	189			215	93	
Travel Time (s)	4.3			4.9	2.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	5	0	0	0	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	0	0	4
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	5	0	0	0	4
Future Vol, veh/h	5	5	0	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	0	0	0	4
Major/Minor	Major1		Minor1			
Conflicting Flow All	0	0			-	8
Stage 1	-	-			-	-
Stage 2	-	-			-	-
Critical Hdwy	-	-			-	6.22
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			-	-
Follow-up Hdwy	-	-			-	3.318
Pot Cap-1 Maneuver	-	-			0	1074
Stage 1	-	-			0	-
Stage 2	-	-			0	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-			-	1074
Mov Cap-2 Maneuver	-	-			-	-
Stage 1	-	-			-	-
Stage 2	-	-			-	-
Approach	EB		NB			
HCM Control Delay, s	0		8.4			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR			
Capacity (veh/h)	1074	-	-			
HCM Lane V/C Ratio	0.004	-	-			
HCM Control Delay (s)	8.4	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0	-	-			

Bicycle Analysis Worksheets

BLTS ANALYSIS - ROADWAYS

Mystic Avenue

Travel Lanes = 2

Posted Speed Limit = 25 mph

Street Type = Commercial

Blockage = Rare

Table 1B. Criteria for Bike Lanes Not Alongside a Parking Lane

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS 4
Street Width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Bike lane width (includes marked buffer and paved gutter)	6 feet or more	5.5 feet or less	(no effect)	(no effect)
Speed limit or prevailing speed	25mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	Rare	(no effect)	Frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

BLTS = 3

Temple Street

Travel Lanes = 1

Posted Speed Limit = 25 mph

Parking Lane Width = 8 feet

Street Type = Residential

Blockage = Rare

Bike Lane WB

Table 1A. Criteria for Bike Lanes Alongside a Parking Lane

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS 4
Street Width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Sum of bike lane and parking lane width (includes marked buffer and paved gutter)	15 feet or more - WB	14 or 14.5 feet ^a	13.5 feet or less - EB	(no effect)
Speed limit or prevailing speed	25mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	Rare	(no effect)	Frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

a: if speed limit < 25mph or street type is residential, than any width is acceptable for LTS 2.

BLTS = 1 (WB)

BLTS = 3 (EB)

Sydney Street

Travel Lanes = 1

Posted Speed Limit = 25 mph

Parking Lane Width = 8 feet

Street Type = Residential

Blockage = Rare

Bike Lane WB

Table 1A. Criteria for Bike Lanes Alongside a Parking Lane

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS 4
Street Width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Sum of bike lane and parking lane width (includes marked buffer and paved gutter)	15 feet or more	14 or 14.5 feet ^a	13.5 feet or less	(no effect)
Speed limit or prevailing speed	25mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	Rare	(no effect)	Frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

a: if speed limit < 25mph or street type is residential, than any width is acceptable for LTS 2.

BLTS = 2

Taylor Street

Travel Lanes = 1 (One-Way EB)

Posted Speed Limit = 25 mph

Parking Lane Width = 8 feet

Street Type = Residential

Blockage = Rare

Bike Lane WB

Table 1A. Criteria for Bike Lanes Alongside a Parking Lane

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS 4
Street Width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Sum of bike lane and parking lane width (includes marked buffer and paved gutter)	15 feet or more	14 or 14.5 feet ^a	13.5 feet or less	(no effect)
Speed limit or prevailing speed	25mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	Rare	(no effect)	Frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

a: if speed limit < 25mph or street type is residential, than any width is acceptable for LTS 2.

BLTS = 2

Mystic Avenue

Travel Lanes = 2

Posted Speed Limit = 25 mph

Street Type = Commercial

Blockage = Rare

Table 1A. Criteria for Bike Lanes Alongside a Parking Lane

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS 4
Street Width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Sum of bike lane and parking lane width (includes marked buffer and paved gutter)	15 feet or more	14 or 14.5 feet ^a	13.5 feet or less	(no effect)
Speed limit or prevailing speed	25mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	Rare	(no effect)	Frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

a: if speed limit < 25mph or street type is residential, than any width is acceptable for LTS 2.

Table 1B. Criteria for Bike Lanes Not Alongside a Parking Lane

	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS 4
Street Width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Bike lane width (includes marked buffer and paved gutter)	6 feet or more	5.5 feet or less	(no effect)	(no effect)
Speed limit or prevailing speed	25mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	Rare	(no effect)	Frequent	(no effect)

Note: (no effect) = factor does not trigger an increase to this level of traffic stress

Table 2. Criteria for BLTS in Mixed Traffic

Speed Limit/ Street Width	2-3 Lanes	4-5 Lanes	6+ Lanes
< 25 mph	LTS 1 or 2 ^a	LTS 3	LTS 4
25-30 mph	LTS 2 or 3 ^a	LTS 4	LTS 4
> 30 mph	LTS 4	LTS 4	LTS 4

a: Use lower value for streets without marked centerlines or classified as residential and with fewer than 3 travel lanes; use higher value otherwise.

BLTS Along Intersection Approaches

Table 3A. Level of Traffic Stress Criteria for Pocket Bike Lanes Approaching Intersections

Configuration	BLTS
Single right-turn lane up to 150 feet long, starting abruptly while the bike lane continues straight, and having an intersection angle and curb radius such that turning speed is ≤ 15 mph.	LTS ≥ 2
Single right-turn lane longer than 150 feet, starting abruptly while the bike lane continues straight, and having an intersection angle and curb radius such that turning speed is ≤ 20 mph.	LTS ≥ 3
> Single right-turn lane in which the bike lane shifts to the left but the intersection and curb radius are such that turning speed is ≤ 15 mph.	LTS ≥ 3
Single right-turn lane with any other configuration; dual right-turn lanes; or right-turn lane along with shared (thru/right) lane.	LTS 4

Table 3B. Level of Traffic Stress Criteria for Mixed Traffic in the Presence of a Right-turn Lane

Configuration	BLTS
Single right-turn lane with length ≤ 75 feet and intersection angle and curb radius limit turning speed to 15 mph.	LTS ≥ 3
Single right-turn lane with length between 75 feet and 150 feet and intersection angle and curb radius limit turning speed to 15 mph.	LTS ≥ 3
All other configurations	LTS 4

BLTS through Unsignalized Street Crossings

Table 4A. Level of Traffic Stress Criteria for Unsignalized Crossings Without a Median Refuge

Speed Limit of Street Being Crossed	Width of Street Being Crossed		
	2-3 Lanes	4-5 Lanes	6+ Lanes
< 25 mph	LTS 1	LTS 2	LTS 4
25-30 mph	LTS 1	LTS 2	LTS 4
30-35mph	LTS 2	LTS 3	LTS 4
40+ mph	LTS 3	LTS 4	LTS 4

Table 4B. Level of Traffic Stress Criteria for Unsignalized Crossings With a Median Refuge at Least Six Feet Wide

Speed Limit of Street Being Crossed	Width of Street Being Crossed		
	2-3 Lanes	4-5 Lanes	6+ Lanes
< 25 mph	LTS 1	LTS 1	LTS 2
25-30 mph	LTS 1	LTS 2	LTS 3
30-35mph	LTS 2	LTS 3	LTS 4
40+ mph	LTS 3	LTS 4	LTS 4

Pedestrian Analysis Worksheets

PLTS ANALYSIS – ROADWAYS

Mystic Avenue

Sidewalk Width = 8 to 10 feet, west side only

Sidewalk Condition = Fair

Table 1: Level of Stress Criteria Based on Sidewalk Width and Condition

Actual/Effective Sidewalk Width (ft)		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3		
	≥5	PLTS 2	PLTS 2	PLTS 2	PLTS 2	
Effective	≥6	PLTS 1	PLTS 1		PLTS 3	

Buffer = Granite Curb

Posted Speed Limit = 25 mph

Table 1B: Level of Stress Criteria Based on Buffer Type

Physical Buffer Type					
Buffer Type	Prevailing or Posted Speed				
	≤20 MPH	25 MPH	30 MPH	35 MPH	≥40 MPH
No buffer (curb tight)	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
Solid surface (e.g. bike lanes)	PLTS 1		PLTS 2	PLTS 2	PLTS 2
Landscaped		PLTS 1			
Landscaped with trees			PLTS 1	PLTS 1	
Vertical (e.g. parking)					

Travel Lanes = 2 Southbound

Table 1C: Level of Stress Criteria Based on Buffer Width

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft)				
	≤5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3		PLTS 2		
4-5	PLTS 4	PLTS 3			
6+		PLTS 4	PLTS 3	PLTS 2	PLTS 2

PLTS = 2

Temple Street

Sidewalk Width = 10 to 12 feet wide with tree wells along both sides

Sidewalk Condition = Fair

Table 1: Level of Stress Criteria Based on Sidewalk Width and Condition

Actual/Effective Sidewalk Width (ft)		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3		
	≥5	PLTS 2	PLTS 2	PLTS 2	PLTS 2	
Effective	≥6	PLTS 1	PLTS 1		PLTS 3	

Buffer = Granite Curb, parking lane

Posted Speed Limit = 25 mph

Table 1B: Level of Stress Criteria Based on Buffer Type

Physical Buffer Type					
Buffer Type	Prevailing or Posted Speed				
	≤20 MPH	25 MPH	30 MPH	35 MPH	≥40 MPH
No buffer (curb tight)	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
Solid surface (e.g. bike lanes)	PLTS 1		PLTS 2	PLTS 2	PLTS 2
Landscaped		PLTS 1			
Landscaped with trees			PLTS 1	PLTS 1	
Vertical (e.g. parking)					

Travel Lanes = 1 per direction

Table 1C: Level of Stress Criteria Based on Buffer Width

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft)				
	≤5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3		PLTS 2		
4-5	PLTS 4	PLTS 3			
6+		PLTS 4	PLTS 3	PLTS 2	PLTS 2

PLTS = 2

Sydney Street

Sidewalk Width = 6 feet wide

Sidewalk Condition = Fair

Table 1: Level of Stress Criteria Based on Sidewalk Width and Condition

Actual/Effective Sidewalk Width (ft)		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3		
	≥5	PLTS 2	PLTS 2	PLTS 2	PLTS 2	
Effective	≥6	PLTS 1	PLTS 1		PLTS 3	

Buffer = Granite Curb, parking lane

Posted Speed Limit = 20 mph

Table 1B: Level of Stress Criteria Based on Buffer Type

Physical Buffer Type					
Buffer Type	Prevailing or Posted Speed				
	≤20 MPH	25 MPH	30 MPH	35 MPH	≥40 MPH
No buffer (curb tight)	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
Solid surface (e.g. bike lanes)	PLTS 1		PLTS 2	PLTS 2	PLTS 2
Landscaped		PLTS 1			
Landscaped with trees			PLTS 1	PLTS 1	
Vertical (e.g. parking)					

Travel Lanes = 1 per direction

Table 1C: Level of Stress Criteria Based on Buffer Width

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft)				
	≤5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3		PLTS 2		
4-5	PLTS 4	PLTS 3			
6+		PLTS 4	PLTS 3	PLTS 2	PLTS 2

PLTS = 2

Taylor Street

Sidewalk Width = 5 to 6 feet wide

Sidewalk Condition = Fair

Table 1: Level of Stress Criteria Based on Sidewalk Width and Condition

Actual/Effective Sidewalk Width (ft)		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3		
	≥5	PLTS 2	PLTS 2	PLTS 2	PLTS 2	
Effective	≥6	PLTS 1	PLTS 1		PLTS 3	

Buffer = Granite Curb, parking lane

Speed Limit = 20 mph

Table 1B: Level of Stress Criteria Based on Buffer Type

Physical Buffer Type					
Buffer Type	Prevailing or Posted Speed				
	≤20 MPH	25 MPH	30 MPH	35 MPH	≥40 MPH
No buffer (curb tight)	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
Solid surface (e.g. bike lanes)	PLTS 1		PLTS 2	PLTS 2	PLTS 2
Landscaped		PLTS 1			
Landscaped with trees			PLTS 1	PLTS 1	
Vertical (e.g. parking)					

Travel Lanes = 1 (eastbound only)

Table 1C: Level of Stress Criteria Based on Buffer Width

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft)				
	≤5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3		PLTS 2		
4-5	PLTS 4	PLTS 3			
6+		PLTS 4	PLTS 3	PLTS 2	PLTS 2

PLTS = 2

PLTS ANALYSIS – UNSIGNALIZED CROSSINGS

Sydney Street and Temple Street

Posted Speed Limit is 25 mph on Temple Street

Temple Street is 2 lanes wide

Sydney Street is 2 Lanes wide

Table 2A: Level of Traffic Stress at Unsignalized Intersection Crossings of One or Two Lanes^{1, 2, 3, 4}

Speed Limit or Prevailing Speed	Width of Street Being Crossed		
	No median refuge		Median Refuge Present
	Total Lanes Crossed		
	1 Lane	2 Lanes	
< 25 mph	LTS 1	LTS 1	LTS 1
25-30 mph	LTS 1	LTS 2	LTS 1
30-35mph	LTS 2	LTS 2	LTS 2
40+ mph	LTS 3	LTS 3	LTS 3

1. For street being crossed.
2. Minimum PLTS 4 when crossing lacks ADA ramps, or PLTS 3 when ramps are non-compliant
3. Use Table 2C or Table 2D for oneway streets, when ADT exceeds 5,000, or total number of lanes exceeds two.
4. Street may be considered a one-lane road when no centerline is striped and when oncoming vehicles commonly yield to each other (yield streets).
5. Refuge should be at least 10 feet for PLTS 1, otherwise use PLTS 2 for refuges 6-10 feet. Narrower refuge islands shall not be considered a refuge island for the purposes of this analysis.

Table 2B: Unsignalized Intersection Crossings Without a Median Refuge^{1, 2}

Speed Limit or Prevailing Speed	Total Lanes Being Crossed (both directions)					
	2 Lanes			3 Lanes		
	<5,000 vpd	5,000-9,000 vpd ⁴	>9,000 vpd	<8,000 vpd	8,000-12,000 vpd ⁴	>12,000 vpd
< 25 mph	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 3	PLTS 4
25-30 mph	PLTS 2	PLTS 3	PLTS 3	PLTS 3	PLTS 3	PLTS 4
30-35mph	PLTS 3	PLTS 3	PLTS 4	PLTS 3	PLTS 4	PLTS 4
40+ mph	PLTS 3	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4

1. For street being crossed.
2. Minimum PLTS 4 when crossing lacks ADA ramps, or PLTS 3 when ramps are non-compliant
3. For one-way streets, use Table 2D. Use PLTS 4 for crossings of four or more lanes.
4. Use these columns when ADT volumes are not available and unable to be confidently estimated.

Sydney Street and Taylor Street

Posted Speed Limit is 20 mph on Sydney Street

Sydney Street is 2 lanes wide

Taylor Street is 1 Lane wide

Table 2A: Level of Traffic Stress at Unsignalized Intersection Crossings of One or Two Lanes^{1, 2, 3, 4}

Speed Limit or Prevailing Speed	Width of Street Being Crossed		
	No median refuge		Median Refuge Present
	Total Lanes Crossed		
	1 Lane	2 Lanes	
< 25 mph	LTS 1	LTS 1	LTS 1
25-30 mph	LTS 1	LTS 2	LTS 1
30-35mph	LTS 2	LTS 2	LTS 2
40+ mph	LTS 3	LTS 3	LTS 3

6. For street being crossed.
7. Minimum PLTS 4 when crossing lacks ADA ramps, or PLTS 3 when ramps are non-compliant
8. Use Table 2C or Table 2D for oneway streets, when ADT exceeds 5,000, or total number of lanes exceeds two.
9. Street may be considered a one-lane road when no centerline is striped and when oncoming vehicles commonly yield to each other (yield streets).
10. Refuge should be at least 10 feet for PLTS 1, otherwise use PLTS 2 for refuges 6-10 feet. Narrower refuge islands shall not be considered a refuge island for the purposes of this analysis.

Table 2B: Unsignalized Intersection Crossings Without a Median Refuge^{1, 2}

Speed Limit or Prevailing Speed	Total Lanes Being Crossed (both directions)					
	2 Lanes			3 Lanes		
	<5,000 vpd	5,000-9,000 vpd ⁴	>9,000 vpd	<8,000 vpd	8,000-12,000 vpd ⁴	>12,000 vpd
< 25 mph	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 3	PLTS 4
25-30 mph	PLTS 2	PLTS 3	PLTS 3	PLTS 3	PLTS 3	PLTS 4
30-35mph	PLTS 3	PLTS 3	PLTS 4	PLTS 3	PLTS 4	PLTS 4
40+ mph	PLTS 3	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4

5. For street being crossed.
6. Minimum PLTS 4 when crossing lacks ADA ramps, or PLTS 3 when ramps are non-compliant
7. For one-way streets, use Table 2D. Use PLTS 4 for crossings of four or more lanes.
8. Use these columns when ADT volumes are not available and unable to be confidently estimated.

PLTS 2

Taylor Street and Mystic Avenue

Speed Limit is 20 mph on Taylor Street

Taylor Street is 1 Lane wide

Table 2A: Level of Traffic Stress at Unsignalized Intersection Crossings of One or Two Lanes^{1, 2, 3, 4}

Speed Limit or Prevailing Speed	Width of Street Being Crossed		
	No median refuge		Median Refuge Present
	Total Lanes Crossed		
	1 Lane	2 Lanes	
< 25 mph	LTS 1	LTS 1	LTS 1
25-30 mph	LTS 1	LTS 2	LTS 1
30-35mph	LTS 2	LTS 2	LTS 2
40+ mph	LTS 3	LTS 3	LTS 3

11. For street being crossed.

12. Minimum PLTS 4 when crossing lacks ADA ramps, or PLTS 3 when ramps are non-compliant

13. Use Table 2C or Table 2D for oneway streets, when ADT exceeds 5,000, or total number of lanes exceeds two.

14. Street may be considered a one-lane road when no centerline is striped and when oncoming vehicles commonly yield to each other (yield streets).

15. Refuge should be at least 10 feet for PLTS 1, otherwise use PLTS 2 for refuges 6-10 feet. Narrower refuge islands shall not be considered a refuge island for the purposes of this analysis.

Table 2D: Unsignalized Intersection Crossings (3 or more lanes) With a Median Refuge^{1, 2}

Speed Limit or Prevailing Speed	Maximum Through/Turn Lanes Crossed Per Direction			
	1 Lane			4+ lanes
	< 8,000 VPD	8,000-12,000 vpd	> 12,000 vpd	Any
< 25 mph	PLTS 1 ³	PLTS 2	PLTS 3	PLTS 4
25-30 mph	PLTS 2	PLTS 3	PLTS 3	PLTS 3
30-35mph	PLTS 3	PLTS 3	PLTS 4	PLTS 4
40+ mph	PLTS 4	PLTS 4	PLTS 4	PLTS 4

1. For street being crossed.

2. Minimum PLTS 4 when crossing lacks ADA ramps, or PLTS 3 when ramps are non-compliant

3. Refuge should be at least 10 feet for PLTS 1, otherwise use PLTS 2 for refuges 6-10 feet. Narrower refuge islands shall not be considered a refuge island for the purposes of this analysis.

4. Use this column when ADT volumes are not available and unable to be confidently estimated.

PLTS 1

Table 1: Level of Stress Criteria Based on Sidewalk Width and Condition

Actual/Effective Sidewalk Width (ft)		Sidewalk Condition				
		Good	Fair	Poor	Very Poor	No Sidewalk
Actual	<4	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4
	≥4 to <5	PLTS 3	PLTS 3	PLTS 3		
	≥5	PLTS 2	PLTS 2	PLTS 2	PLTS 2	
Effective	≥6	PLTS 1	PLTS 1		PLTS 3	

Table 1B: Level of Stress Criteria Based on Buffer Type

Physical Buffer Type					
Buffer Type	Prevailing or Posted Speed				
	≤20 MPH	25 MPH	30 MPH	35 MPH	≥40 MPH
No buffer (curb tight)	PLTS 2	PLTS 1	PLTS 3	PLTS 3	PLTS 4
Solid surface (e.g. bike lanes)	PLTS 1		PLTS 2	PLTS 2	PLTS 2
Landscaped					
Landscaped with trees			PLTS 1	PLTS 1	
Vertical (e.g. parking)					

Table 1C: Level of Stress Criteria Based on Buffer Width

Total Number of Travel Lanes (both directions)	Total Buffering Width (ft)				
	≤5	≥5 to <10	≥10 to <15	≥15 to <25	≥25
2	PLTS 2	PLTS 2	PLTS 1	PLTS 1	PLTS 1
3	PLTS 3		PLTS 2		
4-5	PLTS 4	PLTS 3			
6+		PLTS 4	PLTS 3	PLTS 2	PLTS 2

Table 2A: Level of Traffic Stress at Unsignalized Intersection Crossings of One or Two Lanes^{1, 2, 3, 4}

Speed Limit or Prevailing Speed	Width of Street Being Crossed		
	No median refuge		Median Refuge Present
	Total Lanes Crossed		
	1 Lane	2 Lanes	
< 25 mph	LTS 1	LTS 1	LTS 1
25-30 mph	LTS 1	LTS 2	LTS 1
30-35mph	LTS 2	LTS 2	LTS 2
40+ mph	LTS 3	LTS 3	LTS 3

1. For street being crossed.
2. Minimum PLTS 4 when crossing lacks ADA ramps, or PLTS 3 when ramps are non-compliant
3. Use Table 2C or Table 2D for oneway streets, when ADT exceeds 5,000, or total number of lanes exceeds two.
4. Street may be considered a one-lane road when no centerline is striped and when oncoming vehicles commonly yield to each other (yield streets).
5. Refuge should be at least 10 feet for PLTS 1, otherwise use PLTS 2 for refuges 6-10 feet. Narrower refuge islands shall not be considered a refuge island for the purposes of this analysis.

Table 2B: Unsignalized Intersection Crossings Without a Median Refuge^{1, 2}

Speed Limit or Prevailing Speed	Total Lanes Being Crossed (both directions)					
	2 Lanes			3 Lanes		
	<5,000 vpd	5,000-9,000 vpd ⁴	>9,000 vpd	<8,000 vpd	8,000-12,000 vpd ⁴	>12,000 vpd
< 25 mph	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 3	PLTS 4
25-30 mph	PLTS 2	PLTS 3	PLTS 3	PLTS 3	PLTS 3	PLTS 4
30-35mph	PLTS 3	PLTS 3	PLTS 4	PLTS 3	PLTS 4	PLTS 4
40+ mph	PLTS 3	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4

1. For street being crossed.
2. Minimum PLTS 4 when crossing lacks ADA ramps, or PLTS 3 when ramps are non-compliant
3. For one-way streets, use Table 2D. Use PLTS 4 for crossings of four or more lanes.
4. Use these columns when ADT volumes are not available and unable to be confidently estimated.

Table 2C: Unsignalized Intersection Crossings (1 to 2 lanes) With a Median Refuge^{1, 2}

Speed Limit or Prevailing Speed	Maximum Through/Turn Lanes Crossed Per Direction			
	1 Lane	2 Lanes		
	Any	< 5,000 vpd	5,000-9,000 vpd ⁴	> 9,000 vpd
< 25 mph	PLTS 1 ³	PLTS 1 ³	PLTS 2	PLTS 2
25-30 mph	PLTS 2	PLTS 2	PLTS 2	PLTS 2
30-35mph	PLTS 2	PLTS 2	PLTS 2	PLTS 3
40+ mph	PLTS 3	PLTS 3	PLTS 3	PLTS 4

1. For street being crossed.
2. Minimum PLTS 4 when crossing lacks ADA ramps, or PLTS 3 when ramps are non-compliant
3. Refuge should be at least 10 feet for PLTS 1, otherwise use PLTS 2 for refuges 6-10 feet. Narrower refuge islands shall not be considered a refuge island for the purposes of this analysis.
4. Use this column when ADT volumes are not available and unable to be confidently estimated.

Table 2D: Unsignalized Intersection Crossings (3 or more lanes) With a Median Refuge^{1, 2}

Speed Limit or Prevailing Speed	Maximum Through/Turn Lanes Crossed Per Direction			
	1 Lane			4+ lanes
	< 8,000 VPD	8,000-12,000 vpd	> 12,000 vpd	Any
< 25 mph	PLTS 1 ³	PLTS 2	PLTS 3	PLTS 4
25-30 mph	PLTS 2	PLTS 3	PLTS 3	PLTS 3
30-35mph	PLTS 3	PLTS 3	PLTS 4	PLTS 4
40+ mph	PLTS 4	PLTS 4	PLTS 4	PLTS 4

5. For street being crossed.
6. Minimum PLTS 4 when crossing lacks ADA ramps, or PLTS 3 when ramps are non-compliant
7. Refuge should be at least 10 feet for PLTS 1, otherwise use PLTS 2 for refuges 6-10 feet. Narrower refuge islands shall not be considered a refuge island for the purposes of this analysis.
8. Use this column when ADT volumes are not available and unable to be confidently estimated.

Sight Distance Worksheets

Sight Distance Calculations

Proposed Residential Development, Somerville, MA

Inputs

Posted Speed Limit = 20 mph EB

Direction 1 = Taylor Street EB 85% Speed = 21 mph Grade = 0 t = 2.5 s a = 11.2 ft/s²

Direction 2 = 85% Speed = 0 mph Grade = 0 t = 2.5 s a = 11.2 ft/s²

Left: t_g = 7.5 s

Right: t_g = 6.5 s

SSD = Reaction Distance + Braking Distance

Reaction Distance = 1.47 x V x t

Braking Distance = V² / (30 x ((a/32.2) + G))

ISD = 1.47 x V x t_g

Where t = reaction time (sec)

t_g = time gap for minor road vehicle to enter the major road

V = travel speed (mph)

G = roadway grade

a = deceleration rate (ft/s²)

Calculations

	Reaction Distance (ft)	Brake Distance (ft)	SSD (ft)
Taylor Street EB	77.2	42.3	119
0	0.0	0.0	0

For 21 mph:

Left Turn ISD = 232 ft

Right Turn ISD = 201 ft

For 0 mph:

Left Turn ISD = 0 ft

Right Turn ISD = 0 ft