

APPENDIX



APPENDIX A

Traffic Data

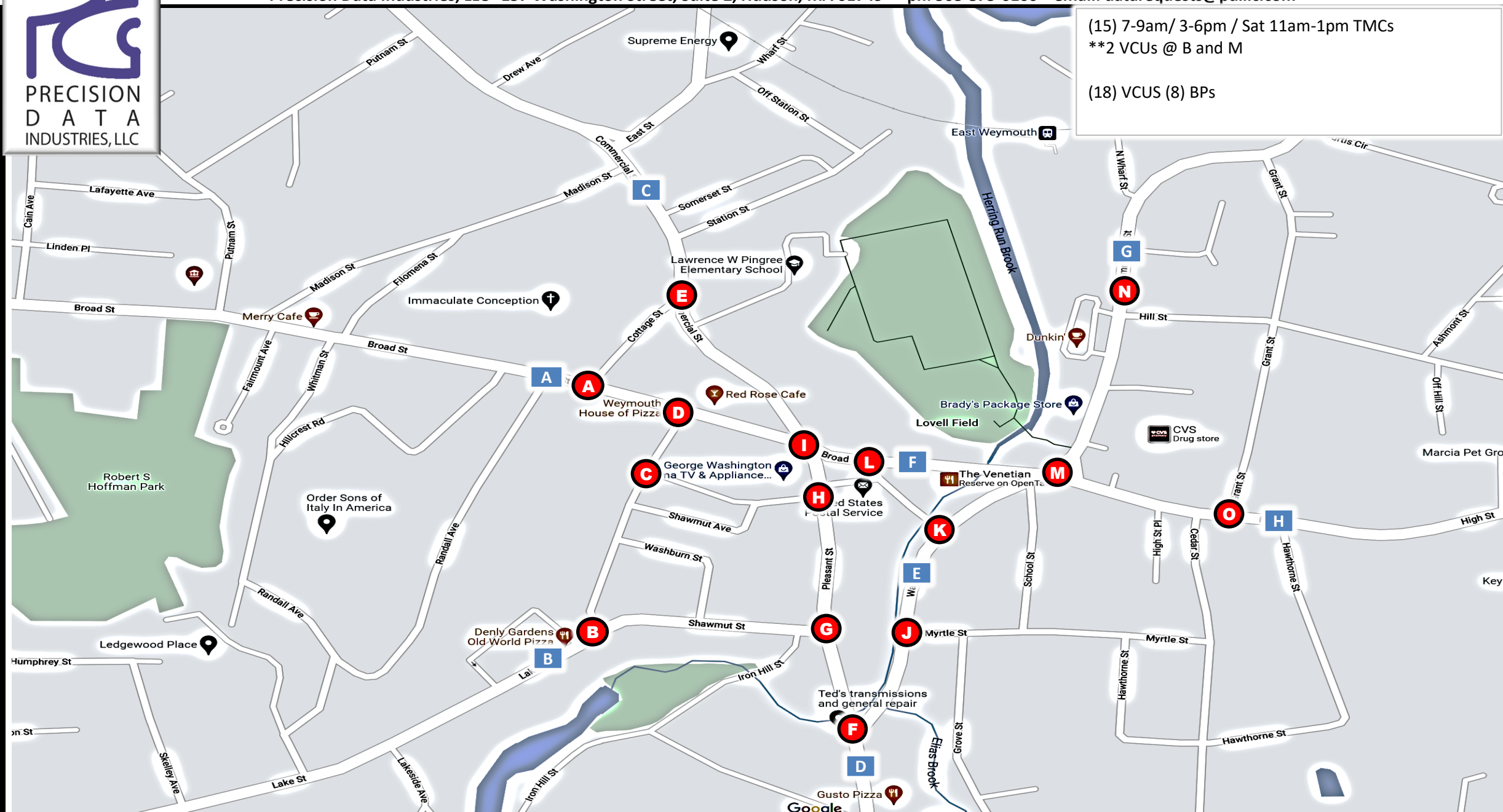


Location Map: 228653 Weymouth, MA

Precision Data Industries, LLC 157 Washington Street, Suite 2, Hudson, MA 01749 ph: 508-875-0100 email: datarequests@pdillc.com

(15) 7-9am/ 3-6pm / Sat 11am-1pm TMCs
**2 VCUs @ B and M

(18) VCUS (8) BPs



Client:
K&H

Engineer:
W. Scully

Site Code:
112632000

Date:
Thurs 6/9 thru Sat 6/11/2022

PDI Job #
228653

City, State:
Weymouth, MA

PDI File #: **228653 F**
 Location: **N: Pleasant Street S: Pleasant Street**
 Location: **E: Water Street W: Driveway**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	109	3	0	112	1	0	53	0	54	66	72	1	0	139	0	0	0	0	0	305
7:15 AM	0	84	12	0	96	3	0	56	0	59	78	90	0	0	168	1	0	0	0	1	324
7:30 AM	0	108	7	0	115	4	0	65	0	69	83	105	0	0	188	0	0	0	0	0	372
7:45 AM	0	110	5	0	115	17	0	80	0	97	96	146	0	0	242	0	0	1	0	1	455
Total	0	411	27	0	438	25	0	254	0	279	323	413	1	0	737	1	0	1	0	2	1456
8:00 AM	0	102	5	0	107	2	0	56	0	58	57	106	0	0	163	0	0	0	0	0	328
8:15 AM	0	141	12	0	153	9	0	68	0	77	97	124	0	0	221	0	0	0	0	0	451
8:30 AM	0	80	5	0	85	9	0	68	0	77	87	91	0	0	178	0	0	0	0	0	340
8:45 AM	0	95	8	0	103	7	0	65	0	72	96	92	0	0	188	0	0	0	0	0	363
Total	0	418	30	0	448	27	0	257	0	284	337	413	0	0	750	0	0	0	0	0	1482
Grand Total	0	829	57	0	886	52	0	511	0	563	660	826	1	0	1487	1	0	1	0	2	2938
Approach %	0.0	93.6	6.4	0.0		9.2	0.0	90.8	0.0		44.4	55.5	0.1	0.0		50.0	0.0	50.0	0.0		
Total %	0.0	28.2	1.9	0.0	30.2	1.8	0.0	17.4	0.0	19.2	22.5	28.1	0.0	0.0	50.6	0.0	0.0	0.0	0.0	0.1	
Exiting Leg Total	879					717					1341					1					2938
Cars	0	804	55	0	859	50	0	499	0	549	631	799	1	0	1431	1	0	1	0	2	2841
% Cars	0.0	97.0	96.5	0.0	97.0	96.2	0.0	97.7	0.0	97.5	95.6	96.7	100.0	0.0	96.2	100.0	0.0	100.0	0.0	100.0	96.7
Exiting Leg Total	850					686					1304					1					2841
Heavy Vehicles	0	25	2	0	27	2	0	12	0	14	29	27	0	0	56	0	0	0	0	0	97
% Heavy Vehicles	0.0	3.0	3.5	0.0	3.0	3.8	0.0	2.3	0.0	2.5	4.4	3.3	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	3.3
Exiting Leg Total	29					31					37					0					97

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

7:30 AM	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	108	7	0	115	4	0	65	0	69	83	105	0	0	188	0	0	0	0	0	372
7:45 AM	0	110	5	0	115	17	0	80	0	97	96	146	0	0	242	0	0	1	0	1	455
8:00 AM	0	102	5	0	107	2	0	56	0	58	57	106	0	0	163	0	0	0	0	0	328
8:15 AM	0	141	12	0	153	9	0	68	0	77	97	124	0	0	221	0	0	0	0	0	451
Total Volume	0	461	29	0	490	32	0	269	0	301	333	481	0	0	814	0	0	1	0	1	1606
% Approach Total	0.0	94.1	5.9	0.0		10.6	0.0	89.4	0.0		40.9	59.1	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.817	0.604	0.000	0.801	0.471	0.000	0.841	0.000	0.776	0.858	0.824	0.000	0.000	0.841	0.000	0.000	0.250	0.000	0.250	0.882
Cars	0	453	27	0	480	31	0	264	0	295	316	465	0	0	781	0	0	1	0	1	1557
Cars %	0.0	98.3	93.1	0.0	98.0	96.9	0.0	98.1	0.0	98.0	94.9	96.7	0.0	0.0	95.9	0.0	0.0	100.0	0.0	100.0	96.9
Heavy Vehicles	0	8	2	0	10	1	0	5	0	6	17	16	0	0	33	0	0	0	0	0	49
Heavy Vehicles %	0.0	1.7	6.9	0.0	2.0	3.1	0.0	1.9	0.0	2.0	5.1	3.3	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	3.1
Cars Enter Leg	0	453	27	0	480	31	0	264	0	295	316	465	0	0	781	0	0	1	0	1	1557
Heavy Enter Leg	0	8	2	0	10	1	0	5	0	6	17	16	0	0	33	0	0	0	0	0	49
Total Entering Leg	0	461	29	0	490	32	0	269	0	301	333	481	0	0	814	0	0	1	0	1	1606
Cars Exiting Leg	497					343					717					0					1557
Heavy Exiting Leg	17					19					13					0					49
Total Exiting Leg	514					362					730					0					1606

PDI File #: **228653 F**
 Location: **N: Pleasant Street S: Pleasant Street**
 Location: **E: Water Street W: Driveway**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	101	3	0	104	1	0	52	0	53	66	67	1	0	134	0	0	0	0	0	291
7:15 AM	0	81	12	0	93	3	0	56	0	59	73	88	0	0	161	1	0	0	0	1	314
7:30 AM	0	105	6	0	111	4	0	64	0	68	80	102	0	0	182	0	0	0	0	0	361
7:45 AM	0	109	5	0	114	16	0	77	0	93	89	142	0	0	231	0	0	1	0	1	439
Total	0	396	26	0	422	24	0	249	0	273	308	399	1	0	708	1	0	1	0	2	1405
8:00 AM	0	100	5	0	105	2	0	56	0	58	54	103	0	0	157	0	0	0	0	0	320
8:15 AM	0	139	11	0	150	9	0	67	0	76	93	118	0	0	211	0	0	0	0	0	437
8:30 AM	0	78	5	0	83	8	0	65	0	73	84	88	0	0	172	0	0	0	0	0	328
8:45 AM	0	91	8	0	99	7	0	62	0	69	92	91	0	0	183	0	0	0	0	0	351
Total	0	408	29	0	437	26	0	250	0	276	323	400	0	0	723	0	0	0	0	0	1436
Grand Total	0	804	55	0	859	50	0	499	0	549	631	799	1	0	1431	1	0	1	0	2	2841
Approach %	0.0	93.6	6.4	0.0		9.1	0.0	90.9	0.0		44.1	55.8	0.1	0.0		50.0	0.0	50.0	0.0		
Total %	0.0	28.3	1.9	0.0	30.2	1.8	0.0	17.6	0.0	19.3	22.2	28.1	0.0	0.0	50.4	0.0	0.0	0.0	0.0	0.1	
Exiting Leg Total	850					686					1304					1					2841

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

7:30 AM	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	105	6	0	111	4	0	64	0	68	80	102	0	0	182	0	0	0	0	0	361
7:45 AM	0	109	5	0	114	16	0	77	0	93	89	142	0	0	231	0	0	1	0	1	439
8:00 AM	0	100	5	0	105	2	0	56	0	58	54	103	0	0	157	0	0	0	0	0	320
8:15 AM	0	139	11	0	150	9	0	67	0	76	93	118	0	0	211	0	0	0	0	0	437
Total Volume	0	453	27	0	480	31	0	264	0	295	316	465	0	0	781	0	0	1	0	1	1557
% Approach Total	0.0	94.4	5.6	0.0		10.5	0.0	89.5	0.0		40.5	59.5	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.000	0.815	0.614	0.000	0.800	0.484	0.000	0.857	0.000	0.793	0.849	0.819	0.000	0.000	0.845	0.000	0.000	0.250	0.000	0.250	0.887
Entering Leg	0	453	27	0	480	31	0	264	0	295	316	465	0	0	781	0	0	1	0	1	1557
Exiting Leg					497					343					717					0	1557
Total					977					638					1498					1	3114

PDI File #: **228653 F**
 Location: **N: Pleasant Street S: Pleasant Street**
 Location: **E: Water Street W: Driveway**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	8	0	0	8	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	14
7:15 AM	0	3	0	0	3	0	0	0	0	0	5	2	0	0	7	0	0	0	0	0	10
7:30 AM	0	3	1	0	4	0	0	1	0	1	3	3	0	0	6	0	0	0	0	0	11
7:45 AM	0	1	0	0	1	1	0	3	0	4	7	4	0	0	11	0	0	0	0	0	16
Total	0	15	1	0	16	1	0	5	0	6	15	14	0	0	29	0	0	0	0	0	51
8:00 AM	0	2	0	0	2	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	8
8:15 AM	0	2	1	0	3	0	0	1	0	1	4	6	0	0	10	0	0	0	0	0	14
8:30 AM	0	2	0	0	2	1	0	3	0	4	3	3	0	0	6	0	0	0	0	0	12
8:45 AM	0	4	0	0	4	0	0	3	0	3	4	1	0	0	5	0	0	0	0	0	12
Total	0	10	1	0	11	1	0	7	0	8	14	13	0	0	27	0	0	0	0	0	46
Grand Total	0	25	2	0	27	2	0	12	0	14	29	27	0	0	56	0	0	0	0	0	97
Approach %	0.0	92.6	7.4	0.0		14.3	0.0	85.7	0.0		51.8	48.2	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	25.8	2.1	0.0	27.8	2.1	0.0	12.4	0.0	14.4	29.9	27.8	0.0	0.0	57.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	29					31					37					0					97
Buses	0	13	2	0	15	2	0	0	0	2	3	10	0	0	13	0	0	0	0	0	30
% Buses	0.0	52.0	100.0	0.0	55.6	100.0	0.0	0.0	0.0	14.3	10.3	37.0	0.0	0.0	23.2	0.0	0.0	0.0	0.0	0.0	30.9
Exiting Leg Total	12					5					13					0					30
Single-Unit Trucks	0	11	0	0	11	0	0	11	0	11	23	16	0	0	39	0	0	0	0	0	61
% Single-Unit	0.0	44.0	0.0	0.0	40.7	0.0	0.0	91.7	0.0	78.6	79.3	59.3	0.0	0.0	69.6	0.0	0.0	0.0	0.0	0.0	62.9
Exiting Leg Total	16					23					22					0					61
Articulated Trucks	0	1	0	0	1	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	6
% Articulated	0.0	4.0	0.0	0.0	3.7	0.0	0.0	8.3	0.0	7.1	10.3	3.7	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	6.2
Exiting Leg Total	1					3					2					0					6

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

7:00 AM	Pleasant Street					Water Street					Pleasant Street					Driveway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	8	0	0	8	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	14	
7:15 AM	0	3	0	0	3	0	0	0	0	0	5	2	0	0	7	0	0	0	0	0	10	
7:30 AM	0	3	1	0	4	0	0	1	0	1	3	3	0	0	6	0	0	0	0	0	11	
7:45 AM	0	1	0	0	1	1	0	3	0	4	7	4	0	0	11	0	0	0	0	0	16	
Total Volume	0	15	1	0	16	1	0	5	0	6	15	14	0	0	29	0	0	0	0	0	51	
% Approach Total	0.0	93.8	6.3	0.0		16.7	0.0	83.3	0.0		51.7	48.3	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.469	0.250	0.000	0.500	0.250	0.000	0.417	0.000	0.375	0.536	0.700	0.000	0.000	0.659	0.000	0.000	0.000	0.000	0.000	0.797	
Buses	0	6	1	0	7	1	0	0	0	1	3	8	0	0	11	0	0	0	0	0	19	
Buses %	0.0	40.0	100.0	0.0	43.8	100.0	0.0	0.0	0.0	16.7	20.0	57.1	0.0	0.0	37.9	0.0	0.0	0.0	0.0	0.0	37.3	
Single-Unit Trucks	0	8	0	0	8	0	0	4	0	4	11	6	0	0	17	0	0	0	0	0	29	
Single-Unit %	0.0	53.3	0.0	0.0	50.0	0.0	0.0	80.0	0.0	66.7	73.3	42.9	0.0	0.0	58.6	0.0	0.0	0.0	0.0	0.0	56.9	
Articulated Trucks	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3	
Articulated %	0.0	6.7	0.0	0.0	6.3	0.0	0.0	20.0	0.0	16.7	6.7	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	5.9	
Buses	0	6	1	0	7	1	0	0	0	1	3	8	0	0	11	0	0	0	0	0	19	
Single-Unit Trucks	0	8	0	0	8	0	0	4	0	4	11	6	0	0	17	0	0	0	0	0	29	
Articulated Trucks	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3	
Total Entering Leg	0	15	1	0	16	1	0	5	0	6	15	14	0	0	29	0	0	0	0	0	51	
Buses	9					4					6					0					0	19
Single-Unit Trucks	6					11					12					0					0	29
Articulated Trucks	0					1					2					0					0	3
Total Exiting Leg	15					16					20					0					0	51

PDI File #: **228653 F**
 Location: **N: Pleasant Street S: Pleasant Street**
 Location: **E: Water Street W: Driveway**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:45 AM	0	1	0	0	1	1	0	0	0	1	3	3	0	0	6	0	0	0	0	0	8
Total	0	6	1	0	7	1	0	0	0	1	3	8	0	0	11	0	0	0	0	0	19
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:15 AM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
8:30 AM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	7	1	0	8	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	11
Grand Total	0	13	2	0	15	2	0	0	0	2	3	10	0	0	13	0	0	0	0	0	30
Approach %	0.0	86.7	13.3	0.0		100.0	0.0	0.0	0.0		23.1	76.9	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	43.3	6.7	0.0	50.0	6.7	0.0	0.0	0.0	6.7	10.0	33.3	0.0	0.0	43.3	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	12					5					13					0					30

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

7:00 AM	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:45 AM	0	1	0	0	1	1	0	0	0	1	3	3	0	0	6	0	0	0	0	0	8
Total Volume	0	6	1	0	7	1	0	0	0	1	3	8	0	0	11	0	0	0	0	0	19
% Approach Total	0.0	85.7	14.3	0.0		100.0	0.0	0.0	0.0		27.3	72.7	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.250	0.000	0.438	0.250	0.000	0.000	0.000	0.250	0.250	0.667	0.000	0.000	0.458	0.000	0.000	0.000	0.000	0.000	0.594
Entering Leg	0	6	1	0	7	1	0	0	0	1	3	8	0	0	11	0	0	0	0	0	19
Exiting Leg					9					4					6					0	19
Total	16					5					17					0					38

PDI File #: **228653 F**
 Location: **N: Pleasant Street S: Pleasant Street**
 Location: **E: Water Street W: Driveway**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	7
7:15 AM	0	2	0	0	2	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	7
7:30 AM	0	2	0	0	2	0	0	1	0	1	3	2	0	0	5	0	0	0	0	0	8
7:45 AM	0	0	0	0	0	0	0	2	0	2	4	1	0	0	5	0	0	0	0	0	7
Total	0	8	0	0	8	0	0	4	0	4	11	6	0	0	17	0	0	0	0	0	29
8:00 AM	0	1	0	0	1	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	6
8:15 AM	0	0	0	0	0	0	0	1	0	1	4	4	0	0	8	0	0	0	0	0	9
8:30 AM	0	0	0	0	0	0	0	3	0	3	3	3	0	0	6	0	0	0	0	0	9
8:45 AM	0	2	0	0	2	0	0	3	0	3	2	1	0	0	3	0	0	0	0	0	8
Total	0	3	0	0	3	0	0	7	0	7	12	10	0	0	22	0	0	0	0	0	32
Grand Total	0	11	0	0	11	0	0	11	0	11	23	16	0	0	39	0	0	0	0	0	61
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		59.0	41.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	18.0	0.0	0.0	18.0	0.0	0.0	18.0	0.0	18.0	37.7	26.2	0.0	0.0	63.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	16					23					22					0					61

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

8:00 AM	Pleasant Street					Water Street					Pleasant Street					Driveway					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	1	0	0	1	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	6
8:15 AM	0	0	0	0	0	0	0	1	0	1	4	4	0	0	8	0	0	0	0	0	9
8:30 AM	0	0	0	0	0	0	0	3	0	3	3	3	0	0	6	0	0	0	0	0	9
8:45 AM	0	2	0	0	2	0	0	3	0	3	2	1	0	0	3	0	0	0	0	0	8
Total Volume	0	3	0	0	3	0	0	7	0	7	12	10	0	0	22	0	0	0	0	0	32
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		54.5	45.5	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.583	0.000	0.583	0.750	0.625	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.889
Entering Leg	0	3	0	0	3	0	0	7	0	7	12	10	0	0	22	0	0	0	0	0	32
Exiting Leg	10					12					10					0					32
Total	13					19					32					0					64

PDI File #: **228653 F**
 Location: **N: Pleasant Street S: Pleasant Street**
 Location: **E: Water Street W: Driveway**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
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	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
Grand Total	0	1	0	0	1	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	6
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		75.0	25.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	16.7	0.0	0.0	16.7	0.0	0.0	16.7	0.0	16.7	50.0	16.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					3					2					0					6

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

7:00 AM	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
Exiting Leg	0					1					2					0					3
Total	1					2					3					0					6

PDI File #: **228653 F**
 Location: **N: Pleasant Street S: Pleasant Street**
 Location: **E: Water Street W: Driveway**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class:

Bicycles (on Roadway and Crosswalks)

	Pleasant Street							Water Street							Pleasant Street							Driveway							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	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	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Grand Total	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	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	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	1							0							0							0							1	

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

7:30 AM	Pleasant Street							Water Street							Pleasant Street							Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	1							0							0							0							1
Total	1							1							0							0							2

PDI File #: **228653 F**
 Location: **N: Pleasant Street S: Pleasant Street**
 Location: **E: Water Street W: Driveway**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Pleasant Street							Water Street							Pleasant Street							Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Grand Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	
Approach %	0	0	0	0	100	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50			
Total %	0	0	0	0	33.3	0	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	33.3	66.7		
Exiting Leg Total	1							0							0							2							3

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

7:00 AM	Pleasant Street							Water Street							Pleasant Street							Driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	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	0.0	0.0	0.0		0.0	0.0	0.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.250	
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	
Exiting Leg	1							0							0							2							3
Total	2							0							0							4							6

PDI File #: **228653 F**
 Location: **N: Pleasant Street S: Pleasant Street**
 Location: **E: Water Street W: Driveway**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	164	14	0	178	8	0	93	0	101	71	69	0	0	140	1	0	0	0	1	420
3:15 PM	0	133	16	0	149	6	0	87	0	93	93	117	0	0	210	0	0	0	0	0	452
3:30 PM	0	155	11	0	166	6	0	97	0	103	85	109	0	0	194	0	0	0	0	0	463
3:45 PM	0	129	14	0	143	6	0	103	0	109	86	114	0	0	200	0	0	0	0	0	452
Total	0	581	55	0	636	26	0	380	0	406	335	409	0	0	744	1	0	0	0	1	1787
4:00 PM	0	112	16	0	128	6	0	83	0	89	90	104	0	0	194	0	0	0	0	0	411
4:15 PM	0	128	11	0	139	6	0	87	0	93	96	106	1	0	203	0	0	0	0	0	435
4:30 PM	0	151	21	2	174	16	0	88	0	104	78	122	0	0	200	0	0	0	0	0	478
4:45 PM	0	135	14	0	149	4	0	88	0	92	102	131	1	0	234	0	0	0	0	0	475
Total	0	526	62	2	590	32	0	346	0	378	366	463	2	0	831	0	0	0	0	0	1799
5:00 PM	0	156	15	0	171	8	0	85	0	93	89	124	1	0	214	0	0	0	0	0	478
5:15 PM	0	120	18	0	138	7	0	84	0	91	105	163	0	0	268	0	0	0	0	0	497
5:30 PM	0	114	12	0	126	12	0	64	0	76	87	130	0	0	217	0	0	0	0	0	419
5:45 PM	0	109	18	0	127	10	0	78	0	88	83	108	0	0	191	0	0	0	0	0	406
Total	0	499	63	0	562	37	0	311	0	348	364	525	1	0	890	0	0	0	0	0	1800
Grand Total	0	1606	180	2	1788	95	0	1037	0	1132	1065	1397	3	0	2465	1	0	0	0	1	5386
Approach %	0.0	89.8	10.1	0.1		8.4	0.0	91.6	0.0		43.2	56.7	0.1	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	29.8	3.3	0.0	33.2	1.8	0.0	19.3	0.0	21.0	19.8	25.9	0.1	0.0	45.8	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1494					1245					2644					3					5386
Cars	0	1573	174	2	1749	91	0	1016	0	1107	1041	1382	3	0	2426	1	0	0	0	1	5283
% Cars	0.0	97.9	96.7	100.0	97.8	95.8	0.0	98.0	0.0	97.8	97.7	98.9	100.0	0.0	98.4	100.0	0.0	0.0	0.0	100.0	98.1
Exiting Leg Total	1475					1215					2590					3					5283
Heavy Vehicles	0	33	6	0	39	4	0	21	0	25	24	15	0	0	39	0	0	0	0	0	103
% Heavy Vehicles	0.0	2.1	3.3	0.0	2.2	4.2	0.0	2.0	0.0	2.2	2.3	1.1	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.9
Exiting Leg Total	19					30					54					0					103

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

4:30 PM	Pleasant Street					Water Street					Pleasant Street					Driveway					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	
4:30 PM	0	151	21	2	174	16	0	88	0	104	78	122	0	0	200	0	0	0	0	0	478
4:45 PM	0	135	14	0	149	4	0	88	0	92	102	131	1	0	234	0	0	0	0	0	475
5:00 PM	0	156	15	0	171	8	0	85	0	93	89	124	1	0	214	0	0	0	0	0	478
5:15 PM	0	120	18	0	138	7	0	84	0	91	105	163	0	0	268	0	0	0	0	0	497
Total Volume	0	562	68	2	632	35	0	345	0	380	374	540	2	0	916	0	0	0	0	0	1928
% Approach Total	0.0	88.9	10.8	0.3		9.2	0.0	90.8	0.0		40.8	59.0	0.2	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.901	0.810	0.250	0.908	0.547	0.000	0.980	0.000	0.913	0.890	0.828	0.500	0.000	0.854	0.000	0.000	0.000	0.000	0.000	0.970
Cars	0	555	65	2	622	33	0	341	0	374	370	537	2	0	909	0	0	0	0	0	1905
Cars %	0.0	98.8	95.6	100.0	98.4	94.3	0.0	98.8	0.0	98.4	98.9	99.4	100.0	0.0	99.2	0.0	0.0	0.0	0.0	0.0	98.8
Heavy Vehicles	0	7	3	0	10	2	0	4	0	6	4	3	0	0	7	0	0	0	0	0	23
Heavy Vehicles %	0.0	1.2	4.4	0.0	1.6	5.7	0.0	1.2	0.0	1.6	1.1	0.6	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	1.2
Cars Enter Leg	0	555	65	2	622	33	0	341	0	374	370	537	2	0	909	0	0	0	0	0	1905
Heavy Enter Leg	0	7	3	0	10	2	0	4	0	6	4	3	0	0	7	0	0	0	0	0	23
Total Entering Leg	0	562	68	2	632	35	0	345	0	380	374	540	2	0	916	0	0	0	0	0	1928
Cars Exiting Leg	572					435					896					2					1905
Heavy Exiting Leg	5					7					11					0					23
Total Exiting Leg	577					442					907					2					1928

PDI File #: **228653 F**
 Location: **N: Pleasant Street S: Pleasant Street**
 Location: **E: Water Street W: Driveway**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	159	13	0	172	8	0	90	0	98	68	69	0	0	137	1	0	0	0	1	408
3:15 PM	0	131	16	0	147	6	0	81	0	87	85	117	0	0	202	0	0	0	0	0	436
3:30 PM	0	151	11	0	162	6	0	95	0	101	83	106	0	0	189	0	0	0	0	0	452
3:45 PM	0	124	13	0	137	6	0	103	0	109	83	111	0	0	194	0	0	0	0	0	440
Total	0	565	53	0	618	26	0	369	0	395	319	403	0	0	722	1	0	0	0	1	1736
4:00 PM	0	108	16	0	124	5	0	80	0	85	89	103	0	0	192	0	0	0	0	0	401
4:15 PM	0	123	11	0	134	6	0	87	0	93	95	105	1	0	201	0	0	0	0	0	428
4:30 PM	0	148	20	2	170	16	0	87	0	103	78	120	0	0	198	0	0	0	0	0	471
4:45 PM	0	134	12	0	146	3	0	87	0	90	100	131	1	0	232	0	0	0	0	0	468
Total	0	513	59	2	574	30	0	341	0	371	362	459	2	0	823	0	0	0	0	0	1768
5:00 PM	0	155	15	0	170	7	0	83	0	90	88	123	1	0	212	0	0	0	0	0	472
5:15 PM	0	118	18	0	136	7	0	84	0	91	104	163	0	0	267	0	0	0	0	0	494
5:30 PM	0	113	12	0	125	12	0	63	0	75	85	127	0	0	212	0	0	0	0	0	412
5:45 PM	0	109	17	0	126	9	0	76	0	85	83	107	0	0	190	0	0	0	0	0	401
Total	0	495	62	0	557	35	0	306	0	341	360	520	1	0	881	0	0	0	0	0	1779
Grand Total	0	1573	174	2	1749	91	0	1016	0	1107	1041	1382	3	0	2426	1	0	0	0	1	5283
Approach %	0.0	89.9	9.9	0.1		8.2	0.0	91.8	0.0		42.9	57.0	0.1	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	29.8	3.3	0.0	33.1	1.7	0.0	19.2	0.0	21.0	19.7	26.2	0.1	0.0	45.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					1475					1215					2590					3	5283

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

4:30 PM	Pleasant Street					Water Street					Pleasant Street					Driveway					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	
4:30 PM	0	148	20	2	170	16	0	87	0	103	78	120	0	0	198	0	0	0	0	0	471
4:45 PM	0	134	12	0	146	3	0	87	0	90	100	131	1	0	232	0	0	0	0	0	468
5:00 PM	0	155	15	0	170	7	0	83	0	90	88	123	1	0	212	0	0	0	0	0	472
5:15 PM	0	118	18	0	136	7	0	84	0	91	104	163	0	0	267	0	0	0	0	0	494
Total Volume	0	555	65	2	622	33	0	341	0	374	370	537	2	0	909	0	0	0	0	0	1905
% Approach Total	0.0	89.2	10.5	0.3		8.8	0.0	91.2	0.0		40.7	59.1	0.2	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.895	0.813	0.250	0.915	0.516	0.000	0.980	0.000	0.908	0.889	0.824	0.500	0.000	0.851	0.000	0.000	0.000	0.000	0.000	0.964
Entering Leg	0	555	65	2	622	33	0	341	0	374	370	537	2	0	909	0	0	0	0	0	1905
Exiting Leg					572					435					896					2	1905
Total					1194					809					1805					2	3810

PDI File #: **228653 F**
 Location: **N: Pleasant Street S: Pleasant Street**
 Location: **E: Water Street W: Driveway**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	5	1	0	6	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	12
3:15 PM	0	2	0	0	2	0	0	6	0	6	8	0	0	0	8	0	0	0	0	0	16
3:30 PM	0	4	0	0	4	0	0	2	0	2	2	3	0	0	5	0	0	0	0	0	11
3:45 PM	0	5	1	0	6	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	12
Total	0	16	2	0	18	0	0	11	0	11	16	6	0	0	22	0	0	0	0	0	51
4:00 PM	0	4	0	0	4	1	0	3	0	4	1	1	0	0	2	0	0	0	0	0	10
4:15 PM	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	7
4:30 PM	0	3	1	0	4	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	7
4:45 PM	0	1	2	0	3	1	0	1	0	2	2	0	0	0	2	0	0	0	0	0	7
Total	0	13	3	0	16	2	0	5	0	7	4	4	0	0	8	0	0	0	0	0	31
5:00 PM	0	1	0	0	1	1	0	2	0	3	1	1	0	0	2	0	0	0	0	0	6
5:15 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
5:30 PM	0	1	0	0	1	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	7
5:45 PM	0	0	1	0	1	1	0	2	0	3	0	1	0	0	1	0	0	0	0	0	5
Total	0	4	1	0	5	2	0	5	0	7	4	5	0	0	9	0	0	0	0	0	21
Grand Total	0	33	6	0	39	4	0	21	0	25	24	15	0	0	39	0	0	0	0	0	103
Approach %	0.0	84.6	15.4	0.0		16.0	0.0	84.0	0.0		61.5	38.5	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	32.0	5.8	0.0	37.9	3.9	0.0	20.4	0.0	24.3	23.3	14.6	0.0	0.0	37.9	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	19					30					54					0					103
Buses	0	14	4	0	18	4	0	7	0	11	6	5	0	0	11	0	0	0	0	0	40
% Buses	0.0	42.4	66.7	0.0	46.2	100.0	0.0	33.3	0.0	44.0	25.0	33.3	0.0	0.0	28.2	0.0	0.0	0.0	0.0	0.0	38.8
Exiting Leg Total	9					10					21					0					40
Single-Unit Trucks	0	16	1	0	17	0	0	13	0	13	15	9	0	0	24	0	0	0	0	0	54
% Single-Unit	0.0	48.5	16.7	0.0	43.6	0.0	0.0	61.9	0.0	52.0	62.5	60.0	0.0	0.0	61.5	0.0	0.0	0.0	0.0	0.0	52.4
Exiting Leg Total	9					16					29					0					54
Articulated Trucks	0	3	1	0	4	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	9
% Articulated	0.0	9.1	16.7	0.0	10.3	0.0	0.0	4.8	0.0	4.0	12.5	6.7	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	8.7
Exiting Leg Total	1					4					4					0					9

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	5	1	0	6	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	12
3:15 PM	0	2	0	0	2	0	0	6	0	6	8	0	0	0	8	0	0	0	0	0	16
3:30 PM	0	4	0	0	4	0	0	2	0	2	2	3	0	0	5	0	0	0	0	0	11
3:45 PM	0	5	1	0	6	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	12
Total Volume	0	16	2	0	18	0	0	11	0	11	16	6	0	0	22	0	0	0	0	0	51
% Approach Total	0.0	88.9	11.1	0.0		0.0	0.0	100.0	0.0		72.7	27.3	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.800	0.500	0.000	0.750	0.000	0.000	0.458	0.000	0.458	0.500	0.500	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.797
Buses	0	10	1	0	11	0	0	3	0	3	4	2	0	0	6	0	0	0	0	0	20
Buses %	0.0	62.5	50.0	0.0	61.1	0.0	0.0	27.3	0.0	27.3	25.0	33.3	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	39.2
Single-Unit Trucks	0	6	0	0	6	0	0	7	0	7	11	3	0	0	14	0	0	0	0	0	27
Single-Unit %	0.0	37.5	0.0	0.0	33.3	0.0	0.0	63.6	0.0	63.6	68.8	50.0	0.0	0.0	63.6	0.0	0.0	0.0	0.0	0.0	52.9
Articulated Trucks	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4
Articulated %	0.0	0.0	50.0	0.0	5.6	0.0	0.0	9.1	0.0	9.1	6.3	16.7	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	7.8
Buses	0	10	1	0	11	0	0	3	0	3	4	2	0	0	6	0	0	0	0	0	20
Single-Unit Trucks	0	6	0	0	6	0	0	7	0	7	11	3	0	0	14	0	0	0	0	0	27
Articulated Trucks	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4
Total Entering Leg	0	16	2	0	18	0	0	11	0	11	16	6	0	0	22	0	0	0	0	0	51
Buses	2					5					13					0					20
Single-Unit Trucks	3					11					13					0					27
Articulated Trucks	1					2					1					0					4
Total Exiting Leg	6					18					27					0					51

PDI File #: **228653 F**
 Location: **N: Pleasant Street S: Pleasant Street**
 Location: **E: Water Street W: Driveway**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	5
3:15 PM	0	2	0	0	2	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	7
3:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
3:45 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total	0	10	1	0	11	0	0	3	0	3	4	2	0	0	6	0	0	0	0	0	20
4:00 PM	0	1	0	0	1	1	0	3	0	4	0	1	0	0	1	0	0	0	0	0	6
4:15 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
4:30 PM	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
4:45 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	2	0	5	2	0	4	0	6	1	2	0	0	3	0	0	0	0	0	14
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
5:45 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	1	0	2	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	6
Grand Total	0	14	4	0	18	4	0	7	0	11	6	5	0	0	11	0	0	0	0	0	40
Approach %	0.0	77.8	22.2	0.0		36.4	0.0	63.6	0.0		54.5	45.5	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	35.0	10.0	0.0	45.0	10.0	0.0	17.5	0.0	27.5	15.0	12.5	0.0	0.0	27.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	9					10					21					0					40

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:15 PM	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:15 PM	0	2	0	0	2	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	7
3:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
3:45 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
4:00 PM	0	1	0	0	1	1	0	3	0	4	0	1	0	0	1	0	0	0	0	0	6
Total Volume	0	8	1	0	9	1	0	6	0	7	2	3	0	0	5	0	0	0	0	0	21
% Approach Total	0.0	88.9	11.1	0.0		14.3	0.0	85.7	0.0		40.0	60.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.667	0.250	0.000	0.563	0.250	0.000	0.500	0.000	0.438	0.250	0.750	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	8	1	0	9	1	0	6	0	7	2	3	0	0	5	0	0	0	0	0	21
Exiting Leg					4					3					14					0	21
Total					13					10					19					0	42

PDI File #: **228653 F**
 Location: **N: Pleasant Street S: Pleasant Street**
 Location: **E: Water Street W: Driveway**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	2	0	0	2	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	5
3:15 PM	0	0	0	0	0	0	0	3	0	3	5	0	0	0	5	0	0	0	0	0	8
3:30 PM	0	2	0	0	2	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	7
3:45 PM	0	2	0	0	2	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	7
Total	0	6	0	0	6	0	0	7	0	7	11	3	0	0	14	0	0	0	0	0	27
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	1	1	0	2	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	5
Total	0	7	1	0	8	0	0	1	0	1	2	2	0	0	4	0	0	0	0	0	13
5:00 PM	0	1	0	0	1	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	5
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	3
Total	0	3	0	0	3	0	0	5	0	5	2	4	0	0	6	0	0	0	0	0	14
Grand Total	0	16	1	0	17	0	0	13	0	13	15	9	0	0	24	0	0	0	0	0	54
Approach %	0.0	94.1	5.9	0.0		0.0	0.0	100.0	0.0		62.5	37.5	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	29.6	1.9	0.0	31.5	0.0	0.0	24.1	0.0	24.1	27.8	16.7	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	9					16					29					0					54

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	2	0	0	2	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	5
3:15 PM	0	0	0	0	0	0	0	3	0	3	5	0	0	0	5	0	0	0	0	0	8
3:30 PM	0	2	0	0	2	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	7
3:45 PM	0	2	0	0	2	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	7
Total Volume	0	6	0	0	6	0	0	7	0	7	11	3	0	0	14	0	0	0	0	0	27
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		78.6	21.4	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.583	0.000	0.583	0.550	0.375	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.844
Entering Leg	0	6	0	0	6	0	0	7	0	7	11	3	0	0	14	0	0	0	0	0	27
Exiting Leg	3					11					13					0					27
Total	9					18					27					0					54

PDI File #: **228653 F**
 Location: **N: Pleasant Street S: Pleasant Street**
 Location: **E: Water Street W: Driveway**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4
4:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
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	1	0	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	3	1	0	4	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	9
Approach %	0.0	75.0	25.0	0.0		0.0	0.0	100.0	0.0		75.0	25.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	33.3	11.1	0.0	44.4	0.0	0.0	11.1	0.0	11.1	33.3	11.1	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					4					4					0					9

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Pleasant Street					Water Street					Pleasant Street					Driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	100.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4
Exiting Leg	1					2					1					0					4
Total	2					3					3					0					8

PDI File #: 228653 F
Location: N: Pleasant Street S: Pleasant Street
Location: E: Water Street W: Driveway
City, State: Weymouth, MA
Client: KH/W. Scully
Site Code: 112632000
Count Date: Thursday, June 9, 2022
Start Time: 3:00 PM
End Time: 6:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Pleasant Street							Water Street							Pleasant Street							Driveway							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	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	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Pleasant Street							Water Street							Pleasant Street							Driveway								
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0	
Total	0							0							0							0							0	

PDI File #: **228653 F**
 Location: **N: Pleasant Street S: Pleasant Street**
 Location: **E: Water Street W: Driveway**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Pleasant Street							Water Street							Pleasant Street							Driveway							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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
3:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	1	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	5	2	7	10
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
Grand Total	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	8	6	14	18
Approach %	0	0	0	0	100	0		0	0	0	0	0	100		0	0	0	0	50	50		0	0	0	0	57.1	42.9		
Total %	0	0	0	0	5.56	0	5.56	0	0	0	0	0	5.56	5.56	0	0	0	0	5.56	5.56	11.1	0	0	0	0	44.4	33.3	77.8	
Exiting Leg Total	1							1							2							14							18

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

4:00 PM	Pleasant Street							Water Street							Pleasant Street							Driveway							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	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	1	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	5	2	7	10
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0			0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	71.4	28.6		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250		0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.313	0.500	0.438	0.625
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	0	0	0	0	5	2	7	10
Exiting Leg	0							1							2							7							10
Total	0							2							4							14							20

PDI File #: **228653 H**
 Location: **N: Commercial Street S: Pleasant Street**
 Location: **E: Commercial Street W: Shawmut Avenue**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
7:00 AM	0	101	0	0	101	1	0	0	0	1	2	58	0	0	60	3	0	0	0	3	165
7:15 AM	1	73	0	0	74	0	0	0	0	0	5	73	3	0	81	1	0	1	0	2	157
7:30 AM	0	97	3	0	100	0	0	0	0	0	2	92	0	0	94	2	1	0	0	3	197
7:45 AM	0	102	2	0	104	0	0	0	0	0	4	134	3	0	141	0	0	0	0	0	245
Total	1	373	5	0	379	1	0	0	0	1	13	357	6	0	376	6	1	1	0	8	764
8:00 AM	0	99	5	0	104	0	0	0	0	0	2	103	1	0	106	1	0	0	0	1	211
8:15 AM	2	126	2	0	130	0	0	0	0	0	6	112	4	0	122	2	2	1	0	5	257
8:30 AM	3	74	2	0	79	0	0	0	0	0	4	84	3	0	91	2	0	0	0	2	172
8:45 AM	1	91	3	0	95	0	0	0	0	0	8	98	3	0	109	4	2	0	0	6	210
Total	6	390	12	0	408	0	0	0	0	0	20	397	11	0	428	9	4	1	0	14	850
Grand Total	7	763	17	0	787	1	0	0	0	1	33	754	17	0	804	15	5	2	0	22	1614
Approach %	0.9	97.0	2.2	0.0		100.0	0.0	0.0	0.0		4.1	93.8	2.1	0.0		68.2	22.7	9.1	0.0		
Total %	0.4	47.3	1.1	0.0	48.8	0.1	0.0	0.0	0.0	0.1	2.0	46.7	1.1	0.0	49.8	0.9	0.3	0.1	0.0	1.4	
Exiting Leg Total	757					55					778					24					1614
Cars	7	737	16	0	760	1	0	0	0	1	32	728	17	0	777	15	5	2	0	22	1560
% Cars	100.0	96.6	94.1	0.0	96.6	100.0	0.0	0.0	0.0	100.0	97.0	96.6	100.0	0.0	96.6	100.0	100.0	100.0	0.0	100.0	96.7
Exiting Leg Total	731					53					752					24					1560
Heavy Vehicles	0	26	1	0	27	0	0	0	0	0	1	26	0	0	27	0	0	0	0	0	54
% Heavy Vehicles	0.0	3.4	5.9	0.0	3.4	0.0	0.0	0.0	0.0	0.0	3.0	3.4	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	3.3
Exiting Leg Total	26					2					26					0					54

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

7:30 AM	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
7:30 AM	0	97	3	0	100	0	0	0	0	0	2	92	0	0	94	2	1	0	0	3	197
7:45 AM	0	102	2	0	104	0	0	0	0	0	4	134	3	0	141	0	0	0	0	0	245
8:00 AM	0	99	5	0	104	0	0	0	0	0	2	103	1	0	106	1	0	0	0	1	211
8:15 AM	2	126	2	0	130	0	0	0	0	0	6	112	4	0	122	2	2	1	0	5	257
Total Volume	2	424	12	0	438	0	0	0	0	0	14	441	8	0	463	5	3	1	0	9	910
% Approach Total	0.5	96.8	2.7	0.0		0.0	0.0	0.0	0.0		3.0	95.2	1.7	0.0		55.6	33.3	11.1	0.0		
PHF	0.250	0.841	0.600	0.000	0.842	0.000	0.000	0.000	0.000	0.000	0.583	0.823	0.500	0.000	0.821	0.625	0.375	0.250	0.000	0.450	0.885
Cars	2	414	11	0	427	0	0	0	0	0	13	426	8	0	447	5	3	1	0	9	883
Cars %	100.0	97.6	91.7	0.0	97.5	0.0	0.0	0.0	0.0	0.0	92.9	96.6	100.0	0.0	96.5	100.0	100.0	100.0	0.0	100.0	97.0
Heavy Vehicles	0	10	1	0	11	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	27
Heavy Vehicles %	0.0	2.4	8.3	0.0	2.5	0.0	0.0	0.0	0.0	0.0	7.1	3.4	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	3.0
Cars Enter Leg	2	414	11	0	427	0	0	0	0	0	13	426	8	0	447	5	3	1	0	9	883
Heavy Enter Leg	0	10	1	0	11	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	27
Total Entering Leg	2	424	12	0	438	0	0	0	0	0	14	441	8	0	463	5	3	1	0	9	910
Cars Exiting Leg	427					27					419					10					883
Heavy Exiting Leg	15					2					10					0					27
Total Exiting Leg	442					29					429					10					910

PDI File #: **228653 H**
 Location: **N: Commercial Street S: Pleasant Street**
 Location: **E: Commercial Street W: Shawmut Avenue**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Cars

	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
7:00 AM	0	94	0	0	94	1	0	0	0	1	2	54	0	0	56	3	0	0	0	3	154
7:15 AM	1	69	0	0	70	0	0	0	0	0	5	71	3	0	79	1	0	1	0	2	151
7:30 AM	0	93	2	0	95	0	0	0	0	0	2	89	0	0	91	2	1	0	0	3	189
7:45 AM	0	101	2	0	103	0	0	0	0	0	4	129	3	0	136	0	0	0	0	0	239
Total	1	357	4	0	362	1	0	0	0	1	13	343	6	0	362	6	1	1	0	8	733
8:00 AM	0	97	5	0	102	0	0	0	0	0	2	101	1	0	104	1	0	0	0	1	207
8:15 AM	2	123	2	0	127	0	0	0	0	0	5	107	4	0	116	2	2	1	0	5	248
8:30 AM	3	73	2	0	78	0	0	0	0	0	4	80	3	0	87	2	0	0	0	2	167
8:45 AM	1	87	3	0	91	0	0	0	0	0	8	97	3	0	108	4	2	0	0	6	205
Total	6	380	12	0	398	0	0	0	0	0	19	385	11	0	415	9	4	1	0	14	827
Grand Total	7	737	16	0	760	1	0	0	0	1	32	728	17	0	777	15	5	2	0	22	1560
Approach %	0.9	97.0	2.1	0.0		100.0	0.0	0.0	0.0		4.1	93.7	2.2	0.0		68.2	22.7	9.1	0.0		
Total %	0.4	47.2	1.0	0.0	48.7	0.1	0.0	0.0	0.0	0.1	2.1	46.7	1.1	0.0	49.8	1.0	0.3	0.1	0.0	1.4	
Exiting Leg Total	731					53					752					24					1560

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

7:30 AM	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
7:30 AM	0	93	2	0	95	0	0	0	0	0	2	89	0	0	91	2	1	0	0	3	189
7:45 AM	0	101	2	0	103	0	0	0	0	0	4	129	3	0	136	0	0	0	0	0	239
8:00 AM	0	97	5	0	102	0	0	0	0	0	2	101	1	0	104	1	0	0	0	1	207
8:15 AM	2	123	2	0	127	0	0	0	0	0	5	107	4	0	116	2	2	1	0	5	248
Total Volume	2	414	11	0	427	0	0	0	0	0	13	426	8	0	447	5	3	1	0	9	883
% Approach Total	0.5	97.0	2.6	0.0		0.0	0.0	0.0	0.0		2.9	95.3	1.8	0.0		55.6	33.3	11.1	0.0		
PHF	0.250	0.841	0.550	0.000	0.841	0.000	0.000	0.000	0.000	0.000	0.650	0.826	0.500	0.000	0.822	0.625	0.375	0.250	0.000	0.450	0.890
Entering Leg	2	414	11	0	427	0	0	0	0	0	13	426	8	0	447	5	3	1	0	9	883
Exiting Leg					427					27				419						10	883
Total					854					27				866						19	1766

PDI File #: **228653 H**
 Location: **N: Commercial Street S: Pleasant Street**
 Location: **E: Commercial Street W: Shawmut Avenue**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
7:00 AM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
7:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
7:30 AM	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total	0	16	1	0	17	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	31
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
8:15 AM	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	9
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
8:45 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total	0	10	0	0	10	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	23
Grand Total	0	26	1	0	27	0	0	0	0	0	1	26	0	0	27	0	0	0	0	0	54
Approach %	0.0	96.3	3.7	0.0		0.0	0.0	0.0	0.0		3.7	96.3	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	48.1	1.9	0.0	50.0	0.0	0.0	0.0	0.0	0.0	1.9	48.1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	26					2					26					0					54
Buses	0	13	0	0	13	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	23
% Buses	0.0	50.0	0.0	0.0	48.1	0.0	0.0	0.0	0.0	0.0	0.0	38.5	0.0	0.0	37.0	0.0	0.0	0.0	0.0	0.0	42.6
Exiting Leg Total	10					0					13					0					23
Single-Unit Trucks	0	12	1	0	13	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	29
% Single-Unit	0.0	46.2	100.0	0.0	48.1	0.0	0.0	0.0	0.0	0.0	100.0	57.7	0.0	0.0	59.3	0.0	0.0	0.0	0.0	0.0	53.7
Exiting Leg Total	15					2					12					0					29
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Articulated	0.0	3.8	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	3.7
Exiting Leg Total	1					0					1					0					2

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

7:00 AM	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
7:00 AM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
7:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
7:30 AM	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total Volume	0	16	1	0	17	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	31
% Approach Total	0.0	94.1	5.9	0.0		0.0	0.0	0.0	0.0			0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.571	0.250	0.000	0.607	0.000	0.000	0.000	0.000	0.000		0.000	0.700	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.705
Buses	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
Buses %	0.0	37.5	0.0	0.0	35.3	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	45.2
Single-Unit Trucks	0	9	1	0	10	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	16
Single-Unit %	0.0	56.3	100.0	0.0	58.8	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	51.6
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	6.3	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2
Buses	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
Single-Unit Trucks	0	9	1	0	10	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	16
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	16	1	0	17	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	31
Buses	8					0					6					0					14
Single-Unit Trucks	6					1					9					0					16
Articulated Trucks	0					0					1					0					1
Total Exiting Leg	14					1					16					0					31

PDI File #: **228653 H**
 Location: **N: Commercial Street S: Pleasant Street**
 Location: **E: Commercial Street W: Shawmut Avenue**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
7:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
Grand Total	0	13	0	0	13	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	23
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	56.5	0.0	0.0	56.5	0.0	0.0	0.0	0.0	0.0	0.0	43.5	0.0	0.0	43.5	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	10					0					13					0					23

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

7:00 AM	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	Total
7:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total Volume	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.700
Entering Leg	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
Exiting Leg	8					0					6					0					14
Total	14					0					14					0					28

PDI File #: **228653 H**
 Location: **N: Commercial Street S: Pleasant Street**
 Location: **E: Commercial Street W: Shawmut Avenue**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
7:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
7:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
7:30 AM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	9	1	0	10	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	16
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	3	0	0	3	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	13
Grand Total	0	12	1	0	13	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	29
Approach %	0.0	92.3	7.7	0.0		0.0	0.0	0.0	0.0		6.3	93.8	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	41.4	3.4	0.0	44.8	0.0	0.0	0.0	0.0	0.0	3.4	51.7	0.0	0.0	55.2	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	15					2					12					0					29

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

7:00 AM	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	Total
7:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
7:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
7:30 AM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	9	1	0	10	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	16
% Approach Total	0.0	90.0	10.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.563	0.250	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.667
Entering Leg	0	9	1	0	10	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	16
Exiting Leg	6					1					9					0					16
Total	16					1					15					0					32

PDI File #: **228653 H**
 Location: **N: Commercial Street S: Pleasant Street**
 Location: **E: Commercial Street W: Shawmut Avenue**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					1					0					2

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

7:00 AM	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					0					1					0					1
Total	1					0					1					0					2

PDI File #: **228653 H**
 Location: **N: Commercial Street S: Pleasant Street**
 Location: **E: Commercial Street W: Shawmut Avenue**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Bicycles (on Roadway and Crosswalks)

	Commercial Street							Commercial Street							Pleasant Street							Shawmut 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	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0							0							0							0							0

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

7:00 AM	Commercial Street							Commercial Street							Pleasant Street							Shawmut Avenue								
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0	
Total	0							0							0							0							0	

PDI File #: **228653 H**
 Location: **N: Commercial Street S: Pleasant Street**
 Location: **E: Commercial Street W: Shawmut Avenue**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Commercial Street							Commercial Street							Pleasant Street							Shawmut 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	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
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	2	0	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	2	3
Approach %	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	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	33.3	0	0	0	0	66.7	0	66.7	0
Exiting Leg Total	0							0							1							2							3

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

8:00 AM	Commercial Street							Commercial Street							Pleasant Street							Shawmut 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	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
Exiting Leg																										2		2	
Total							0							0												4		4	

PDI File #: **228653 H**
 Location: **N: Commercial Street S: Pleasant Street**
 Location: **E: Commercial Street W: Shawmut Avenue**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
3:00 PM	1	148	7	0	156	0	0	0	0	0	5	57	2	0	64	0	5	1	0	6	226
3:15 PM	2	125	6	0	133	0	0	0	0	0	8	104	1	0	113	1	0	3	0	4	250
3:30 PM	5	134	6	0	145	0	0	0	0	0	9	93	0	0	102	3	0	2	0	5	252
3:45 PM	5	115	14	0	134	0	0	0	0	0	12	105	1	0	118	2	0	2	0	4	256
Total	13	522	33	0	568	0	0	0	0	0	34	359	4	0	397	6	5	8	0	19	984
4:00 PM	2	100	5	0	107	0	0	0	0	0	9	91	1	0	101	3	1	3	0	7	215
4:15 PM	1	121	6	0	128	0	0	0	0	0	12	99	0	0	111	2	0	1	0	3	242
4:30 PM	4	131	4	0	139	0	0	0	0	0	10	106	0	0	116	4	0	2	0	6	261
4:45 PM	3	120	5	0	128	0	0	0	0	0	2	123	1	0	126	2	1	3	0	6	260
Total	10	472	20	0	502	0	0	0	0	0	33	419	2	0	454	11	2	9	0	22	978
5:00 PM	2	124	0	0	126	0	0	0	0	0	7	111	1	0	119	5	2	3	0	10	255
5:15 PM	1	109	2	0	112	0	0	0	0	0	3	128	0	0	131	1	1	0	0	2	245
5:30 PM	3	101	3	0	107	0	0	0	0	0	2	123	2	0	127	4	1	1	0	6	240
5:45 PM	1	99	2	0	102	0	0	0	0	0	7	91	1	0	99	4	0	3	0	7	208
Total	7	433	7	0	447	0	0	0	0	0	19	453	4	0	476	14	4	7	0	25	948
Grand Total	30	1427	60	0	1517	0	0	0	0	0	86	1231	10	0	1327	31	11	24	0	66	2910
Approach %	2.0	94.1	4.0	0.0		0.0	0.0	0.0	0.0		6.5	92.8	0.8	0.0		47.0	16.7	36.4	0.0		
Total %	1.0	49.0	2.1	0.0	52.1	0.0	0.0	0.0	0.0	0.0	3.0	42.3	0.3	0.0	45.6	1.1	0.4	0.8	0.0	2.3	
Exiting Leg Total	1255					157					1458					40					2910
Cars	29	1397	54	0	1480	0	0	0	0	0	83	1213	10	0	1306	30	11	24	0	65	2851
% Cars	96.7	97.9	90.0	0.0	97.6	0.0	0.0	0.0	0.0	0.0	96.5	98.5	100.0	0.0	98.4	96.8	100.0	100.0	0.0	98.5	98.0
Exiting Leg Total	1237					148					1427					39					2851
Heavy Vehicles	1	30	6	0	37	0	0	0	0	0	3	18	0	0	21	1	0	0	0	1	59
% Heavy Vehicles	3.3	2.1	10.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	3.5	1.5	0.0	0.0	1.6	3.2	0.0	0.0	0.0	1.5	2.0
Exiting Leg Total	18					9					31					1					59

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

4:30 PM	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
4:30 PM	4	131	4	0	139	0	0	0	0	0	10	106	0	0	116	4	0	2	0	6	261
4:45 PM	3	120	5	0	128	0	0	0	0	0	2	123	1	0	126	2	1	3	0	6	260
5:00 PM	2	124	0	0	126	0	0	0	0	0	7	111	1	0	119	5	2	3	0	10	255
5:15 PM	1	109	2	0	112	0	0	0	0	0	3	128	0	0	131	1	1	0	0	2	245
Total Volume	10	484	11	0	505	0	0	0	0	0	22	468	2	0	492	12	4	8	0	24	1021
% Approach Total	2.0	95.8	2.2	0.0		0.0	0.0	0.0	0.0		4.5	95.1	0.4	0.0		50.0	16.7	33.3	0.0		
PHF	0.625	0.924	0.550	0.000	0.908	0.000	0.000	0.000	0.000	0.000	0.550	0.914	0.500	0.000	0.939	0.600	0.500	0.667	0.000	0.600	0.978
Cars	9	476	11	0	496	0	0	0	0	0	22	464	2	0	488	11	4	8	0	23	1007
Cars %	90.0	98.3	100.0	0.0	98.2	0.0	0.0	0.0	0.0	0.0	100.0	99.1	100.0	0.0	99.2	91.7	100.0	100.0	0.0	95.8	98.6
Heavy Vehicles	1	8	0	0	9	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	14
Heavy Vehicles %	10.0	1.7	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	8.3	0.0	0.0	0.0	4.2	1.4
Cars Enter Leg	9	476	11	0	496	0	0	0	0	0	22	464	2	0	488	11	4	8	0	23	1007
Heavy Enter Leg	1	8	0	0	9	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	14
Total Entering Leg	10	484	11	0	505	0	0	0	0	0	22	468	2	0	492	12	4	8	0	24	1021
Cars Exiting Leg	472					37					487					11					1007
Heavy Exiting Leg	4					0					9					1					14
Total Exiting Leg	476					37					496					12					1021

PDI File #: **228653 H**
 Location: **N: Commercial Street S: Pleasant Street**
 Location: **E: Commercial Street W: Shawmut Avenue**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**



Cars

	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
3:00 PM	1	145	7	0	153	0	0	0	0	0	5	56	2	0	63	0	5	1	0	6	222
3:15 PM	2	123	6	0	131	0	0	0	0	0	8	103	1	0	112	1	0	3	0	4	247
3:30 PM	5	132	6	0	143	0	0	0	0	0	9	90	0	0	99	3	0	2	0	5	247
3:45 PM	5	109	13	0	127	0	0	0	0	0	12	101	1	0	114	2	0	2	0	4	245
Total	13	509	32	0	554	0	0	0	0	0	34	350	4	0	388	6	5	8	0	19	961
4:00 PM	2	96	2	0	100	0	0	0	0	0	8	89	1	0	98	3	1	3	0	7	205
4:15 PM	1	117	5	0	123	0	0	0	0	0	10	98	0	0	108	2	0	1	0	3	234
4:30 PM	3	127	4	0	134	0	0	0	0	0	10	104	0	0	114	4	0	2	0	6	254
4:45 PM	3	119	5	0	127	0	0	0	0	0	2	122	1	0	125	1	1	3	0	5	257
Total	9	459	16	0	484	0	0	0	0	0	30	413	2	0	445	10	2	9	0	21	950
5:00 PM	2	123	0	0	125	0	0	0	0	0	7	110	1	0	118	5	2	3	0	10	253
5:15 PM	1	107	2	0	110	0	0	0	0	0	3	128	0	0	131	1	1	0	0	2	243
5:30 PM	3	100	3	0	106	0	0	0	0	0	2	121	2	0	125	4	1	1	0	6	237
5:45 PM	1	99	1	0	101	0	0	0	0	0	7	91	1	0	99	4	0	3	0	7	207
Total	7	429	6	0	442	0	0	0	0	0	19	450	4	0	473	14	4	7	0	25	940
Grand Total	29	1397	54	0	1480	0	0	0	0	0	83	1213	10	0	1306	30	11	24	0	65	2851
Approach %	2.0	94.4	3.6	0.0		0.0	0.0	0.0	0.0		6.4	92.9	0.8	0.0		46.2	16.9	36.9	0.0		
Total %	1.0	49.0	1.9	0.0	51.9	0.0	0.0	0.0	0.0	0.0	2.9	42.5	0.4	0.0	45.8	1.1	0.4	0.8	0.0	2.3	
Exiting Leg Total	1237					148					1427					39					2851

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

4:30 PM	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
4:30 PM	3	127	4	0	134	0	0	0	0	0	10	104	0	0	114	4	0	2	0	6	254
4:45 PM	3	119	5	0	127	0	0	0	0	0	2	122	1	0	125	1	1	3	0	5	257
5:00 PM	2	123	0	0	125	0	0	0	0	0	7	110	1	0	118	5	2	3	0	10	253
5:15 PM	1	107	2	0	110	0	0	0	0	0	3	128	0	0	131	1	1	0	0	2	243
Total Volume	9	476	11	0	496	0	0	0	0	0	22	464	2	0	488	11	4	8	0	23	1007
% Approach Total	1.8	96.0	2.2	0.0		0.0	0.0	0.0	0.0		4.5	95.1	0.4	0.0		47.8	17.4	34.8	0.0		
PHF	0.750	0.937	0.550	0.000	0.925	0.000	0.000	0.000	0.000	0.000	0.550	0.906	0.500	0.000	0.931	0.550	0.500	0.667	0.000	0.575	0.980
Entering Leg	9	476	11	0	496	0	0	0	0	0	22	464	2	0	488	11	4	8	0	23	1007
Exiting Leg	472					37					487					11					1007
Total	968					37					975					34					2014

PDI File #: **228653 H**
 Location: **N: Commercial Street S: Pleasant Street**
 Location: **E: Commercial Street W: Shawmut Avenue**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



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

	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
3:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
3:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
3:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
3:45 PM	0	6	1	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
Total	0	13	1	0	14	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	23
4:00 PM	0	4	3	0	7	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	10
4:15 PM	0	4	1	0	5	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	8
4:30 PM	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
Total	1	13	4	0	18	0	0	0	0	0	3	6	0	0	9	1	0	0	0	1	28
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
Grand Total	1	30	6	0	37	0	0	0	0	0	3	18	0	0	21	1	0	0	0	1	59
Approach %	2.7	81.1	16.2	0.0		0.0	0.0	0.0	0.0		14.3	85.7	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	1.7	50.8	10.2	0.0	62.7	0.0	0.0	0.0	0.0	0.0	5.1	30.5	0.0	0.0	35.6	1.7	0.0	0.0	0.0	1.7	
Exiting Leg Total	18					9					31					1					59
Buses	0	16	0	0	16	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	25
% Buses	0.0	53.3	0.0	0.0	43.2	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	42.4
Exiting Leg Total	9					0					16					0					25
Single-Unit Trucks	1	11	6	0	18	0	0	0	0	0	3	7	0	0	10	1	0	0	0	1	29
% Single-Unit	100.0	36.7	100.0	0.0	48.6	0.0	0.0	0.0	0.0	0.0	100.0	38.9	0.0	0.0	47.6	100.0	0.0	0.0	0.0	100.0	49.2
Exiting Leg Total	7					9					12					1					29
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
% Articulated	0.0	10.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	8.5
Exiting Leg Total	2					0					3					0					5

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:45 PM	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
3:45 PM	0	6	1	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
4:00 PM	0	4	3	0	7	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	10
4:15 PM	0	4	1	0	5	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	8
4:30 PM	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
Total Volume	1	18	5	0	24	0	0	0	0	0	3	9	0	0	12	0	0	0	0	0	36
% Approach Total	4.2	75.0	20.8	0.0		0.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.750	0.417	0.000	0.857	0.000	0.000	0.000	0.000	0.000	0.375	0.563	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.818
Buses	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
Buses %	0.0	44.4	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33.3
Single-Unit Trucks	1	7	5	0	13	0	0	0	0	0	3	5	0	0	8	0	0	0	0	0	21
Single-Unit %	100.0	38.9	100.0	0.0	54.2	0.0	0.0	0.0	0.0	0.0	100.0	55.6	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	58.3
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Articulated %	0.0	16.7	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3
Buses	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
Single-Unit Trucks	1	7	5	0	13	0	0	0	0	0	3	5	0	0	8	0	0	0	0	0	21
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Entering Leg	1	18	5	0	24	0	0	0	0	0	3	9	0	0	12	0	0	0	0	0	36
Buses	4					0					8					0					12
Single-Unit Trucks	5					8					7					1					21
Articulated Trucks	0					0					3					0					3
Total Exiting Leg	9					8					18					1					36

PDI File #: **228653 H**
 Location: **N: Commercial Street S: Pleasant Street**
 Location: **E: Commercial Street W: Shawmut Avenue**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
3:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
3:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
3:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total	0	10	0	0	10	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	13
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	16	0	0	16	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	25
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	64.0	0.0	0.0	64.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	0.0	0.0	36.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	9					0					16					0					25

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
3:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
3:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
3:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total Volume	0	10	0	0	10	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	13
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.650
Entering Leg	0	10	0	0	10	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	13
Exiting Leg	3					0					10					0					13
Total	13					0					13					0					26

PDI File #: **228653 H**
 Location: **N: Commercial Street S: Pleasant Street**
 Location: **E: Commercial Street W: Shawmut Avenue**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
3:45 PM	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
4:00 PM	0	2	3	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
4:15 PM	0	2	1	0	3	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	6
4:30 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	1	5	4	0	10	0	0	0	0	0	3	2	0	0	5	1	0	0	0	1	16
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Grand Total	1	11	6	0	18	0	0	0	0	0	3	7	0	0	10	1	0	0	0	1	29
Approach %	5.6	61.1	33.3	0.0		0.0	0.0	0.0	0.0		30.0	70.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	3.4	37.9	20.7	0.0	62.1	0.0	0.0	0.0	0.0	0.0	10.3	24.1	0.0	0.0	34.5	3.4	0.0	0.0	0.0	3.4	
Exiting Leg Total	7					9					12					1					29

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:45 PM	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	Total
3:45 PM	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
4:00 PM	0	2	3	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
4:15 PM	0	2	1	0	3	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	6
4:30 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total Volume	1	7	5	0	13	0	0	0	0	0	3	5	0	0	8	0	0	0	0	0	21
% Approach Total	7.7	53.8	38.5	0.0		0.0	0.0	0.0	0.0		37.5	62.5	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.875	0.417	0.000	0.650	0.000	0.000	0.000	0.000	0.000	0.375	0.417	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.875
Entering Leg	1	7	5	0	13	0	0	0	0	0	3	5	0	0	8	0	0	0	0	0	21
Exiting Leg					5					8					7					1	21
Total					18					8					15					1	42

PDI File #: **228653 H**
 Location: **N: Commercial Street S: Pleasant Street**
 Location: **E: Commercial Street W: Shawmut Avenue**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
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	1	0	0	1	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	60.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2					0					3					0					5

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:15 PM	Commercial Street					Commercial Street					Pleasant Street					Shawmut 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	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Exiting Leg	2					0					1					0					3
Total	3					0					3					0					6

PDI File #: 228653 H
Location: N: Commercial Street S: Pleasant Street
Location: E: Commercial Street W: Shawmut Avenue
City, State: Weymouth, MA
Client: KH/W. Scully
Site Code: 112632000
Count Date: Thursday, June 9, 2022
Start Time: 3:00 PM
End Time: 6:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Commercial Street							Commercial Street							Pleasant Street							Shawmut 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	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	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0							1							1							0							2

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Commercial Street							Commercial Street							Pleasant Street							Shawmut Avenue								
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	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		100.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
Exiting Leg							0							1							0							0	1	
Total	0							1							1							0							2	

PDI File #: **228653 H**
 Location: **N: Commercial Street S: Pleasant Street**
 Location: **E: Commercial Street W: Shawmut Avenue**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Commercial Street							Commercial Street							Pleasant Street							Shawmut 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	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	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	2	0	2	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	3	3	6	10
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	6	1	7	0	0	0	0	3	3	6	14
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	0	2	0	2	5
Grand Total	0	0	0	0	1	0	1	0	0	0	0	1	2	3	0	0	0	0	8	1	9	0	0	0	0	7	3	10	23
Approach %	0	0	0	0	100	0		0	0	0	0	33.3	66.7		0	0	0	0	88.9	11.1		0	0	0	0	70	30		
Total %	0	0	0	0	4.35	0	4.35	0	0	0	0	4.35	8.7	13	0	0	0	0	34.8	4.35	39.1	0	0	0	0	30.4	13	43.5	
Exiting Leg Total	1							3							9							10							23

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

4:30 PM	Commercial Street							Commercial Street							Pleasant Street							Shawmut 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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	3	3	6	10
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	5	1	6	0	0	0	0	5	3	8	16
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	83.3	16.7		0.0	0.0	0.0	0.0	62.5	37.5		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.417	0.250	0.375	0.000	0.000	0.000	0.000	0.417	0.250	0.333	0.400
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	5	1	6	0	0	0	0	5	3	8	16
Exiting Leg	1							1							6							8							16
Total	2							2							12							16							32

PDI File #: **228653 I**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Commercial Street					Broad Street					Commercial Street					Broad Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	84	19	0	103	24	55	1	0	80	1	46	8	0	55	17	29	0	0	46	284
7:15 AM	1	62	21	0	84	36	51	1	0	88	2	50	24	0	76	10	36	1	0	47	295
7:30 AM	0	79	26	0	105	42	83	2	0	127	1	73	15	0	89	19	42	3	0	64	385
7:45 AM	4	80	30	0	114	50	75	2	0	127	1	108	28	0	137	21	42	4	0	67	445
Total	5	305	96	0	406	152	264	6	0	422	5	277	75	0	357	67	149	8	0	224	1409
8:00 AM	5	72	34	0	111	40	74	1	0	115	1	80	27	0	108	26	56	3	0	85	419
8:15 AM	3	92	32	0	127	44	68	1	0	113	4	74	30	0	108	30	58	5	0	93	441
8:30 AM	0	58	30	0	88	35	60	4	0	99	3	66	21	0	90	14	40	2	0	56	333
8:45 AM	2	60	40	0	102	32	64	4	0	100	12	72	13	0	97	24	82	2	0	108	407
Total	10	282	136	0	428	151	266	10	0	427	20	292	91	0	403	94	236	12	0	342	1600
Grand Total	15	587	232	0	834	303	530	16	0	849	25	569	166	0	760	161	385	20	0	566	3009
Approach %	1.8	70.4	27.8	0.0		35.7	62.4	1.9	0.0		3.3	74.9	21.8	0.0		28.4	68.0	3.5	0.0		
Total %	0.5	19.5	7.7	0.0	27.7	10.1	17.6	0.5	0.0	28.2	0.8	18.9	5.5	0.0	25.3	5.4	12.8	0.7	0.0	18.8	
Exiting Leg Total	892					642					764					711					3009
Cars	15	570	229	0	814	298	521	16	0	835	23	550	162	0	735	151	368	19	0	538	2922
% Cars	100.0	97.1	98.7	0.0	97.6	98.3	98.3	100.0	0.0	98.4	92.0	96.7	97.6	0.0	96.7	93.8	95.6	95.0	0.0	95.1	97.1
Exiting Leg Total	867					620					737					698					2922
Heavy Vehicles	0	17	3	0	20	5	9	0	0	14	2	19	4	0	25	10	17	1	0	28	87
% Heavy Vehicles	0.0	2.9	1.3	0.0	2.4	1.7	1.7	0.0	0.0	1.6	8.0	3.3	2.4	0.0	3.3	6.2	4.4	5.0	0.0	4.9	2.9
Exiting Leg Total	25					22					27					13					87

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

7:30 AM	Commercial Street					Broad Street					Commercial Street					Broad Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	79	26	0	105	42	83	2	0	127	1	73	15	0	89	19	42	3	0	64	385
7:45 AM	4	80	30	0	114	50	75	2	0	127	1	108	28	0	137	21	42	4	0	67	445
8:00 AM	5	72	34	0	111	40	74	1	0	115	1	80	27	0	108	26	56	3	0	85	419
8:15 AM	3	92	32	0	127	44	68	1	0	113	4	74	30	0	108	30	58	5	0	93	441
Total Volume	12	323	122	0	457	176	300	6	0	482	7	335	100	0	442	96	198	15	0	309	1690
% Approach Total	2.6	70.7	26.7	0.0		36.5	62.2	1.2	0.0		1.6	75.8	22.6	0.0		31.1	64.1	4.9	0.0		
PHF	0.600	0.878	0.897	0.000	0.900	0.880	0.904	0.750	0.000	0.949	0.438	0.775	0.833	0.000	0.807	0.800	0.853	0.750	0.000	0.831	0.949
Cars	12	317	121	0	450	173	297	6	0	476	5	325	98	0	428	91	188	15	0	294	1648
Cars %	100.0	98.1	99.2	0.0	98.5	98.3	99.0	100.0	0.0	98.8	71.4	97.0	98.0	0.0	96.8	94.8	94.9	100.0	0.0	95.1	97.5
Heavy Vehicles	0	6	1	0	7	3	3	0	0	6	2	10	2	0	14	5	10	0	0	15	42
Heavy Vehicles %	0.0	1.9	0.8	0.0	1.5	1.7	1.0	0.0	0.0	1.2	28.6	3.0	2.0	0.0	3.2	5.2	5.1	0.0	0.0	4.9	2.5
Cars Enter Leg	12	317	121	0	450	173	297	6	0	476	5	325	98	0	428	91	188	15	0	294	1648
Heavy Enter Leg	0	6	1	0	7	3	3	0	0	6	2	10	2	0	14	5	10	0	0	15	42
Total Entering Leg	12	323	122	0	457	176	300	6	0	482	7	335	100	0	442	96	198	15	0	309	1690
Cars Exiting Leg	513					314					414					407					1648
Heavy Exiting Leg	13					13					11					5					42
Total Exiting Leg	526					327					425					412					1690

PDI File #: **228653 I**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Commercial Street					Broad Street					Commercial Street					Broad Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	78	19	0	97	23	53	1	0	77	1	42	8	0	51	16	27	0	0	43	268
7:15 AM	1	58	21	0	80	36	50	1	0	87	2	49	23	0	74	10	34	0	0	44	285
7:30 AM	0	77	26	0	103	42	81	2	0	125	1	70	15	0	86	16	40	3	0	59	373
7:45 AM	4	80	30	0	114	50	75	2	0	127	1	104	27	0	132	20	39	4	0	63	436
Total	5	293	96	0	394	151	259	6	0	416	5	265	73	0	343	62	140	7	0	209	1362
8:00 AM	5	70	33	0	108	39	73	1	0	113	1	79	27	0	107	26	54	3	0	83	411
8:15 AM	3	90	32	0	125	42	68	1	0	111	2	72	29	0	103	29	55	5	0	89	428
8:30 AM	0	57	30	0	87	34	59	4	0	97	3	63	20	0	86	13	39	2	0	54	324
8:45 AM	2	60	38	0	100	32	62	4	0	98	12	71	13	0	96	21	80	2	0	103	397
Total	10	277	133	0	420	147	262	10	0	419	18	285	89	0	392	89	228	12	0	329	1560
Grand Total	15	570	229	0	814	298	521	16	0	835	23	550	162	0	735	151	368	19	0	538	2922
Approach %	1.8	70.0	28.1	0.0		35.7	62.4	1.9	0.0		3.1	74.8	22.0	0.0		28.1	68.4	3.5	0.0		
Total %	0.5	19.5	7.8	0.0	27.9	10.2	17.8	0.5	0.0	28.6	0.8	18.8	5.5	0.0	25.2	5.2	12.6	0.7	0.0	18.4	
Exiting Leg Total	867					620					737					698					2922

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

7:30 AM	Commercial Street					Broad Street					Commercial Street					Broad Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	77	26	0	103	42	81	2	0	125	1	70	15	0	86	16	40	3	0	59	373
7:45 AM	4	80	30	0	114	50	75	2	0	127	1	104	27	0	132	20	39	4	0	63	436
8:00 AM	5	70	33	0	108	39	73	1	0	113	1	79	27	0	107	26	54	3	0	83	411
8:15 AM	3	90	32	0	125	42	68	1	0	111	2	72	29	0	103	29	55	5	0	89	428
Total Volume	12	317	121	0	450	173	297	6	0	476	5	325	98	0	428	91	188	15	0	294	1648
% Approach Total	2.7	70.4	26.9	0.0		36.3	62.4	1.3	0.0		1.2	75.9	22.9	0.0		31.0	63.9	5.1	0.0		
PHF	0.600	0.881	0.917	0.000	0.900	0.865	0.917	0.750	0.000	0.937	0.625	0.781	0.845	0.000	0.811	0.784	0.855	0.750	0.000	0.826	0.945
Entering Leg	12	317	121	0	450	173	297	6	0	476	5	325	98	0	428	91	188	15	0	294	1648
Exiting Leg	513					314					414					407					1648
Total	963					790					842					701					3296

PDI File #: **228653 I**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

	Commercial Street					Broad Street					Commercial Street					Broad Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	6	0	0	6	1	2	0	0	3	0	4	0	0	4	1	2	0	0	3	16
7:15 AM	0	4	0	0	4	0	1	0	0	1	0	1	1	0	2	0	2	1	0	3	10
7:30 AM	0	2	0	0	2	0	2	0	0	2	0	3	0	0	3	3	2	0	0	5	12
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	1	3	0	0	4	9
Total	0	12	0	0	12	1	5	0	0	6	0	12	2	0	14	5	9	1	0	15	47
8:00 AM	0	2	1	0	3	1	1	0	0	2	0	1	0	0	1	0	2	0	0	2	8
8:15 AM	0	2	0	0	2	2	0	0	0	2	2	2	1	0	5	1	3	0	0	4	13
8:30 AM	0	1	0	0	1	1	1	0	0	2	0	3	1	0	4	1	1	0	0	2	9
8:45 AM	0	0	2	0	2	0	2	0	0	2	0	1	0	0	1	3	2	0	0	5	10
Total	0	5	3	0	8	4	4	0	0	8	2	7	2	0	11	5	8	0	0	13	40
Grand Total	0	17	3	0	20	5	9	0	0	14	2	19	4	0	25	10	17	1	0	28	87
Approach %	0.0	85.0	15.0	0.0		35.7	64.3	0.0	0.0		8.0	76.0	16.0	0.0		35.7	60.7	3.6	0.0		
Total %	0.0	19.5	3.4	0.0	23.0	5.7	10.3	0.0	0.0	16.1	2.3	21.8	4.6	0.0	28.7	11.5	19.5	1.1	0.0	32.2	
Exiting Leg Total	25					22					27					13					87
Buses	0	6	0	0	6	2	2	0	0	4	0	6	4	0	10	8	0	0	0	8	28
% Buses	0.0	35.3	0.0	0.0	30.0	40.0	22.2	0.0	0.0	28.6	0.0	31.6	100.0	0.0	40.0	80.0	0.0	0.0	0.0	28.6	32.2
Exiting Leg Total	8					0					14					6					28
Single-Unit Trucks	0	10	3	0	13	3	6	0	0	9	1	13	0	0	14	2	16	1	0	19	55
% Single-Unit	0.0	58.8	100.0	0.0	65.0	60.0	66.7	0.0	0.0	64.3	50.0	68.4	0.0	0.0	56.0	20.0	94.1	100.0	0.0	67.9	63.2
Exiting Leg Total	17					20					12					6					55
Articulated Trucks	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	4
% Articulated	0.0	5.9	0.0	0.0	5.0	0.0	11.1	0.0	0.0	7.1	50.0	0.0	0.0	0.0	4.0	0.0	5.9	0.0	0.0	3.6	4.6
Exiting Leg Total	0					2					1					1					4

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

7:00 AM	Commercial Street					Broad Street					Commercial Street					Broad Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	6	0	0	6	1	2	0	0	3	0	4	0	0	4	1	2	0	0	3	16
7:15 AM	0	4	0	0	4	0	1	0	0	1	0	1	1	0	2	0	2	1	0	3	10
7:30 AM	0	2	0	0	2	0	2	0	0	2	0	3	0	0	3	3	2	0	0	5	12
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	1	3	0	0	4	9
Total Volume	0	12	0	0	12	1	5	0	0	6	0	12	2	0	14	5	9	1	0	15	47
% Approach Total	0.0	100.0	0.0	0.0		16.7	83.3	0.0	0.0		0.0	85.7	14.3	0.0		33.3	60.0	6.7	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.250	0.625	0.000	0.000	0.500	0.000	0.750	0.500	0.000	0.700	0.417	0.750	0.250	0.000	0.750	0.734
Buses	0	2	0	0	2	1	1	0	0	2	0	6	2	0	8	4	0	0	0	4	16
Buses %	0.0	16.7	0.0	0.0	16.7	100.0	20.0	0.0	0.0	33.3	0.0	50.0	100.0	0.0	57.1	80.0	0.0	0.0	0.0	26.7	34.0
Single-Unit Trucks	0	9	0	0	9	0	4	0	0	4	0	6	0	0	6	1	9	1	0	11	30
Single-Unit %	0.0	75.0	0.0	0.0	75.0	0.0	80.0	0.0	0.0	66.7	0.0	50.0	0.0	0.0	42.9	20.0	100.0	100.0	0.0	73.3	63.8
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Buses	0	2	0	0	2	1	1	0	0	2	0	6	2	0	8	4	0	0	0	4	16
Single-Unit Trucks	0	9	0	0	9	0	4	0	0	4	0	6	0	0	6	1	9	1	0	11	30
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	12	0	0	12	1	5	0	0	6	0	12	2	0	14	5	9	1	0	15	47
Buses	7					0					6					3					16
Single-Unit Trucks	7					9					10					4					30
Articulated Trucks	0					0					1					0					1
Total Exiting Leg	14					9					17					7					47

PDI File #: **228653 I**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Commercial Street					Broad Street					Commercial Street					Broad Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	0	0	2	1	1	0	0	2	0	2	0	0	2	1	0	0	0	1	7
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	5
Total	0	2	0	0	2	1	1	0	0	2	0	6	2	0	8	4	0	0	0	4	16
8:00 AM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	4
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	4	0	0	4	1	1	0	0	2	0	0	2	0	2	4	0	0	0	4	12
Grand Total	0	6	0	0	6	2	2	0	0	4	0	6	4	0	10	8	0	0	0	8	28
Approach %	0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	60.0	40.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	21.4	0.0	0.0	21.4	7.1	7.1	0.0	0.0	14.3	0.0	21.4	14.3	0.0	35.7	28.6	0.0	0.0	0.0	28.6	
Exiting Leg Total	8					0					14					6					28

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

7:00 AM	Commercial Street					Broad Street					Commercial Street					Broad Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	2	0	0	2	1	1	0	0	2	0	2	0	0	2	1	0	0	0	1	7
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	5
Total Volume	0	2	0	0	2	1	1	0	0	2	0	6	2	0	8	4	0	0	0	4	16
% Approach Total	0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	75.0	25.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.250	0.000	0.500	0.500	0.000	0.500	0.500	0.000	0.000	0.000	0.500	0.571
Entering Leg	0	2	0	0	2	1	1	0	0	2	0	6	2	0	8	4	0	0	0	4	16
Exiting Leg					7					0					6					3	16
Total					9					2					14					7	32

PDI File #: **228653 I**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Commercial Street					Broad Street					Commercial Street					Broad Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	4	0	0	4	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	9
7:15 AM	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	0	2	1	0	3	8
7:30 AM	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	1	2	0	0	3	9
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Total	0	9	0	0	9	0	4	0	0	4	0	6	0	0	6	1	9	1	0	11	30
8:00 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	5
8:15 AM	0	0	0	0	0	2	0	0	0	2	1	2	0	0	3	0	3	0	0	3	8
8:30 AM	0	0	0	0	0	1	1	0	0	2	0	3	0	0	3	0	1	0	0	1	6
8:45 AM	0	0	2	0	2	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	6
Total	0	1	3	0	4	3	2	0	0	5	1	7	0	0	8	1	7	0	0	8	25
Grand Total	0	10	3	0	13	3	6	0	0	9	1	13	0	0	14	2	16	1	0	19	55
Approach %	0.0	76.9	23.1	0.0		33.3	66.7	0.0	0.0		7.1	92.9	0.0	0.0		10.5	84.2	5.3	0.0		
Total %	0.0	18.2	5.5	0.0	23.6	5.5	10.9	0.0	0.0	16.4	1.8	23.6	0.0	0.0	25.5	3.6	29.1	1.8	0.0	34.5	
Exiting Leg Total	17					20					12					6					55

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

7:00 AM	Commercial Street					Broad Street					Commercial Street					Broad Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	4	0	0	4	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	9
7:15 AM	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	0	2	1	0	3	8
7:30 AM	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	1	2	0	0	3	9
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Total Volume	0	9	0	0	9	0	4	0	0	4	0	6	0	0	6	1	9	1	0	11	30
% Approach Total	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		9.1	81.8	9.1	0.0		
PHF	0.000	0.563	0.000	0.000	0.563	0.000	0.500	0.000	0.000	0.500	0.000	0.750	0.000	0.000	0.750	0.250	0.750	0.250	0.000	0.917	0.833
Entering Leg	0	9	0	0	9	0	4	0	0	4	0	6	0	0	6	1	9	1	0	11	30
Exiting Leg					7					9					10					4	30
Total	16					13					16					15					60

PDI File #: **228653 I**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Commercial Street					Broad Street					Commercial Street					Broad Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
Grand Total	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	4
Approach %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	25.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	25.0	
Exiting Leg Total	0					2					1					1					4

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

8:00 AM	Commercial Street					Broad Street					Commercial Street					Broad Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.375
Entering Leg	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
Exiting Leg	0					2					0					1					3
Total	0					3					1					2					6

PDI File #: **228653 I**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Bicycles (on Roadway and Crosswalks)

	Commercial Street							Broad Street							Commercial Street							Broad Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	
Exiting Leg Total	0							1							0							0							1

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

7:00 AM	Commercial Street							Broad Street							Commercial Street							Broad Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	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	0	0	0	0	0	0	1	0	0	0	0	1	1
Exiting Leg	0							1							0							0							1
Total	0							1							0							1							2

PDI File #: **228653 I**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Commercial Street							Broad Street							Commercial Street							Broad Street							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3	
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	2	4
Grand Total	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	2	8
Approach %	0	0	0	0	0	80	20		0	0	0	0	0	0	0	0	0	0	0	100	0		0	0	0	0	100	0		
Total %	0	0	0	0	0	50	12.5	62.5	0	0	0	0	0	0	0	0	0	0	0	12.5	0	12.5	0	0	0	0	25	0	25	
Exiting Leg Total	5							0							1							2							8	

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

7:00 AM	Commercial Street							Broad Street							Commercial Street							Broad Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
% Approach Total	0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	
Entering Leg	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Exiting Leg	4							0							0							0							4
Total	8							0							0							0							8

PDI File #: **228653 I**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Commercial Street					Broad Street					Commercial Street					Broad 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	
3:00 PM	2	109	41	0	152	44	69	14	0	127	6	44	10	0	60	30	66	2	0	98	437
3:15 PM	5	89	43	0	137	27	81	13	0	121	3	73	27	0	103	33	72	2	0	107	468
3:30 PM	2	116	48	0	166	32	67	4	0	103	2	73	14	0	89	26	61	4	0	91	449
3:45 PM	4	91	32	0	127	40	63	12	0	115	3	91	17	0	111	28	60	1	0	89	442
Total	13	405	164	0	582	143	280	43	0	466	14	281	68	0	363	117	259	9	0	385	1796
4:00 PM	5	81	30	0	116	22	69	4	0	95	5	78	14	0	97	21	68	6	0	95	403
4:15 PM	5	98	31	0	134	36	68	6	0	110	3	74	17	0	94	26	50	5	0	81	419
4:30 PM	4	100	47	0	151	33	67	5	0	105	3	85	19	0	107	33	73	4	0	110	473
4:45 PM	3	100	44	0	147	21	64	3	0	88	9	91	24	0	124	27	67	2	0	96	455
Total	17	379	152	0	548	112	268	18	0	398	20	328	74	0	422	107	258	17	0	382	1750
5:00 PM	5	94	40	0	139	33	73	7	0	113	2	97	17	0	116	24	75	3	0	102	470
5:15 PM	7	85	46	0	138	40	61	3	0	104	2	104	15	0	121	24	66	4	0	94	457
5:30 PM	2	88	43	0	133	25	70	3	0	98	5	101	20	0	126	19	70	2	0	91	448
5:45 PM	2	74	40	0	116	36	47	4	0	87	7	74	17	0	98	22	65	6	0	93	394
Total	16	341	169	0	526	134	251	17	0	402	16	376	69	0	461	89	276	15	0	380	1769
Grand Total	46	1125	485	0	1656	389	799	78	0	1266	50	985	211	0	1246	313	793	41	0	1147	5315
Approach %	2.8	67.9	29.3	0.0		30.7	63.1	6.2	0.0		4.0	79.1	16.9	0.0		27.3	69.1	3.6	0.0		
Total %	0.9	21.2	9.1	0.0	31.2	7.3	15.0	1.5	0.0	23.8	0.9	18.5	4.0	0.0	23.4	5.9	14.9	0.8	0.0	21.6	
Exiting Leg Total	1415					1328					1516					1056					5315
Cars	45	1101	478	0	1624	385	789	77	0	1251	50	978	204	0	1232	302	783	41	0	1126	5233
% Cars	97.8	97.9	98.6	0.0	98.1	99.0	98.7	98.7	0.0	98.8	100.0	99.3	96.7	0.0	98.9	96.5	98.7	100.0	0.0	98.2	98.5
Exiting Leg Total	1404					1311					1480					1038					5233
Heavy Vehicles	1	24	7	0	32	4	10	1	0	15	0	7	7	0	14	11	10	0	0	21	82
% Heavy Vehicles	2.2	2.1	1.4	0.0	1.9	1.0	1.3	1.3	0.0	1.2	0.0	0.7	3.3	0.0	1.1	3.5	1.3	0.0	0.0	1.8	1.5
Exiting Leg Total	11					17					36					18					82

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

4:30 PM	Commercial Street					Broad Street					Commercial Street					Broad 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	
4:30 PM	4	100	47	0	151	33	67	5	0	105	3	85	19	0	107	33	73	4	0	110	473
4:45 PM	3	100	44	0	147	21	64	3	0	88	9	91	24	0	124	27	67	2	0	96	455
5:00 PM	5	94	40	0	139	33	73	7	0	113	2	97	17	0	116	24	75	3	0	102	470
5:15 PM	7	85	46	0	138	40	61	3	0	104	2	104	15	0	121	24	66	4	0	94	457
Total Volume	19	379	177	0	575	127	265	18	0	410	16	377	75	0	468	108	281	13	0	402	1855
% Approach Total	3.3	65.9	30.8	0.0		31.0	64.6	4.4	0.0		3.4	80.6	16.0	0.0		26.9	69.9	3.2	0.0		
PHF	0.679	0.948	0.941	0.000	0.952	0.794	0.908	0.643	0.000	0.907	0.444	0.906	0.781	0.000	0.944	0.818	0.937	0.813	0.000	0.914	0.980
Cars	19	372	174	0	565	127	263	18	0	408	16	377	72	0	465	105	279	13	0	397	1835
Cars %	100.0	98.2	98.3	0.0	98.3	100.0	99.2	100.0	0.0	99.5	100.0	100.0	96.0	0.0	99.4	97.2	99.3	100.0	0.0	98.8	98.9
Heavy Vehicles	0	7	3	0	10	0	2	0	0	2	0	0	3	0	3	3	2	0	0	5	20
Heavy Vehicles %	0.0	1.8	1.7	0.0	1.7	0.0	0.8	0.0	0.0	0.5	0.0	0.0	4.0	0.0	0.6	2.8	0.7	0.0	0.0	1.2	1.1
Cars Enter Leg	19	372	174	0	565	127	263	18	0	408	16	377	72	0	465	105	279	13	0	397	1835
Heavy Enter Leg	0	7	3	0	10	0	2	0	0	2	0	0	3	0	3	3	2	0	0	5	20
Total Entering Leg	19	379	177	0	575	127	265	18	0	410	16	377	75	0	468	108	281	13	0	402	1855
Cars Exiting Leg	517					469					495					354					1835
Heavy Exiting Leg	0					5					10					5					20
Total Exiting Leg	517					474					505					359					1855

PDI File #: **228653 I**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Commercial Street					Broad Street					Commercial Street					Broad 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	
3:00 PM	2	107	41	0	150	43	68	14	0	125	6	43	9	0	58	29	66	2	0	97	430
3:15 PM	4	88	43	0	135	27	81	13	0	121	3	73	27	0	103	32	70	2	0	104	463
3:30 PM	2	114	46	0	162	31	66	4	0	101	2	71	13	0	86	25	60	4	0	89	438
3:45 PM	4	87	32	0	123	39	59	12	0	110	3	89	17	0	109	25	57	1	0	83	425
Total	12	396	162	0	570	140	274	43	0	457	14	276	66	0	356	111	253	9	0	373	1756
4:00 PM	5	77	29	0	111	22	68	3	0	93	5	77	13	0	95	21	67	6	0	94	393
4:15 PM	5	95	30	0	130	35	67	6	0	108	3	73	17	0	93	25	50	5	0	80	411
4:30 PM	4	96	46	0	146	33	66	5	0	104	3	85	18	0	106	32	72	4	0	108	464
4:45 PM	3	100	44	0	147	21	63	3	0	87	9	91	23	0	123	26	67	2	0	95	452
Total	17	368	149	0	534	111	264	17	0	392	20	326	71	0	417	104	256	17	0	377	1720
5:00 PM	5	93	39	0	137	33	73	7	0	113	2	97	16	0	115	24	74	3	0	101	466
5:15 PM	7	83	45	0	135	40	61	3	0	104	2	104	15	0	121	23	66	4	0	93	453
5:30 PM	2	87	43	0	132	25	70	3	0	98	5	101	19	0	125	19	70	2	0	91	446
5:45 PM	2	74	40	0	116	36	47	4	0	87	7	74	17	0	98	21	64	6	0	91	392
Total	16	337	167	0	520	134	251	17	0	402	16	376	67	0	459	87	274	15	0	376	1757
Grand Total	45	1101	478	0	1624	385	789	77	0	1251	50	978	204	0	1232	302	783	41	0	1126	5233
Approach %	2.8	67.8	29.4	0.0		30.8	63.1	6.2	0.0		4.1	79.4	16.6	0.0		26.8	69.5	3.6	0.0		
Total %	0.9	21.0	9.1	0.0	31.0	7.4	15.1	1.5	0.0	23.9	1.0	18.7	3.9	0.0	23.5	5.8	15.0	0.8	0.0	21.5	
Exiting Leg Total	1404					1311					1480					1038					5233

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

4:30 PM	Commercial Street					Broad Street					Commercial Street					Broad 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	
4:30 PM	4	96	46	0	146	33	66	5	0	104	3	85	18	0	106	32	72	4	0	108	464
4:45 PM	3	100	44	0	147	21	63	3	0	87	9	91	23	0	123	26	67	2	0	95	452
5:00 PM	5	93	39	0	137	33	73	7	0	113	2	97	16	0	115	24	74	3	0	101	466
5:15 PM	7	83	45	0	135	40	61	3	0	104	2	104	15	0	121	23	66	4	0	93	453
Total Volume	19	372	174	0	565	127	263	18	0	408	16	377	72	0	465	105	279	13	0	397	1835
% Approach Total	3.4	65.8	30.8	0.0		31.1	64.5	4.4	0.0		3.4	81.1	15.5	0.0		26.4	70.3	3.3	0.0		
PHF	0.679	0.930	0.946	0.000	0.961	0.794	0.901	0.643	0.000	0.903	0.444	0.906	0.783	0.000	0.945	0.820	0.943	0.813	0.000	0.919	0.984
Entering Leg	19	372	174	0	565	127	263	18	0	408	16	377	72	0	465	105	279	13	0	397	1835
Exiting Leg	517					469					495					354					1835
Total	1082					877					960					751					3670

PDI File #: **228653 I**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



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

	Commercial Street					Broad Street					Commercial Street					Broad 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	
3:00 PM	0	2	0	0	2	1	1	0	0	2	0	1	1	0	2	1	0	0	0	1	7
3:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	5
3:30 PM	0	2	2	0	4	1	1	0	0	2	0	2	1	0	3	1	1	0	0	2	11
3:45 PM	0	4	0	0	4	1	4	0	0	5	0	2	0	0	2	3	3	0	0	6	17
Total	1	9	2	0	12	3	6	0	0	9	0	5	2	0	7	6	6	0	0	12	40
4:00 PM	0	4	1	0	5	0	1	1	0	2	0	1	1	0	2	0	1	0	0	1	10
4:15 PM	0	3	1	0	4	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1	8
4:30 PM	0	4	1	0	5	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	9
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	3
Total	0	11	3	0	14	1	4	1	0	6	0	2	3	0	5	3	2	0	0	5	30
5:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	4
5:15 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
Total	0	4	2	0	6	0	0	0	0	0	0	0	2	0	2	2	2	0	0	4	12
Grand Total	1	24	7	0	32	4	10	1	0	15	0	7	7	0	14	11	10	0	0	21	82
Approach %	3.1	75.0	21.9	0.0		26.7	66.7	6.7	0.0		0.0	50.0	50.0	0.0		52.4	47.6	0.0	0.0		
Total %	1.2	29.3	8.5	0.0	39.0	4.9	12.2	1.2	0.0	18.3	0.0	8.5	8.5	0.0	17.1	13.4	12.2	0.0	0.0	25.6	
Exiting Leg Total	11					17					36					18					82
Buses	0	8	3	0	11	1	2	1	0	4	0	2	7	0	9	7	2	0	0	9	33
% Buses	0.0	33.3	42.9	0.0	34.4	25.0	20.0	100.0	0.0	26.7	0.0	28.6	100.0	0.0	64.3	63.6	20.0	0.0	0.0	42.9	40.2
Exiting Leg Total	3					5					16					9					33
Single-Unit Trucks	0	12	4	0	16	3	8	0	0	11	0	4	0	0	4	4	8	0	0	12	43
% Single-Unit	0.0	50.0	57.1	0.0	50.0	75.0	80.0	0.0	0.0	73.3	0.0	57.1	0.0	0.0	28.6	36.4	80.0	0.0	0.0	57.1	52.4
Exiting Leg Total	7					12					16					8					43
Articulated Trucks	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
% Articulated	100.0	16.7	0.0	0.0	15.6	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	7.3
Exiting Leg Total	1					0					4					1					6

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:30 PM	Commercial Street					Broad Street					Commercial Street					Broad 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	
3:30 PM	0	2	2	0	4	1	1	0	0	2	0	2	1	0	3	1	1	0	0	2	11
3:45 PM	0	4	0	0	4	1	4	0	0	5	0	2	0	0	2	3	3	0	0	6	17
4:00 PM	0	4	1	0	5	0	1	1	0	2	0	1	1	0	2	0	1	0	0	1	10
4:15 PM	0	3	1	0	4	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1	8
Total Volume	0	13	4	0	17	3	7	1	0	11	0	6	2	0	8	5	5	0	0	10	46
% Approach Total	0.0	76.5	23.5	0.0		27.3	63.6	9.1	0.0		0.0	75.0	25.0	0.0		50.0	50.0	0.0	0.0		
PHF	0.000	0.813	0.500	0.000	0.850	0.750	0.438	0.250	0.000	0.550	0.000	0.750	0.500	0.000	0.667	0.417	0.417	0.000	0.000	0.417	0.676
Buses	0	4	2	0	6	0	2	1	0	3	0	2	2	0	4	4	1	0	0	5	18
Buses %	0.0	30.8	50.0	0.0	35.3	0.0	28.6	100.0	0.0	27.3	0.0	33.3	100.0	0.0	50.0	80.0	20.0	0.0	0.0	50.0	39.1
Single-Unit Trucks	0	8	2	0	10	3	5	0	0	8	0	3	0	0	3	1	4	0	0	5	26
Single-Unit %	0.0	61.5	50.0	0.0	58.8	100.0	71.4	0.0	0.0	72.7	0.0	50.0	0.0	0.0	37.5	20.0	80.0	0.0	0.0	50.0	56.5
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Articulated %	0.0	7.7	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	4.3
Buses	0	4	2	0	6	0	2	1	0	3	0	2	2	0	4	4	1	0	0	5	18
Single-Unit Trucks	0	8	2	0	10	3	5	0	0	8	0	3	0	0	3	1	4	0	0	5	26
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Entering Leg	0	13	4	0	17	3	7	1	0	11	0	6	2	0	8	5	5	0	0	10	46
Buses	2					3					9					4					18
Single-Unit Trucks	6					6					9					5					26
Articulated Trucks	1					0					1					0					2
Total Exiting Leg	9					9					19					9					46

PDI File #: **228653 I**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Commercial Street					Broad Street					Commercial Street					Broad 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	
3:00 PM	0	2	0	0	2	1	0	0	0	1	0	0	1	0	1	1	0	0	0	1	5
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
3:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	3
3:45 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	2	1	0	0	3	7
Total	0	5	1	0	6	1	1	0	0	2	0	1	2	0	3	5	2	0	0	7	18
4:00 PM	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	0	0	0	0	6
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
4:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	3	2	0	5	0	1	1	0	2	0	1	3	0	4	1	0	0	0	1	12
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	3
Grand Total	0	8	3	0	11	1	2	1	0	4	0	2	7	0	9	7	2	0	0	9	33
Approach %	0.0	72.7	27.3	0.0		25.0	50.0	25.0	0.0		0.0	22.2	77.8	0.0		77.8	22.2	0.0	0.0		
Total %	0.0	24.2	9.1	0.0	33.3	3.0	6.1	3.0	0.0	12.1	0.0	6.1	21.2	0.0	27.3	21.2	6.1	0.0	0.0	27.3	
Exiting Leg Total	3					5					16					9					33

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:15 PM	Commercial Street					Broad Street					Commercial Street					Broad Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
3:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	3
3:45 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	2	1	0	0	3	7
4:00 PM	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	0	0	0	0	6
Total Volume	0	4	2	0	6	0	2	1	0	3	0	2	2	0	4	4	2	0	0	6	19
% Approach Total	0.0	66.7	33.3	0.0		0.0	66.7	33.3	0.0		0.0	50.0	50.0	0.0		66.7	33.3	0.0	0.0		
PHF	0.000	0.500	0.500	0.000	0.750	0.000	0.500	0.250	0.000	0.375	0.000	0.500	0.500	0.000	0.500	0.500	0.500	0.000	0.000	0.500	0.679
Entering Leg	0	4	2	0	6	0	2	1	0	3	0	2	2	0	4	4	2	0	0	6	19
Exiting Leg					2					4					9					4	19
Total					8					7					13					10	38

PDI File #: **228653 I**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Commercial Street					Broad Street					Commercial Street					Broad 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	
3:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:30 PM	0	2	1	0	3	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	7
3:45 PM	0	2	0	0	2	1	3	0	0	4	0	1	0	0	1	1	2	0	0	3	10
Total	0	4	1	0	5	2	5	0	0	7	0	3	0	0	3	1	4	0	0	5	20
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
4:15 PM	0	2	1	0	3	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	6
4:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	4
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
Total	0	5	1	0	6	1	3	0	0	4	0	1	0	0	1	2	2	0	0	4	15
5:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
5:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
Total	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	8
Grand Total	0	12	4	0	16	3	8	0	0	11	0	4	0	0	4	4	8	0	0	12	43
Approach %	0.0	75.0	25.0	0.0		27.3	72.7	0.0	0.0		0.0	100.0	0.0	0.0		33.3	66.7	0.0	0.0		
Total %	0.0	27.9	9.3	0.0	37.2	7.0	18.6	0.0	0.0	25.6	0.0	9.3	0.0	0.0	9.3	9.3	18.6	0.0	0.0	27.9	
Exiting Leg Total	7					12					16					8					43

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:30 PM	Commercial Street					Broad Street					Commercial Street					Broad Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	2	1	0	3	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	7
3:45 PM	0	2	0	0	2	1	3	0	0	4	0	1	0	0	1	1	2	0	0	3	10
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
4:15 PM	0	2	1	0	3	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	6
Total Volume	0	8	2	0	10	3	5	0	0	8	0	3	0	0	3	1	4	0	0	5	26
% Approach Total	0.0	80.0	20.0	0.0		37.5	62.5	0.0	0.0		0.0	100.0	0.0	0.0		20.0	80.0	0.0	0.0		
PHF	0.000	1.000	0.500	0.000	0.833	0.750	0.417	0.000	0.000	0.500	0.000	0.750	0.000	0.000	0.750	0.250	0.500	0.000	0.000	0.417	0.650
Entering Leg	0	8	2	0	10	3	5	0	0	8	0	3	0	0	3	1	4	0	0	5	26
Exiting Leg					6					6					9					5	26
Total					16					14					12					10	52

PDI File #: **228653 I**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Commercial Street					Broad Street					Commercial Street					Broad 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	
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Approach %	20.0	80.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	16.7	66.7	0.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					4					1					6

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:15 PM	Commercial Street					Broad Street					Commercial Street					Broad 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	
3:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Approach Total	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.500	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	0.750
Entering Leg	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Exiting Leg					1					0					1					1	3
Total					3					0					2					1	6

PDI File #: **228653 I**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**



Class:

Bicycles (on Roadway and Crosswalks)

	Commercial Street							Broad Street							Commercial Street							Broad 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	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	3
4:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Total	0	0	0	0	0	1	1	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
Grand Total	0	0	0	0	0	1	1	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	5	0	0	0	0	5	9
Approach %	0.0	0.0	0.0	0.0	0.0	100.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	11.1	11.1	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.6	0.0	0.0	0.0	0.0	55.6	
Exiting Leg Total	1							5							0							3							9

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:15 PM	Commercial Street							Broad Street							Commercial Street							Broad 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	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	
4:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total Volume	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	5	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	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	0.375	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.625	
Entering Leg	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	2	
Exiting Leg	0							2							0							3							5
Total	0							5							0							5							10

PDI File #: **228653 I**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Commercial Street							Broad Street							Commercial Street							Broad 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		
3:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
3:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	3
3:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	2	4	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	0	0	0	0	1	0	1	8
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	5	
5:00 PM	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	4	4	8	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	14
Grand Total	0	0	0	0	7	7	14	0	0	0	0	3	3	6	0	0	0	0	0	2	2	0	0	0	0	5	0	5		27
Approach %	0	0	0	0	50	50		0	0	0	0	50	50		0	0	0	0	0	100		0	0	0	0	100	0			
Total %	0	0	0	0	25.9	25.9	51.9	0	0	0	0	11.1	11.1	22.2	0	0	0	0	0	7.41	7.41	0	0	0	0	18.5	0	18.5		
Exiting Leg Total	14							6							2							5							27	

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

4:45 PM	Commercial Street							Broad Street							Commercial Street							Broad 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	
4:45 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
5:00 PM	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	5	5	10	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	3	0	3	15
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	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	0.417	0.625	0.500	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.750	
Entering Leg	0	0	0	0	5	5	10	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	3	0	3	15
Exiting Leg	10							2							0							3							15
Total	20							4							0							6							30

PDI File #: **228653 K**
 Location: **N: Commercial Street S: Water Street**
 Location: **E: Gas station Lot W: Commercial Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Commercial Street					Gas station Lot					Water Street					Commercial Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	55	1	0	57	0	1	1	0	2	0	65	1	0	66	2	2	2	0	6	131
7:15 AM	2	54	0	0	56	0	0	0	0	0	1	88	0	0	89	1	0	0	0	1	146
7:30 AM	0	65	1	0	66	0	0	1	0	1	1	90	4	0	95	3	0	0	0	3	165
7:45 AM	2	89	0	0	91	0	1	1	0	2	2	92	4	0	98	4	1	0	0	5	196
Total	5	263	2	0	270	0	2	3	0	5	4	335	9	0	348	10	3	2	0	15	638
8:00 AM	3	53	0	0	56	0	0	1	0	1	2	61	3	0	66	2	0	2	0	4	127
8:15 AM	1	70	0	0	71	0	0	0	0	0	3	103	6	0	112	7	0	4	0	11	194
8:30 AM	1	77	0	0	78	0	0	0	0	0	0	75	20	0	95	4	0	4	0	8	181
8:45 AM	3	62	0	0	65	0	0	1	0	1	1	83	26	0	110	9	0	2	0	11	187
Total	8	262	0	0	270	0	0	2	0	2	6	322	55	0	383	22	0	12	0	34	689
Grand Total	13	525	2	0	540	0	2	5	0	7	10	657	64	0	731	32	3	14	0	49	1327
Approach %	2.4	97.2	0.4	0.0		0.0	28.6	71.4	0.0		1.4	89.9	8.8	0.0		65.3	6.1	28.6	0.0		
Total %	1.0	39.6	0.2	0.0	40.7	0.0	0.2	0.4	0.0	0.5	0.8	49.5	4.8	0.0	55.1	2.4	0.2	1.1	0.0	3.7	
Exiting Leg Total	671					15					562					79					1327
Cars	13	510	2	0	525	0	2	5	0	7	10	625	64	0	699	31	3	14	0	48	1279
% Cars	100.0	97.1	100.0	0.0	97.2	0.0	100.0	100.0	0.0	100.0	100.0	95.1	100.0	0.0	95.6	96.9	100.0	100.0	0.0	98.0	96.4
Exiting Leg Total	639					15					546					79					1279
Heavy Vehicles	0	15	0	0	15	0	0	0	0	0	0	32	0	0	32	1	0	0	0	1	48
% Heavy Vehicles	0.0	2.9	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0	4.4	3.1	0.0	0.0	0.0	2.0	3.6
Exiting Leg Total	32					0					16					0					48

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

7:45 AM	Commercial Street					Gas station Lot					Water Street					Commercial Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	2	89	0	0	91	0	1	1	0	2	2	92	4	0	98	4	1	0	0	5	196
8:00 AM	3	53	0	0	56	0	0	1	0	1	2	61	3	0	66	2	0	2	0	4	127
8:15 AM	1	70	0	0	71	0	0	0	0	0	3	103	6	0	112	7	0	4	0	11	194
8:30 AM	1	77	0	0	78	0	0	0	0	0	0	75	20	0	95	4	0	4	0	8	181
Total Volume	7	289	0	0	296	0	1	2	0	3	7	331	33	0	371	17	1	10	0	28	698
% Approach Total	2.4	97.6	0.0	0.0		0.0	33.3	66.7	0.0		1.9	89.2	8.9	0.0		60.7	3.6	35.7	0.0		
PHF	0.583	0.812	0.000	0.000	0.813	0.000	0.250	0.500	0.000	0.375	0.583	0.803	0.413	0.000	0.828	0.607	0.250	0.625	0.000	0.636	0.890
Cars	7	280	0	0	287	0	1	2	0	3	7	313	33	0	353	16	1	10	0	27	670
Cars %	100.0	96.9	0.0	0.0	97.0	0.0	100.0	100.0	0.0	100.0	100.0	94.6	100.0	0.0	95.1	94.1	100.0	100.0	0.0	96.4	96.0
Heavy Vehicles	0	9	0	0	9	0	0	0	0	0	0	18	0	0	18	1	0	0	0	1	28
Heavy Vehicles %	0.0	3.1	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	4.9	5.9	0.0	0.0	0.0	3.6	4.0
Cars Enter Leg	7	280	0	0	287	0	1	2	0	3	7	313	33	0	353	16	1	10	0	27	670
Heavy Enter Leg	0	9	0	0	9	0	0	0	0	0	0	18	0	0	18	1	0	0	0	1	28
Total Entering Leg	7	289	0	0	296	0	1	2	0	3	7	331	33	0	371	17	1	10	0	28	698
Cars Exiting Leg	323					8					298					41					670
Heavy Exiting Leg	18					0					10					0					28
Total Exiting Leg	341					8					308					41					698

PDI File #: **228653 K**
 Location: **N: Commercial Street S: Water Street**
 Location: **E: Gas station Lot W: Commercial Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Commercial Street					Gas station Lot					Water Street					Commercial Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	1	54	1	0	56	0	1	1	0	2	0	65	1	0	66	2	2	2	0	6	130
7:15 AM	2	54	0	0	56	0	0	0	0	0	1	83	0	0	84	1	0	0	0	1	141
7:30 AM	0	63	1	0	64	0	0	1	0	1	1	86	4	0	91	3	0	0	0	3	159
7:45 AM	2	87	0	0	89	0	1	1	0	2	2	85	4	0	91	3	1	0	0	4	186
Total	5	258	2	0	265	0	2	3	0	5	4	319	9	0	332	9	3	2	0	14	616
8:00 AM	3	53	0	0	56	0	0	1	0	1	2	57	3	0	62	2	0	2	0	4	123
8:15 AM	1	68	0	0	69	0	0	0	0	0	3	98	6	0	107	7	0	4	0	11	187
8:30 AM	1	72	0	0	73	0	0	0	0	0	0	73	20	0	93	4	0	4	0	8	174
8:45 AM	3	59	0	0	62	0	0	1	0	1	1	78	26	0	105	9	0	2	0	11	179
Total	8	252	0	0	260	0	0	2	0	2	6	306	55	0	367	22	0	12	0	34	663
Grand Total	13	510	2	0	525	0	2	5	0	7	10	625	64	0	699	31	3	14	0	48	1279
Approach %	2.5	97.1	0.4	0.0		0.0	28.6	71.4	0.0		1.4	89.4	9.2	0.0		64.6	6.3	29.2	0.0		
Total %	1.0	39.9	0.2	0.0	41.0	0.0	0.2	0.4	0.0	0.5	0.8	48.9	5.0	0.0	54.7	2.4	0.2	1.1	0.0	3.8	
Exiting Leg Total	639					15					546					79					1279

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

7:45 AM	Commercial Street					Gas station Lot					Water Street					Commercial Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	2	87	0	0	89	0	1	1	0	2	2	85	4	0	91	3	1	0	0	4	186
8:00 AM	3	53	0	0	56	0	0	1	0	1	2	57	3	0	62	2	0	2	0	4	123
8:15 AM	1	68	0	0	69	0	0	0	0	0	3	98	6	0	107	7	0	4	0	11	187
8:30 AM	1	72	0	0	73	0	0	0	0	0	0	73	20	0	93	4	0	4	0	8	174
Total Volume	7	280	0	0	287	0	1	2	0	3	7	313	33	0	353	16	1	10	0	27	670
% Approach Total	2.4	97.6	0.0	0.0		0.0	33.3	66.7	0.0		2.0	88.7	9.3	0.0		59.3	3.7	37.0	0.0		
PHF	0.583	0.805	0.000	0.000	0.806	0.000	0.250	0.500	0.000	0.375	0.583	0.798	0.413	0.000	0.825	0.571	0.250	0.625	0.000	0.614	0.896
Entering Leg	7	280	0	0	287	0	1	2	0	3	7	313	33	0	353	16	1	10	0	27	670
Exiting Leg					323					8					298					41	670
Total					610					11					651					68	1340

PDI File #: **228653 K**
 Location: **N: Commercial Street S: Water Street**
 Location: **E: Gas station Lot W: Commercial Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

	Commercial Street					Gas station Lot					Water Street					Commercial Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	10
Total	0	5	0	0	5	0	0	0	0	0	0	16	0	0	16	1	0	0	0	1	22
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
8:30 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Total	0	10	0	0	10	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	26
Grand Total	0	15	0	0	15	0	0	0	0	0	0	32	0	0	32	1	0	0	0	1	48
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	31.3	0.0	0.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	2.1	0.0	0.0	0.0	2.1	
Exiting Leg Total	32					0					16					0					48
Buses	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
% Buses	0.0	13.3	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	15.6	0.0	0.0	15.6	0.0	0.0	0.0	0.0	0.0	14.6
Exiting Leg Total	5					0					2					0					7
Single-Unit Trucks	0	12	0	0	12	0	0	0	0	0	0	24	0	0	24	1	0	0	0	1	37
% Single-Unit	0.0	80.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	100.0	0.0	0.0	0.0	100.0	77.1
Exiting Leg Total	24					0					13					0					37
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
% Articulated	0.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	9.4	0.0	0.0	9.4	0.0	0.0	0.0	0.0	0.0	8.3
Exiting Leg Total	3					0					1					0					4

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

7:45 AM	Commercial Street					Gas station Lot					Water Street					Commercial Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	10
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
8:30 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
Total Volume	0	9	0	0	9	0	0	0	0	0	0	18	0	0	18	1	0	0	0	1	28
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.450	0.000	0.000	0.450	0.000	0.000	0.000	0.000	0.000	0.000	0.643	0.000	0.000	0.643	0.250	0.000	0.000	0.000	0.250	0.700
Buses	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Buses %	0.0	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	21.4
Single-Unit Trucks	0	7	0	0	7	0	0	0	0	0	0	14	0	0	14	1	0	0	0	1	22
Single-Unit %	0.0	77.8	0.0	0.0	77.8	0.0	0.0	0.0	0.0	0.0	0.0	77.8	0.0	0.0	77.8	100.0	0.0	0.0	0.0	100.0	78.6
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	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Single-Unit Trucks	0	7	0	0	7	0	0	0	0	0	0	14	0	0	14	1	0	0	0	1	22
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	9	0	0	9	0	0	0	0	0	0	18	0	0	18	1	0	0	0	1	28
Buses	4					0					2					0					6
Single-Unit Trucks	14					0					8					0					22
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	18					0					10					0					28

PDI File #: **228653 K**
 Location: **N: Commercial Street S: Water Street**
 Location: **E: Gas station Lot W: Commercial Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Commercial Street					Gas station Lot					Water Street					Commercial Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	71.4	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	5					0					2					0					7

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

7:30 AM	Commercial Street					Gas station Lot					Water Street					Commercial Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.375
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Exiting Leg	5					0					1					0					6
Total	6					0					6					0					12

PDI File #: **228653 K**
 Location: **N: Commercial Street S: Water Street**
 Location: **E: Gas station Lot W: Commercial Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Commercial Street					Gas station Lot					Water Street					Commercial Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	6
Total	0	3	0	0	3	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	15
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
8:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	9	0	0	9	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	22
Grand Total	0	12	0	0	12	0	0	0	0	0	0	24	0	0	24	1	0	0	0	1	37
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	32.4	0.0	0.0	32.4	0.0	0.0	0.0	0.0	0.0	0.0	64.9	0.0	0.0	64.9	2.7	0.0	0.0	0.0	2.7	
Exiting Leg Total	24					0					13					0					37

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

7:45 AM	Commercial Street					Gas station Lot					Water Street					Commercial Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
8:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total Volume	0	7	0	0	7	0	0	0	0	0	0	14	0	0	14	1	0	0	0	1	22
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.438	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.000	0.875	0.250	0.000	0.000	0.000	0.250	0.917
Entering Leg	0	7	0	0	7	0	0	0	0	0	0	14	0	0	14	1	0	0	0	1	22
Exiting Leg	14					0					8					0					22
Total	21					0					22					1					44

PDI File #: **228653 K**
 Location: **N: Commercial Street S: Water Street**
 Location: **E: Gas station Lot W: Commercial Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Commercial Street					Gas station Lot					Water Street					Commercial Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Grand Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	3					0					1					0					4

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

7:00 AM	Commercial Street					Gas station Lot					Water Street					Commercial Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
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	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	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	0.500
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Exiting Leg					1							1			1					0	2
Total					2					0					2					0	4

PDI File #: **228653 K**
 Location: **N: Commercial Street S: Water Street**
 Location: **E: Gas station Lot W: Commercial Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Bicycles (on Roadway and Crosswalks)

	Commercial Street							Gas station Lot							Water Street							Commercial Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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							1							0							1

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

7:30 AM	Commercial Street							Gas station Lot							Water Street							Commercial Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg	0							0							1							0							1
Total	1							0							1							0							2

PDI File #: **228653 K**
 Location: **N: Commercial Street S: Water Street**
 Location: **E: Gas station Lot W: Commercial Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Commercial Street							Gas station Lot							Water Street							Commercial Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Grand Total	0	0	0	0	0	1	1	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	1	0	1	7
Approach %	0	0	0	0	0	100		0	0	0	0	40	60		0	0	0	0	0	0	0	0	0	0	0	100	0		
Total %	0	0	0	0	0	14.3	14.3	0	0	0	0	28.6	42.9	71.4	0	0	0	0	0	0	0	0	0	0	0	14.3	0	14.3	
Exiting Leg Total	1							5							0							1							7

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

7:45 AM	Commercial Street							Gas station Lot							Water Street							Commercial Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	1	1	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	1	1	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Exiting Leg	1							5							0							0							6
Total	2							10							0							0							12

PDI File #: **228653 K**
 Location: **N: Commercial Street S: Water Street**
 Location: **E: Gas station Lot W: Commercial Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Commercial Street					Gas station Lot					Water Street					Commercial 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	
3:00 PM	1	85	0	0	86	0	0	0	0	0	0	72	11	0	83	14	1	2	0	17	186
3:15 PM	4	81	0	0	85	1	1	2	0	4	1	102	5	0	108	26	1	2	0	29	226
3:30 PM	7	94	0	0	101	0	0	3	0	3	2	98	3	0	103	16	1	4	0	21	228
3:45 PM	3	80	0	0	83	0	0	1	0	1	4	90	4	0	98	10	0	5	0	15	197
Total	15	340	0	0	355	1	1	6	0	8	7	362	23	0	392	66	3	13	0	82	837
4:00 PM	4	81	1	0	86	1	0	0	0	1	4	97	6	0	107	7	0	3	0	10	204
4:15 PM	2	80	0	0	82	0	0	0	0	0	1	104	5	0	110	9	2	2	0	13	205
4:30 PM	5	75	0	0	80	2	0	1	0	3	0	92	7	0	99	20	0	0	0	20	202
4:45 PM	3	78	0	0	81	1	0	0	0	1	3	112	3	0	118	10	2	1	0	13	213
Total	14	314	1	0	329	4	0	1	0	5	8	405	21	0	434	46	4	6	0	56	824
5:00 PM	5	92	1	0	98	0	0	1	0	1	3	92	9	0	104	2	0	4	0	6	209
5:15 PM	1	81	0	0	82	0	0	1	0	1	2	102	10	1	115	8	0	2	0	10	208
5:30 PM	6	65	1	0	72	0	2	0	0	2	1	91	5	0	97	6	0	5	0	11	182
5:45 PM	2	77	0	0	79	0	0	0	0	0	4	91	3	0	98	11	0	1	0	12	189
Total	14	315	2	0	331	0	2	2	0	4	10	376	27	1	414	27	0	12	0	39	788
Grand Total	43	969	3	0	1015	5	3	9	0	17	25	1143	71	1	1240	139	7	31	0	177	2449
Approach %	4.2	95.5	0.3	0.0		29.4	17.6	52.9	0.0		2.0	92.2	5.7	0.1		78.5	4.0	17.5	0.0		
Total %	1.8	39.6	0.1	0.0	41.4	0.2	0.1	0.4	0.0	0.7	1.0	46.7	2.9	0.0	50.6	5.7	0.3	1.3	0.0	7.2	
Exiting Leg Total	1179					35					1118					117					2449
Cars	43	950	2	0	995	5	3	8	0	16	24	1120	68	1	1213	136	7	31	0	174	2398
% Cars	100.0	98.0	66.7	0.0	98.0	100.0	100.0	88.9	0.0	94.1	96.0	98.0	95.8	100.0	97.8	97.8	100.0	100.0	0.0	98.3	97.9
Exiting Leg Total	1156					33					1095					114					2398
Heavy Vehicles	0	19	1	0	20	0	0	1	0	1	1	23	3	0	27	3	0	0	0	3	51
% Heavy Vehicles	0.0	2.0	33.3	0.0	2.0	0.0	0.0	11.1	0.0	5.9	4.0	2.0	4.2	0.0	2.2	2.2	0.0	0.0	0.0	1.7	2.1
Exiting Leg Total	23					2					23					3					51

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:15 PM	Commercial Street					Gas station Lot					Water Street					Commercial 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	
3:15 PM	4	81	0	0	85	1	1	2	0	4	1	102	5	0	108	26	1	2	0	29	226
3:30 PM	7	94	0	0	101	0	0	3	0	3	2	98	3	0	103	16	1	4	0	21	228
3:45 PM	3	80	0	0	83	0	0	1	0	1	4	90	4	0	98	10	0	5	0	15	197
4:00 PM	4	81	1	0	86	1	0	0	0	1	4	97	6	0	107	7	0	3	0	10	204
Total Volume	18	336	1	0	355	2	1	6	0	9	11	387	18	0	416	59	2	14	0	75	855
% Approach Total	5.1	94.6	0.3	0.0		22.2	11.1	66.7	0.0		2.6	93.0	4.3	0.0		78.7	2.7	18.7	0.0		
PHF	0.643	0.894	0.250	0.000	0.879	0.500	0.250	0.500	0.000	0.563	0.688	0.949	0.750	0.000	0.963	0.567	0.500	0.700	0.000	0.647	0.938
Cars	18	326	1	0	345	2	1	5	0	8	10	376	16	0	402	58	2	14	0	74	829
Cars %	100.0	97.0	100.0	0.0	97.2	100.0	100.0	83.3	0.0	88.9	90.9	97.2	88.9	0.0	96.6	98.3	100.0	100.0	0.0	98.7	97.0
Heavy Vehicles	0	10	0	0	10	0	0	1	0	1	1	11	2	0	14	1	0	0	0	1	26
Heavy Vehicles %	0.0	3.0	0.0	0.0	2.8	0.0	0.0	16.7	0.0	11.1	9.1	2.8	11.1	0.0	3.4	1.7	0.0	0.0	0.0	1.3	3.0
Cars Enter Leg	18	326	1	0	345	2	1	5	0	8	10	376	16	0	402	58	2	14	0	74	829
Heavy Enter Leg	0	10	0	0	10	0	0	1	0	1	1	11	2	0	14	1	0	0	0	1	26
Total Entering Leg	18	336	1	0	355	2	1	6	0	9	11	387	18	0	416	59	2	14	0	75	855
Cars Exiting Leg	392					13					389					35					829
Heavy Exiting Leg	11					1					12					2					26
Total Exiting Leg	403					14					401					37					855

PDI File #: **228653 K**
 Location: **N: Commercial Street S: Water Street**
 Location: **E: Gas station Lot W: Commercial Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Commercial Street					Gas station Lot					Water Street					Commercial 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	
3:00 PM	1	82	0	0	83	0	0	0	0	0	0	68	11	0	79	14	1	2	0	17	179
3:15 PM	4	77	0	0	81	1	1	2	0	4	1	96	5	0	102	26	1	2	0	29	216
3:30 PM	7	92	0	0	99	0	0	2	0	2	1	97	2	0	100	16	1	4	0	21	222
3:45 PM	3	80	0	0	83	0	0	1	0	1	4	88	4	0	96	10	0	5	0	15	195
Total	15	331	0	0	346	1	1	5	0	7	6	349	22	0	377	66	3	13	0	82	812
4:00 PM	4	77	1	0	82	1	0	0	0	1	4	95	5	0	104	6	0	3	0	9	196
4:15 PM	2	80	0	0	82	0	0	0	0	0	1	103	5	0	109	9	2	2	0	13	204
4:30 PM	5	75	0	0	80	2	0	1	0	3	0	92	7	0	99	20	0	0	0	20	202
4:45 PM	3	76	0	0	79	1	0	0	0	1	3	108	3	0	114	10	2	1	0	13	207
Total	14	308	1	0	323	4	0	1	0	5	8	398	20	0	426	45	4	6	0	55	809
5:00 PM	5	90	1	0	96	0	0	1	0	1	3	91	9	0	103	2	0	4	0	6	206
5:15 PM	1	81	0	0	82	0	0	1	0	1	2	102	9	1	114	7	0	2	0	9	206
5:30 PM	6	63	0	0	69	0	2	0	0	2	1	89	5	0	95	5	0	5	0	10	176
5:45 PM	2	77	0	0	79	0	0	0	0	0	4	91	3	0	98	11	0	1	0	12	189
Total	14	311	1	0	326	0	2	2	0	4	10	373	26	1	410	25	0	12	0	37	777
Grand Total	43	950	2	0	995	5	3	8	0	16	24	1120	68	1	1213	136	7	31	0	174	2398
Approach %	4.3	95.5	0.2	0.0		31.3	18.8	50.0	0.0		2.0	92.3	5.6	0.1		78.2	4.0	17.8	0.0		
Total %	1.8	39.6	0.1	0.0	41.5	0.2	0.1	0.3	0.0	0.7	1.0	46.7	2.8	0.0	50.6	5.7	0.3	1.3	0.0	7.3	
Exiting Leg Total	1156					33					1095					114					2398

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:15 PM	Commercial Street					Gas station Lot					Water Street					Commercial 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	
3:15 PM	4	77	0	0	81	1	1	2	0	4	1	96	5	0	102	26	1	2	0	29	216
3:30 PM	7	92	0	0	99	0	0	2	0	2	1	97	2	0	100	16	1	4	0	21	222
3:45 PM	3	80	0	0	83	0	0	1	0	1	4	88	4	0	96	10	0	5	0	15	195
4:00 PM	4	77	1	0	82	1	0	0	0	1	4	95	5	0	104	6	0	3	0	9	196
Total Volume	18	326	1	0	345	2	1	5	0	8	10	376	16	0	402	58	2	14	0	74	829
% Approach Total	5.2	94.5	0.3	0.0		25.0	12.5	62.5	0.0		2.5	93.5	4.0	0.0		78.4	2.7	18.9	0.0		
PHF	0.643	0.886	0.250	0.000	0.871	0.500	0.250	0.625	0.000	0.500	0.625	0.969	0.800	0.000	0.966	0.558	0.500	0.700	0.000	0.638	0.934
Entering Leg	18	326	1	0	345	2	1	5	0	8	10	376	16	0	402	58	2	14	0	74	829
Exiting Leg	392					13					389					35					829
Total	737					21					791					109					1658

PDI File #: **228653 K**
 Location: **N: Commercial Street S: Water Street**
 Location: **E: Gas station Lot W: Commercial Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



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

	Commercial Street					Gas station Lot					Water Street					Commercial 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	
3:00 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
3:15 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
3:30 PM	0	2	0	0	2	0	0	1	0	1	1	1	1	0	3	0	0	0	0	0	6
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	9	0	0	9	0	0	1	0	1	1	13	1	0	15	0	0	0	0	0	25
4:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	8
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total	0	6	0	0	6	0	0	0	0	0	0	7	1	0	8	1	0	0	0	1	15
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
5:30 PM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
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	4	1	0	5	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	11
Grand Total	0	19	1	0	20	0	0	1	0	1	1	23	3	0	27	3	0	0	0	3	51
Approach %	0.0	95.0	5.0	0.0		0.0	0.0	100.0	0.0		3.7	85.2	11.1	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	37.3	2.0	0.0	39.2	0.0	0.0	2.0	0.0	2.0	2.0	45.1	5.9	0.0	52.9	5.9	0.0	0.0	0.0	5.9	
Exiting Leg Total	23					2					23					3					51
Buses	0	7	0	0	7	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	17
% Buses	0.0	36.8	0.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	34.8	33.3	0.0	33.3	33.3	0.0	0.0	0.0	33.3	33.3
Exiting Leg Total	8					0					8					1					17
Single-Unit Trucks	0	10	1	0	11	0	0	1	0	1	1	11	2	0	14	2	0	0	0	2	28
% Single-Unit	0.0	52.6	100.0	0.0	55.0	0.0	0.0	100.0	0.0	100.0	100.0	47.8	66.7	0.0	51.9	66.7	0.0	0.0	0.0	66.7	54.9
Exiting Leg Total	11					2					13					2					28
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
% Articulated	0.0	10.5	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	17.4	0.0	0.0	14.8	0.0	0.0	0.0	0.0	0.0	11.8
Exiting Leg Total	4					0					2					0					6

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:15 PM	Commercial Street					Gas station Lot					Water Street					Commercial 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	
3:15 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
3:30 PM	0	2	0	0	2	0	0	1	0	1	1	1	1	0	3	0	0	0	0	0	6
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	8
Total Volume	0	10	0	0	10	0	0	1	0	1	1	11	2	0	14	1	0	0	0	1	26
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		7.1	78.6	14.3	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.250	0.000	0.250	0.250	0.458	0.500	0.000	0.583	0.250	0.000	0.000	0.000	0.250	0.650
Buses	0	5	0	0	5	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	10
Buses %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3	50.0	0.0	28.6	100.0	0.0	0.0	0.0	100.0	38.5
Single-Unit Trucks	0	4	0	0	4	0	0	1	0	1	1	5	1	0	7	0	0	0	0	0	12
Single-Unit %	0.0	40.0	0.0	0.0	40.0	0.0	0.0	100.0	0.0	100.0	100.0	45.5	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	46.2
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Articulated %	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	15.4
Buses	0	5	0	0	5	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	10
Single-Unit Trucks	0	4	0	0	4	0	0	1	0	1	1	5	1	0	7	0	0	0	0	0	12
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total Entering Leg	0	10	0	0	10	0	0	1	0	1	1	11	2	0	14	1	0	0	0	1	26
Buses	3					0					6					1					10
Single-Unit Trucks	5					1					5					1					12
Articulated Trucks	3					0					1					0					4
Total Exiting Leg	11					1					12					2					26

PDI File #: **228653 K**
 Location: **N: Commercial Street S: Water Street**
 Location: **E: Gas station Lot W: Commercial Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Commercial Street					Gas station Lot					Water Street					Commercial 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	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
4:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	5	0	0	5	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	9
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	7	0	0	7	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	17
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	88.9	11.1	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	41.2	0.0	0.0	41.2	0.0	0.0	0.0	0.0	0.0	0.0	47.1	5.9	0.0	52.9	5.9	0.0	0.0	0.0	5.9	
Exiting Leg Total	8					0					8					1					17

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:15 PM	Commercial Street					Gas station Lot					Water Street					Commercial 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	
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	6
Total Volume	0	5	0	0	5	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	10
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.313	0.000	0.000	0.313	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.417
Entering Leg	0	5	0	0	5	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	10
Exiting Leg					3					0					6					1	10
Total					8					0					10					2	20

PDI File #: **228653 K**
 Location: **N: Commercial Street S: Water Street**
 Location: **E: Gas station Lot W: Commercial Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Commercial Street					Gas station Lot					Water Street					Commercial 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	
3:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
3:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
3:30 PM	0	1	0	0	1	0	0	1	0	1	1	1	1	0	3	0	0	0	0	0	5
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	6	0	0	6	0	0	1	0	1	1	6	1	0	8	0	0	0	0	0	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
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	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
5:30 PM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	1	0	4	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	9
Grand Total	0	10	1	0	11	0	0	1	0	1	1	11	2	0	14	2	0	0	0	2	28
Approach %	0.0	90.9	9.1	0.0		0.0	0.0	100.0	0.0		7.1	78.6	14.3	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	35.7	3.6	0.0	39.3	0.0	0.0	3.6	0.0	3.6	3.6	39.3	7.1	0.0	50.0	7.1	0.0	0.0	0.0	7.1	
Exiting Leg Total	11					2					13					2					28

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Commercial Street					Gas station Lot					Water Street					Commercial Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
3:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
3:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
3:30 PM	0	1	0	0	1	0	0	1	0	1	1	1	1	0	3	0	0	0	0	0	5
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	6	0	0	6	0	0	1	0	1	1	6	1	0	8	0	0	0	0	0	15
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		12.5	75.0	12.5	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.250	0.500	0.250	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	6	0	0	6	0	0	1	0	1	1	6	1	0	8	0	0	0	0	0	15
Exiting Leg					6					1					7					1	15
Total	12					2					15					1					30

PDI File #: **228653 K**
 Location: **N: Commercial Street S: Water Street**
 Location: **E: Gas station Lot W: Commercial Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Commercial Street					Gas station Lot					Water Street					Commercial 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	
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	4					0					2					0					6

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Commercial Street					Gas station Lot					Water Street					Commercial Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Exiting Leg					2							2									4
Total					4					0		4			4					0	8

PDI File #: **228653 K**
 Location: **N: Commercial Street S: Water Street**
 Location: **E: Gas station Lot W: Commercial Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**



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

	Commercial Street							Gas station Lot							Water Street							Commercial 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	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	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	50.0	50.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0							2							0							0							2

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

5:00 PM	Commercial Street							Gas station Lot							Water Street							Commercial Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	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	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Exiting Leg	0							2							0							0							2
Total	0							4							0							0							4

PDI File #: **228653 K**
 Location: **N: Commercial Street S: Water Street**
 Location: **E: Gas station Lot W: Commercial Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Commercial Street							Gas station Lot							Water Street							Commercial 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	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
3:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	1	1	2	7
Total	0	0	0	0	0	1	1	2	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	2	1	3	9
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	3	3	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	4	2	6	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Grand Total	0	0	0	0	0	5	6	11	0	0	0	0	9	2	11	0	0	0	0	0	0	0	0	0	0	2	1	3	25
Approach %	0	0	0	0	0	45.5	54.5		0	0	0	0	81.8	18.2		0	0	0	0	0	0	0	0	0	0	0	66.7	33.3	
Total %	0	0	0	0	0	20	24	44	0	0	0	0	36	8	44	0	0	0	0	0	0	0	0	0	0	8	4	12	
Exiting Leg Total	11							11							0							3							25

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

4:30 PM	Commercial Street							Gas station Lot							Water Street							Commercial Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	1	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	1	4	5	0	0	0	0	5	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
% Approach Total	0.0	0.0	0.0	0.0	20.0	80.0		0.0	0.0	0.0	0.0	83.3	16.7		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.500	0.625	0.000	0.000	0.000	0.000	0.625	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.550	
Entering Leg	0	0	0	0	1	4	5	0	0	0	0	5	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Exiting Leg	5							6							0							0							11
Total	10							12							0							0							22

PDI File #: **228653 L**
 Location: **N: Driveway S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Driveway					Broad Street					Commercial Street					Broad Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	77	0	0	77	1	0	4	0	5	5	45	0	0	50	132
7:15 AM	0	0	0	0	0	0	85	0	0	85	1	0	4	0	5	1	58	0	0	59	149
7:30 AM	0	0	0	0	0	0	127	1	0	128	1	0	3	0	4	0	70	0	0	70	202
7:45 AM	0	0	0	0	0	0	120	3	0	123	3	0	4	0	7	1	72	0	0	73	203
Total	0	0	0	0	0	0	409	4	0	413	6	0	15	0	21	7	245	0	0	252	686
8:00 AM	0	0	0	0	0	0	106	1	0	107	3	0	7	0	10	3	89	0	0	92	209
8:15 AM	0	0	0	0	0	0	109	2	0	111	5	0	7	0	12	6	90	0	0	96	219
8:30 AM	0	0	0	0	0	0	93	2	0	95	16	0	8	0	24	1	72	0	0	73	192
8:45 AM	0	0	0	0	0	0	95	9	0	104	37	0	4	0	41	2	131	0	0	133	278
Total	0	0	0	0	0	0	403	14	0	417	61	0	26	0	87	12	382	0	0	394	898
Grand Total	0	0	0	0	0	0	812	18	0	830	67	0	41	0	108	19	627	0	0	646	1584
Approach %	0.0	0.0	0.0	0.0		0.0	97.8	2.2	0.0		62.0	0.0	38.0	0.0		2.9	97.1	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	51.3	1.1	0.0	52.4	4.2	0.0	2.6	0.0	6.8	1.2	39.6	0.0	0.0	40.8	
Exiting Leg Total	0					694					37					853					1584
Cars	0	0	0	0	0	0	799	18	0	817	67	0	40	0	107	19	607	0	0	626	1550
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	98.4	100.0	0.0	98.4	100.0	0.0	97.6	0.0	99.1	100.0	96.8	0.0	0.0	96.9	97.9
Exiting Leg Total	0					674					37					839					1550
Heavy Vehicles	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	0	20	0	0	20	34
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.6	0.0	0.0	2.4	0.0	0.9	0.0	3.2	0.0	0.0	3.1	2.1
Exiting Leg Total	0					20					0					14					34

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

8:00 AM	Driveway					Broad Street					Commercial Street					Broad Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	106	1	0	107	3	0	7	0	10	3	89	0	0	92	209
8:15 AM	0	0	0	0	0	0	109	2	0	111	5	0	7	0	12	6	90	0	0	96	219
8:30 AM	0	0	0	0	0	0	93	2	0	95	16	0	8	0	24	1	72	0	0	73	192
8:45 AM	0	0	0	0	0	0	95	9	0	104	37	0	4	0	41	2	131	0	0	133	278
Total Volume	0	0	0	0	0	0	403	14	0	417	61	0	26	0	87	12	382	0	0	394	898
% Approach Total	0.0	0.0	0.0	0.0		0.0	96.6	3.4	0.0		70.1	0.0	29.9	0.0		3.0	97.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.924	0.389	0.000	0.939	0.412	0.000	0.813	0.000	0.530	0.500	0.729	0.000	0.000	0.741	0.808
Cars	0	0	0	0	0	0	395	14	0	409	61	0	25	0	86	12	370	0	0	382	877
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	98.0	100.0	0.0	98.1	100.0	0.0	96.2	0.0	98.9	100.0	96.9	0.0	0.0	97.0	97.7
Heavy Vehicles	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	12	0	0	12	21
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.9	0.0	0.0	3.8	0.0	1.1	0.0	3.1	0.0	0.0	3.0	2.3
Cars Enter Leg	0	0	0	0	0	0	395	14	0	409	61	0	25	0	86	12	370	0	0	382	877
Heavy Enter Leg	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	12	0	0	12	21
Total Entering Leg	0	0	0	0	0	0	403	14	0	417	61	0	26	0	87	12	382	0	0	394	898
Cars Exiting Leg	0					431					26					420					877
Heavy Exiting Leg	0					12					0					9					21
Total Exiting Leg	0					443					26					429					898

PDI File #: **228653 L**
 Location: **N: Driveway S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Driveway					Broad Street					Commercial Street					Broad Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	75	0	0	75	1	0	4	0	5	5	43	0	0	48	128
7:15 AM	0	0	0	0	0	0	84	0	0	84	1	0	4	0	5	1	57	0	0	58	147
7:30 AM	0	0	0	0	0	0	125	1	0	126	1	0	3	0	4	0	68	0	0	68	198
7:45 AM	0	0	0	0	0	0	120	3	0	123	3	0	4	0	7	1	69	0	0	70	200
Total	0	0	0	0	0	0	404	4	0	408	6	0	15	0	21	7	237	0	0	244	673
8:00 AM	0	0	0	0	0	0	104	1	0	105	3	0	7	0	10	3	87	0	0	90	205
8:15 AM	0	0	0	0	0	0	108	2	0	110	5	0	7	0	12	6	84	0	0	90	212
8:30 AM	0	0	0	0	0	0	91	2	0	93	16	0	7	0	23	1	71	0	0	72	188
8:45 AM	0	0	0	0	0	0	92	9	0	101	37	0	4	0	41	2	128	0	0	130	272
Total	0	0	0	0	0	0	395	14	0	409	61	0	25	0	86	12	370	0	0	382	877
Grand Total	0	0	0	0	0	0	799	18	0	817	67	0	40	0	107	19	607	0	0	626	1550
Approach %	0.0	0.0	0.0	0.0		0.0	97.8	2.2	0.0		62.6	0.0	37.4	0.0		3.0	97.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	51.5	1.2	0.0	52.7	4.3	0.0	2.6	0.0	6.9	1.2	39.2	0.0	0.0	40.4	
Exiting Leg Total	0					674					37					839					1550

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

8:00 AM	Driveway					Broad Street					Commercial Street					Broad Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	104	1	0	105	3	0	7	0	10	3	87	0	0	90	205
8:15 AM	0	0	0	0	0	0	108	2	0	110	5	0	7	0	12	6	84	0	0	90	212
8:30 AM	0	0	0	0	0	0	91	2	0	93	16	0	7	0	23	1	71	0	0	72	188
8:45 AM	0	0	0	0	0	0	92	9	0	101	37	0	4	0	41	2	128	0	0	130	272
Total Volume	0	0	0	0	0	0	395	14	0	409	61	0	25	0	86	12	370	0	0	382	877
% Approach Total	0.0	0.0	0.0	0.0		0.0	96.6	3.4	0.0		70.9	0.0	29.1	0.0		3.1	96.9	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.914	0.389	0.000	0.930	0.412	0.000	0.893	0.000	0.524	0.500	0.723	0.000	0.000	0.735	0.806
Entering Leg	0	0	0	0	0	0	395	14	0	409	61	0	25	0	86	12	370	0	0	382	877
Exiting Leg	0					431					26					420					877
Total	0					840					112					802					1754

PDI File #: **228653 L**
 Location: **N: Driveway S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

	Driveway					Broad Street					Commercial Street					Broad Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	2	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	8	0	0	8	13
8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	2	4
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	6	0	0	6	7
8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	0	1	4
8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3	0	0	3	6
Total	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	12	0	0	0	12	21
Grand Total	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	0	20	0	0	0	20	34
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	38.2	0.0	0.0	38.2	0.0	0.0	2.9	0.0	2.9	0.0	58.8	0.0	0.0	0.0	58.8	
Exiting Leg Total	0					20					0					14					34	
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	30.8	0.0	0.0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.8
Exiting Leg Total	0					0					0					4					4	
Single-Unit Trucks	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	18	0	0	0	18	27
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	61.5	0.0	0.0	61.5	0.0	0.0	100.0	0.0	100.0	0.0	90.0	0.0	0.0	0.0	90.0	79.4
Exiting Leg Total	0					18					0					9					27	
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	2	3
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	8.8
Exiting Leg Total	0					2					0					1					3	

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

8:00 AM	Driveway					Broad Street					Commercial Street					Broad Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	0	6	7
8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	0	1	4
8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	0	3	6
Total Volume	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	12	0	0	0	12	21
% 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	0.750	
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	
Single-Unit Trucks	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	10	0	0	0	10	16
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	0.0	62.5	0.0	0.0	100.0	0.0	100.0	0.0	83.3	0.0	0.0	0.0	83.3	76.2
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	16.7	14.3
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Single-Unit Trucks	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	10	0	0	0	10	16
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	3
Total Entering Leg	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	12	0	0	0	12	21
Buses	0					0					0					2					2	
Single-Unit Trucks	0					10					0					6					16	
Articulated Trucks	0					2					0					1					3	
Total Exiting Leg	0					12					0					9					21	

PDI File #: **228653 L**
 Location: **N: Driveway S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Buses

	Driveway					Broad Street					Commercial Street					Broad Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	2	0	0	2	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	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
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	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					4					4

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

7:00 AM	Driveway					Broad Street					Commercial Street					Broad Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	0					0					0					2					2
Total	0					2					0					2					4

PDI File #: **228653 L**
 Location: **N: Driveway S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Driveway					Broad Street					Commercial Street					Broad Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	8	0	0	8
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5	0	0	5
8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	2
Total	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	0	10	0	0	10
Grand Total	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	0	18	0	0	18
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	29.6	0.0	0.0	29.6	0.0	0.0	3.7	0.0	3.7	0.0	66.7	0.0	0.0	66.7	
Exiting Leg Total	0					18					0					9					27

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

8:00 AM	Driveway					Broad Street					Commercial Street					Broad Street						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	0	5	6
8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	0	1	4
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	4
Total Volume	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	10	0	0	0	10	16
% 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	0.625	0.000	0.000	0.625	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.500		0.667
Entering Leg	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	10	0	0	0	10	16
Exiting Leg																					6	16
Total	0					15					1					16					32	

PDI File #: **228653 L**
 Location: **N: Driveway S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Driveway					Broad Street					Commercial Street					Broad Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	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
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	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	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	
Exiting Leg Total	0					2					0					1					3

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

8:00 AM	Driveway					Broad Street					Commercial Street					Broad Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	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	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.375
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Exiting Leg					0					2					0					1	3
Total					0					3					0					3	6

PDI File #: **228653 L**
 Location: **N: Driveway S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Bicycles (on Roadway and Crosswalks)

	Driveway							Broad Street							Commercial Street							Broad Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	
Exiting Leg Total	0							1							0							0							1

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

7:00 AM	Driveway							Broad Street							Commercial Street							Broad Street								
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	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	0	0	0	0	0	0	1	0	0	0	0	1	1	
Exiting Leg														1								0						0	1	
Total							0							1							0							1		2

PDI File #: **228653 L**
 Location: **N: Driveway S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Driveway							Broad Street							Commercial Street							Broad Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4
Approach %	0	0	0	0	0	66.7	33.3		0	0	0	0	0	0	0	0	0	0	0	100	0		0	0	0	0	0		
Total %	0	0	0	0	0	50	25	75	0	0	0	0	0	0	0	0	0	0	0	25	0	25	0	0	0	0	0		
Exiting Leg Total	3							0							1							0							4

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

7:30 AM	Driveway							Broad Street							Commercial Street							Broad Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	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	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
Exiting Leg	2							0							1							0							3
Total	4							0							2							0							6

PDI File #: **228653 L**
 Location: **N: Driveway S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Driveway					Broad Street					Commercial Street					Broad 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	
3:00 PM	0	0	0	0	0	0	122	5	0	127	18	0	6	0	24	5	112	0	0	117	268
3:15 PM	0	0	0	0	0	0	108	17	0	125	10	0	11	0	21	6	113	0	0	119	265
3:30 PM	0	0	0	0	0	0	95	8	0	103	4	0	13	0	17	4	105	0	0	109	229
3:45 PM	0	0	0	0	0	0	98	4	0	102	7	0	12	0	19	4	92	0	0	96	217
Total	0	0	0	0	0	0	423	34	0	457	39	0	42	0	81	19	422	0	0	441	979
4:00 PM	0	0	0	0	0	0	85	3	0	88	9	0	11	0	20	6	97	0	0	103	211
4:15 PM	0	0	0	0	0	0	107	5	0	112	7	0	11	0	18	4	81	0	0	85	215
4:30 PM	0	0	0	0	0	0	90	4	0	94	8	0	13	0	21	4	120	0	0	124	239
4:45 PM	0	0	0	0	0	0	86	4	0	90	8	0	3	0	11	7	113	0	0	120	221
Total	0	0	0	0	0	0	368	16	0	384	32	0	38	0	70	21	411	0	0	432	886
5:00 PM	0	0	0	0	0	0	102	0	0	102	10	0	10	0	20	5	113	0	0	118	240
5:15 PM	0	0	0	0	0	0	104	2	0	106	5	0	6	0	11	7	106	0	0	113	230
5:30 PM	0	0	0	0	0	0	81	1	0	82	8	0	10	0	18	9	109	0	0	118	218
5:45 PM	0	0	0	0	0	0	82	7	0	89	3	0	6	0	9	8	102	0	0	110	208
Total	0	0	0	0	0	0	369	10	0	379	26	0	32	0	58	29	430	0	0	459	896
Grand Total	0	0	0	0	0	0	1160	60	0	1220	97	0	112	0	209	69	1263	0	0	1332	2761
Approach %	0.0	0.0	0.0	0.0		0.0	95.1	4.9	0.0		46.4	0.0	53.6	0.0		5.2	94.8	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	42.0	2.2	0.0	44.2	3.5	0.0	4.1	0.0	7.6	2.5	45.7	0.0	0.0	48.2	
Exiting Leg Total	0					1360					129					1272					2761
Cars	0	0	0	0	0	0	1145	59	0	1204	97	0	108	0	205	66	1249	0	0	1315	2724
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	98.7	98.3	0.0	98.7	100.0	0.0	96.4	0.0	98.1	95.7	98.9	0.0	0.0	98.7	98.7
Exiting Leg Total	0					1346					125					1253					2724
Heavy Vehicles	0	0	0	0	0	0	15	1	0	16	0	0	4	0	4	3	14	0	0	17	37
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.7	0.0	1.3	0.0	0.0	3.6	0.0	1.9	4.3	1.1	0.0	0.0	1.3	1.3
Exiting Leg Total	0					14					4					19					37

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Driveway					Broad Street					Commercial Street					Broad 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			
3:00 PM	0	0	0	0	0	0	122	5	0	127	18	0	6	0	24	5	112	0	0	117	268		
3:15 PM	0	0	0	0	0	0	108	17	0	125	10	0	11	0	21	6	113	0	0	119	265		
3:30 PM	0	0	0	0	0	0	95	8	0	103	4	0	13	0	17	4	105	0	0	109	229		
3:45 PM	0	0	0	0	0	0	98	4	0	102	7	0	12	0	19	4	92	0	0	96	217		
Total Volume	0	0	0	0	0	0	423	34	0	457	39	0	42	0	81	19	422	0	0	441	979		
% Approach Total	0.0	0.0	0.0	0.0		0.0	92.6	7.4	0.0		48.1	0.0	51.9	0.0		4.3	95.7	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.867	0.500	0.000	0.900	0.542	0.000	0.808	0.000	0.844	0.792	0.934	0.000	0.000	0.926	0.913		
Cars	0	0	0	0	0	0	414	34	0	448	39	0	40	0	79	19	414	0	0	433	960		
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	97.9	100.0	0.0	98.0	100.0	0.0	95.2	0.0	97.5	100.0	98.1	0.0	0.0	98.2	98.1		
Heavy Vehicles	0	0	0	0	0	0	9	0	0	9	0	0	2	0	2	0	8	0	0	8	19		
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.0	0.0	0.0	4.8	0.0	2.5	0.0	1.9	0.0	0.0	1.8	1.9		
Cars Enter Leg	0	0	0	0	0	0	414	34	0	448	39	0	40	0	79	19	414	0	0	433	960		
Heavy Enter Leg	0	0	0	0	0	0	9	0	0	9	0	0	2	0	2	0	8	0	0	8	19		
Total Entering Leg	0	0	0	0	0	0	423	34	0	457	39	0	42	0	81	19	422	0	0	441	979		
Cars Exiting Leg																					454		960
Heavy Exiting Leg																					11		19
Total Exiting Leg																					465		979

PDI File #: **228653 L**
 Location: **N: Driveway S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Driveway					Broad Street					Commercial Street					Broad 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	
3:00 PM	0	0	0	0	0	0	119	5	0	124	18	0	6	0	24	5	112	0	0	117	265
3:15 PM	0	0	0	0	0	0	108	17	0	125	10	0	11	0	21	6	111	0	0	117	263
3:30 PM	0	0	0	0	0	0	94	8	0	102	4	0	12	0	16	4	102	0	0	106	224
3:45 PM	0	0	0	0	0	0	93	4	0	97	7	0	11	0	18	4	89	0	0	93	208
Total	0	0	0	0	0	0	414	34	0	448	39	0	40	0	79	19	414	0	0	433	960
4:00 PM	0	0	0	0	0	0	85	3	0	88	9	0	10	0	19	5	96	0	0	101	208
4:15 PM	0	0	0	0	0	0	105	5	0	110	7	0	11	0	18	4	80	0	0	84	212
4:30 PM	0	0	0	0	0	0	89	4	0	93	8	0	13	0	21	4	118	0	0	122	236
4:45 PM	0	0	0	0	0	0	85	4	0	89	8	0	3	0	11	7	113	0	0	120	220
Total	0	0	0	0	0	0	364	16	0	380	32	0	37	0	69	20	407	0	0	427	876
5:00 PM	0	0	0	0	0	0	102	0	0	102	10	0	10	0	20	4	112	0	0	116	238
5:15 PM	0	0	0	0	0	0	103	2	0	105	5	0	5	0	10	6	106	0	0	112	227
5:30 PM	0	0	0	0	0	0	80	1	0	81	8	0	10	0	18	9	109	0	0	118	217
5:45 PM	0	0	0	0	0	0	82	6	0	88	3	0	6	0	9	8	101	0	0	109	206
Total	0	0	0	0	0	0	367	9	0	376	26	0	31	0	57	27	428	0	0	455	888
Grand Total	0	0	0	0	0	0	1145	59	0	1204	97	0	108	0	205	66	1249	0	0	1315	2724
Approach %	0.0	0.0	0.0	0.0		0.0	95.1	4.9	0.0		47.3	0.0	52.7	0.0		5.0	95.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	42.0	2.2	0.0	44.2	3.6	0.0	4.0	0.0	7.5	2.4	45.9	0.0	0.0	48.3	
Exiting Leg Total	0					1346					125					1253					2724

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Driveway					Broad Street					Commercial Street					Broad 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					
3:00 PM	0	0	0	0	0	0	119	5	0	124	18	0	6	0	24	5	112	0	0	117	265				
3:15 PM	0	0	0	0	0	0	108	17	0	125	10	0	11	0	21	6	111	0	0	117	263				
3:30 PM	0	0	0	0	0	0	94	8	0	102	4	0	12	0	16	4	102	0	0	106	224				
3:45 PM	0	0	0	0	0	0	93	4	0	97	7	0	11	0	18	4	89	0	0	93	208				
Total Volume	0	0	0	0	0	0	414	34	0	448	39	0	40	0	79	19	414	0	0	433	960				
% Approach Total	0.0	0.0	0.0	0.0		0.0	92.4	7.6	0.0		49.4	0.0	50.6	0.0		4.4	95.6	0.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.870	0.500	0.000	0.896	0.542	0.000	0.833	0.000	0.823	0.792	0.924	0.000	0.000	0.925	0.906				
Entering Leg	0	0	0	0	0	0	414	34	0	448	39	0	40	0	79	19	414	0	0	433	960				
Exiting Leg						0						453						53						454	960
Total						0						901						132						887	1920

PDI File #: **228653 L**
 Location: **N: Driveway S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



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

	Driveway					Broad Street					Commercial Street					Broad 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	
3:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	5
3:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	3	0	0	3	9
Total	0	0	0	0	0	0	9	0	0	9	0	0	2	0	2	0	8	0	0	8	19
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	3
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	1	4	0	0	5	10
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	2	2	0	0	4	8
Grand Total	0	0	0	0	0	0	15	1	0	16	0	0	4	0	4	3	14	0	0	17	37
Approach %	0.0	0.0	0.0	0.0		0.0	93.8	6.3	0.0		0.0	0.0	100.0	0.0		17.6	82.4	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	40.5	2.7	0.0	43.2	0.0	0.0	10.8	0.0	10.8	8.1	37.8	0.0	0.0	45.9	
Exiting Leg Total	0					14					4					19					37
Buses	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1	4	0	0	5	8
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	12.5	0.0	0.0	25.0	0.0	25.0	33.3	28.6	0.0	0.0	29.4	21.6
Exiting Leg Total	0					4					1					3					8
Single-Unit Trucks	0	0	0	0	0	0	12	1	0	13	0	0	2	0	2	2	10	0	0	12	27
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	80.0	100.0	0.0	81.3	0.0	0.0	50.0	0.0	50.0	66.7	71.4	0.0	0.0	70.6	73.0
Exiting Leg Total	0					10					3					14					27
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.3	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	5.4
Exiting Leg Total	0					0					0					2					2

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:30 PM	Driveway					Broad Street					Commercial Street					Broad 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	
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	5
3:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	3	0	0	3	9
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	3
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	0	0	0	0	8	0	0	8	0	0	3	0	3	1	8	0	0	9	20
% 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		11.1	88.9	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.400	0.000	0.000	0.400	0.000	0.000	0.750	0.000	0.750	0.250	0.667	0.000	0.000	0.750	0.556
Buses	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	5
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	33.3	0.0	33.3	100.0	25.0	0.0	0.0	33.3	25.0
Single-Unit Trucks	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	0	6	0	0	6	14
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	0.0	0.0	66.7	0.0	66.7	0.0	75.0	0.0	0.0	66.7	70.0
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
Buses	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	5
Single-Unit Trucks	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	0	6	0	0	6	14
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	0	0	0	0	0	8	0	0	8	0	0	3	0	3	1	8	0	0	9	20
Buses	0					2					1					2					5
Single-Unit Trucks	0					6					0					8					14
Articulated Trucks	0					0					0					1					1
Total Exiting Leg	0					8					1					11					20

PDI File #: **228653 L**
 Location: **N: Driveway S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Driveway					Broad Street					Commercial Street					Broad 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	
3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
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	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1	4	0	0	5	8
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		20.0	80.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	12.5	0.0	12.5	12.5	50.0	0.0	0.0	62.5	
Exiting Leg Total	0					4					1					3					8

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:15 PM	Driveway					Broad Street					Commercial Street					Broad 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	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	3	0	0	4	6
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		25.0	75.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.250	0.750	0.000	0.000	1.000	0.750
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	3	0	0	4	6
Exiting Leg	0					3					1					2					6
Total	0					4					2					6					12

PDI File #: **228653 L**
 Location: **N: Driveway S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Driveway					Broad Street					Commercial Street					Broad 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	
3:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	4
3:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	6
Total	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	0	5	0	0	5	13
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:45 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	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	2	2	0	0	4	7
Grand Total	0	0	0	0	0	0	12	1	0	13	0	0	2	0	2	2	10	0	0	12	27
Approach %	0.0	0.0	0.0	0.0		0.0	92.3	7.7	0.0		0.0	0.0	100.0	0.0		16.7	83.3	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	44.4	3.7	0.0	48.1	0.0	0.0	7.4	0.0	7.4	7.4	37.0	0.0	0.0	44.4	
Exiting Leg Total	0					10					3					14					27

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:30 PM	Driveway					Broad Street					Commercial Street					Broad Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	4
3:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	6
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	0	6	0	0	6	14
% 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	0.500	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.500	0.000	0.750	0.000	0.000	0.750	0.583
Entering Leg	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	0	6	0	0	6	14
Exiting Leg					0					6					0					8	14
Total					0					12					2					14	28

PDI File #: **228653 L**
 Location: **N: Driveway S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Driveway					Broad Street					Commercial Street					Broad 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	
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	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
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
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	0.0	0.0	0.0		
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	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					2					2

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Driveway					Broad Street					Commercial Street					Broad Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg					0					0					0					1	1
Total					0					1					0					1	2

PDI File #: **228653 L**
 Location: **N: Driveway S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**



Class:

Bicycles (on Roadway and Crosswalks)

	Driveway							Broad Street							Commercial Street							Broad 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		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	2	0	0	0	0	2	4
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	2	
Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	1	0	1	0	1	0	0	0	1	4	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	
Grand Total	0	0	0	0	0	0	0	0	3	0	0	0	0	3	1	0	0	0	1	0	2	0	5	0	0	0	0	5	10	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		50.0	0.0	0.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	30.0	10.0	0.0	0.0	0.0	10.0	0.0	20.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0		
Exiting Leg Total	0							6							1							3							10	

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:15 PM	Driveway							Broad Street							Commercial Street							Broad 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	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	1	0	0	0	0	0	1	0	2	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		100.0	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	0.375	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.750
Entering Leg	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	1	0	0	0	0	0	1	0	2	0	0	0	0	2
Exiting Leg	0							3							0							3							6
Total	0							6							1							5							12

PDI File #: **228653 L**
 Location: **N: Driveway S: Commercial Street**
 Location: **E: Broad Street W: Broad Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Driveway							Broad Street							Commercial Street							Broad 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		
3:00 PM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
3:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	3
3:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	1	1	9
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	6
Total	0	0	0	0	2	7	9	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	11
5:00 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	6
5:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	5	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	12
Grand Total	0	0	0	0	8	16	24	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	2	2	32	
Approach %	0	0	0	0	33.3	66.7		0	0	0	0	0	0	0		0	0	0	0	33.3	66.7		0	0	0	0	0	100		
Total %	0	0	0	0	25	50	75	0	0	0	0	0	0	0	0	0	0	0	6.25	12.5	18.8	0	0	0	0	0	6.25	6.25		
Exiting Leg Total	24							0							6							2							32	

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

4:45 PM	Driveway							Broad Street							Commercial Street							Broad 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		
4:45 PM	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	6	
5:00 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
5:15 PM	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	6	
5:30 PM	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
Total Volume	0	0	0	0	6	8	14	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	1	1	18	
% Approach Total	0.0	0.0	0.0	0.0	42.9	57.1		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.500	0.500	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.750	
Entering Leg	0	0	0	0	6	8	14	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	1	1	18	
Exiting Leg	14							0							3							1							1	18
Total	28							0							6							2							2	36

PDI File #: **228653 M**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: High Street W: Broad Street SE: School Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	42	40	0	12	0	94	7	36	16	0	0	59	0	0	0	0	0	0	0	23	46	0	0	69	0	0	16	25	0	41	263
7:15 AM	47	37	1	2	0	87	34	41	22	0	0	97	0	0	0	0	0	0	0	19	68	1	0	88	0	0	28	30	0	58	330
7:30 AM	58	45	0	16	0	119	31	66	19	0	0	116	0	0	0	0	0	0	0	20	67	2	0	89	0	0	34	38	0	72	396
7:45 AM	56	61	0	11	0	128	12	63	28	0	0	103	0	0	0	0	0	0	0	20	68	0	0	88	0	1	30	46	0	77	396
Total	203	183	1	41	0	428	84	206	85	0	0	375	0	0	0	0	0	0	0	82	249	3	0	334	0	1	108	139	0	248	1385
8:00 AM	60	38	0	6	0	104	12	50	23	0	0	85	0	0	0	0	0	0	0	10	56	1	0	67	0	1	29	65	0	95	351
8:15 AM	63	45	0	5	0	113	11	51	20	1	0	83	0	0	0	0	0	0	0	20	83	2	0	105	0	0	34	58	0	92	393
8:30 AM	53	48	0	12	0	113	6	52	29	1	0	88	0	0	0	0	0	0	0	17	64	0	0	81	0	0	28	40	0	68	350
8:45 AM	52	42	0	7	0	101	9	54	19	1	0	83	0	0	0	0	0	0	0	19	65	1	0	85	2	1	39	64	0	106	375
Total	228	173	0	30	0	431	38	207	91	3	0	339	0	0	0	0	0	0	0	66	268	4	0	338	2	2	130	227	0	361	1469
Grand Total	431	356	1	71	0	859	122	413	176	3	0	714	0	0	0	0	0	0	0	148	517	7	0	672	2	3	238	366	0	609	2854
Approach %	50.2	41.4	0.1	8.3	0.0		17.1	57.8	24.6	0.4	0.0		0.0	0.0	0.0	0.0	0.0		0.0	22.0	76.9	1.0	0.0		0.3	0.5	39.1	60.1	0.0		
Total %	15.1	12.5	0.0	2.5	0.0	30.1	4.3	14.5	6.2	0.1	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.2	18.1	0.2	0.0	23.5	0.1	0.1	8.3	12.8	0.0	21.3	
Exiting Leg Total	1005						457						7						534						851						2854
Cars	418	351	1	71	0	841	120	410	168	3	0	701	0	0	0	0	0	0	0	136	496	7	0	639	2	2	232	353	0	589	2770
% Cars	97.0	98.6	100.0	100.0	0.0	97.9	98.4	99.3	95.5	100.0	0.0	98.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	91.9	95.9	100.0	0.0	95.1	100.0	66.7	97.5	96.4	0.0	96.7	97.1
Exiting Leg Total	969						439						6						521						835						2770
Heavy Vehicles	13	5	0	0	0	18	2	3	8	0	0	13	0	0	0	0	0	0	0	12	21	0	0	33	0	1	6	13	0	20	84
% Heavy Vehicles	3.0	1.4	0.0	0.0	0.0	2.1	1.6	0.7	4.5	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1	4.1	0.0	0.0	4.9	0.0	33.3	2.5	3.6	0.0	3.3	2.9
Exiting Leg Total	36						18						1						13						16						84

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

7:30 AM	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:30 AM	58	45	0	16	0	119	31	66	19	0	0	116	0	0	0	0	0	0	0	20	67	2	0	89	0	0	34	38	0	72	396
7:45 AM	56	61	0	11	0	128	12	63	28	0	0	103	0	0	0	0	0	0	0	20	68	0	0	88	0	1	30	46	0	77	396
8:00 AM	60	38	0	6	0	104	12	50	23	0	0	85	0	0	0	0	0	0	0	10	56	1	0	67	0	1	29	65	0	95	351
8:15 AM	63	45	0	5	0	113	11	51	20	1	0	83	0	0	0	0	0	0	0	20	83	2	0	105	0	0	34	58	0	92	393
Total Volume	237	189	0	38	0	464	66	230	90	1	0	387	0	0	0	0	0	0	0	70	274	5	0	349	0	2	127	207	0	336	1536
% Approach Total	51.1	40.7	0.0	8.2	0.0		17.1	59.4	23.3	0.3	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.1	78.5	1.4	0.0		0.0	0.6	37.8	61.6	0.0		
PHF	0.940	0.775	0.000	0.594	0.000	0.906	0.532	0.871	0.804	0.250	0.000	0.834	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.825	0.625	0.000	0.831	0.000	0.500	0.934	0.796	0.000	0.884	0.970
Cars	234	187	0	38	0	459	65	229	87	1	0	382	0	0	0	0	0	0	0	62	263	5	0	330	0	1	124	199	0	324	1495
Cars %	98.7	98.9	0.0	100.0	0.0	98.9	98.5	99.6	96.7	100.0	0.0	98.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	88.6	96.0	100.0	0.0	94.6	0.0	50.0	97.6	96.1	0.0	96.4	97.3
Heavy Vehicles	3	2	0	0	0	5	1	1	3	0	0	5	0	0	0	0	0	0	0	8	11	0	0	19	0	1	3	8	0	12	41
Heavy Vehicles %	1.3	1.1	0.0	0.0	0.0	1.1	1.5	0.4	3.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.4	4.0	0.0	0.0	5.4	0.0	50.0	2.4	3.9	0.0	3.6	2.7
Cars Enter Leg	234	187	0	38	0	459	65	229	87	1	0	382	0	0	0	0	0	0	0	62	263	5	0	330	0	1	124	199	0	324	1495
Heavy Enter Leg	3	2	0	0	0	5	1	1	3	0	0	5	0	0	0	0	0	0	0	8	11	0	0	19	0	1	3	8	0	12	41
Total Entering Leg	237	189	0	38	0	464	66	230	90	1	0	387	0	0	0	0	0	0	0	70	274	5	0	349	0	2	127	207	0	336	1536
Cars Exiting Leg	527						224						2						274						468						1495
Heavy Exiting Leg	20						11						1						5						4						41
Total Exiting Leg	547						235						3						279						472						1536

PDI File #: **228653 M**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: High Street W: Broad Street SE: School Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	38	40	0	12	0	90	7	36	15	0	0	58	0	0	0	0	0	0	0	22	46	0	0	68	0	0	15	25	0	40	256
7:15 AM	45	37	1	2	0	85	34	41	22	0	0	97	0	0	0	0	0	0	0	18	65	1	0	84	0	0	27	29	0	56	322
7:30 AM	58	45	0	16	0	119	31	65	18	0	0	114	0	0	0	0	0	0	0	18	66	2	0	86	0	0	32	38	0	70	389
7:45 AM	56	60	0	11	0	127	12	63	26	0	0	101	0	0	0	0	0	0	0	19	62	0	0	81	0	1	30	43	0	74	383
Total	197	182	1	41	0	421	84	205	81	0	0	370	0	0	0	0	0	0	0	77	239	3	0	319	0	1	104	135	0	240	1350
8:00 AM	58	38	0	6	0	102	11	50	23	0	0	84	0	0	0	0	0	0	0	8	54	1	0	63	0	0	29	65	0	94	343
8:15 AM	62	44	0	5	0	111	11	51	20	1	0	83	0	0	0	0	0	0	0	17	81	2	0	100	0	0	33	53	0	86	380
8:30 AM	52	47	0	12	0	111	6	51	26	1	0	84	0	0	0	0	0	0	0	16	62	0	0	78	0	0	27	39	0	66	339
8:45 AM	49	40	0	7	0	96	8	53	18	1	0	80	0	0	0	0	0	0	0	18	60	1	0	79	2	1	39	61	0	103	358
Total	221	169	0	30	0	420	36	205	87	3	0	331	0	0	0	0	0	0	0	59	257	4	0	320	2	1	128	218	0	349	1420
Grand Total	418	351	1	71	0	841	120	410	168	3	0	701	0	0	0	0	0	0	0	136	496	7	0	639	2	2	232	353	0	589	2770
Approach %	49.7	41.7	0.1	8.4	0.0		17.1	58.5	24.0	0.4	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.3	77.6	1.1	0.0		0.3	0.3	39.4	59.9	0.0		
Total %	15.1	12.7	0.0	2.6	0.0	30.4	4.3	14.8	6.1	0.1	0.0	25.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9	17.9	0.3	0.0	23.1	0.1	0.1	8.4	12.7	0.0	21.3	
Exiting Leg Total	969						439						6						521						835						2770

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

7:30 AM	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:30 AM	58	45	0	16	0	119	31	65	18	0	0	114	0	0	0	0	0	0	0	18	66	2	0	86	0	0	32	38	0	70	389
7:45 AM	56	60	0	11	0	127	12	63	26	0	0	101	0	0	0	0	0	0	0	19	62	0	0	81	0	1	30	43	0	74	383
8:00 AM	58	38	0	6	0	102	11	50	23	0	0	84	0	0	0	0	0	0	0	8	54	1	0	63	0	0	29	65	0	94	343
8:15 AM	62	44	0	5	0	111	11	51	20	1	0	83	0	0	0	0	0	0	0	17	81	2	0	100	0	0	33	53	0	86	380
Total Volume	234	187	0	38	0	459	65	229	87	1	0	382	0	0	0	0	0	0	0	62	263	5	0	330	0	1	124	199	0	324	1495
% Approach Total	51.0	40.7	0.0	8.3	0.0		17.0	59.9	22.8	0.3	0.0		0.0	0.0	0.0	0.0	0.0		0.0	18.8	79.7	1.5	0.0		0.0	0.3	38.3	61.4	0.0		
PHF	0.944	0.779	0.000	0.594	0.000	0.904	0.524	0.881	0.837	0.250	0.000	0.838	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.816	0.812	0.625	0.000	0.825	0.000	0.250	0.939	0.765	0.000	0.862	0.961
Entering Leg	234	187	0	38	0	459	65	229	87	1	0	382	0	0	0	0	0	0	0	62	263	5	0	330	0	1	124	199	0	324	1495
Exiting Leg						527						224							2					274						468	1495
Total						986						606						2						604						792	2990

PDI File #: **228653 M**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: High Street W: Broad Street SE: School Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



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

	Commercial Street						High Street						School Street						Commercial Street						Broad Street							
	from North						from East						from Southeast						from South						from West							
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total		
7:00 AM	4	0	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	7
7:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	1	1	0	2	8
7:30 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	2	0	0	2	7
7:45 AM	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	3	0	3	13
Total	6	1	0	0	0	7	0	1	4	0	0	5	0	0	0	0	0	0	0	0	5	10	0	0	15	0	0	4	4	0	8	35
8:00 AM	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0	0	4	0	1	0	0	0	1	8
8:15 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5	0	0	1	5	0	6	13
8:30 AM	1	1	0	0	0	2	0	1	3	0	0	4	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	1	1	0	2	11
8:45 AM	3	2	0	0	0	5	1	1	1	0	0	3	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	3	0	3	17
Total	7	4	0	0	0	11	2	2	4	0	0	8	0	0	0	0	0	0	0	0	7	11	0	0	18	0	1	2	9	0	12	49
Grand Total	13	5	0	0	0	18	2	3	8	0	0	13	0	0	0	0	0	0	0	0	12	21	0	0	33	0	1	6	13	0	20	84
Approach %	72.2	27.8	0.0	0.0	0.0		15.4	23.1	61.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	36.4	63.6	0.0	0.0		0.0	5.0	30.0	65.0	0.0			
Total %	15.5	6.0	0.0	0.0	0.0	21.4	2.4	3.6	9.5	0.0	0.0	15.5	0.0	0.0	0.0	0.0	0.0	0.0		0.0	14.3	25.0	0.0	0.0	39.3	0.0	1.2	7.1	15.5	0.0	23.8	
Exiting Leg Total	36						18						1						13						16						84	
Buses	5	0	0	0	0	5	1	0	2	0	0	3	0	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	13
% Buses	38.5	0.0	0.0	0.0	0.0	27.8	50.0	0.0	25.0	0.0	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0		0.0	25.0	9.5	0.0	0.0	15.2	0.0	0.0	0.0	0.0	0.0	0.0	15.5
Exiting Leg Total	3						3						0						2						5						13	
Single-Unit Trucks	8	5	0	0	0	13	1	2	5	0	0	8	0	0	0	0	0	0	0	0	8	14	0	0	22	0	1	6	11	0	18	61
% Single-Unit	61.5	100.0	0.0	0.0	0.0	72.2	50.0	66.7	62.5	0.0	0.0	61.5	0.0	0.0	0.0	0.0	0.0	0.0		0.0	66.7	66.7	0.0	0.0	66.7	0.0	100.0	100.0	84.6	0.0	90.0	72.6
Exiting Leg Total	26						14						1						10						10						61	
Articulated Trucks	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	2	0	2	10
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	12.5	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0		0.0	8.3	23.8	0.0	0.0	18.2	0.0	0.0	0.0	15.4	0.0	10.0	11.9
Exiting Leg Total	7						1						0						1						1						10	

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

8:00 AM	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total						
	from North						from East						from Southeast						from South						from West												
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total							
8:00 AM	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0	0	4	0	1	0	0	0	1	8					
8:15 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5	0	0	1	5	0	6	13					
8:30 AM	1	1	0	0	0	2	0	1	3	0	0	4	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	1	1	0	2	11					
8:45 AM	3	2	0	0	0	5	1	1	1	0	0	3	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	3	0	3	17					
Total Volume	7	4	0	0	0	11	2	2	4	0	0	8	0	0	0	0	0	0	0	0	7	11	0	0	18	0	1	2	9	0	12	49					
% Approach Total	63.6	36.4	0.0	0.0	0.0		25.0	25.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	38.9	61.1	0.0	0.0		0.0	8.3	16.7	75.0	0.0								
PHF	0.583	0.500	0.000	0.000	0.000	0.550	0.500	0.500	0.333	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.583	0.550	0.000	0.750	0.000	0.250	0.500	0.450	0.000	0.500	0.721						
Buses	2	0	0	0	0	2	1	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5					
Buses %	28.6	0.0	0.0	0.0	0.0	18.2	50.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	14.3	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10.2						
Single-Unit Trucks	5	4	0	0	0	9	1	1	3	0	0	5	0	0	0	0	0	0	0	0	6	8	0	0	14	0	1	2	7	0	10	38					
Single-Unit %	71.4	100.0	0.0	0.0	0.0	81.8	50.0	50.0	75.0	0.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0		0.0	85.7	72.7	0.0	0.0	77.8	0.0	100.0	100.0	77.8	0.0	83.3	77.6					
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	2	0	2	6					
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	27.3	0.0	0.0	16.7	0.0	0.0	0.0	22.2	0.0	16.7	12.2					
Buses	2	0	0	0	0	2	1	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5					
Single-Unit Trucks	5	4	0	0	0	9	1	1	3	0	0	5	0	0	0	0	0	0	0	0	6	8	0	0	14	0	1	2	7	0	10	38					
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	2	0	2	6					
Total Entering Leg	7	4	0	0	0	11	2	2	4	0	0	8	0	0	0	0	0	0	0	0	7	11	0	0	18	0	1	2	9	0	12	49					
Buses	1												0						1						2						5						
Single-Unit Trucks	16												8						1						7						6						38
Articulated Trucks	5												0						0						1						6						
Total Exiting Leg	22						9						1			8			9			49															

PDI File #: **228653 M**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: High Street W: Broad Street SE: School Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4
Total	3	0	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	8
8:00 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	0	2	1	0	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5
Grand Total	5	0	0	0	0	5	1	0	2	0	0	3	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	13
Approach %	100.0	0.0	0.0	0.0	0.0		33.3	0.0	66.7	0.0	0.0		0.0	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	0.0		
Total %	38.5	0.0	0.0	0.0	0.0	38.5	7.7	0.0	15.4	0.0	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1	15.4	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	3						3						0						2						5						13

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

7:00 AM	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4
Total Volume	3	0	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	8
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	3	0	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	8
Exiting Leg	2						2						0						1						3						8
Total	5						3						0						5						3						16

PDI File #: **228653 M**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: High Street W: Broad Street SE: School Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total	
	from North						from East						from Southeast						from South						from West							
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total		
7:00 AM	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	4
7:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	1	0	2	7
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	2	4
7:45 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	3	0	3	8
Total	3	1	0	0	0	4	0	1	2	0	0	3	0	0	0	0	0	0	0	2	6	0	0	0	8	0	0	4	4	0	8	23
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0	0	4	0	1	0	0	0	0	1	6
8:15 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	1	4	0	0	5	10
8:30 AM	1	1	0	0	0	2	0	1	2	0	0	3	0	0	0	0	0	0	0	1	2	0	0	3	0	0	1	1	0	2	10	
8:45 AM	3	2	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	2	0	2	12	
Total	5	4	0	0	0	9	1	1	3	0	0	5	0	0	0	0	0	0	0	6	8	0	0	14	0	1	2	7	0	10	38	
Grand Total	8	5	0	0	0	13	1	2	5	0	0	8	0	0	0	0	0	0	0	8	14	0	0	22	0	1	6	11	0	18	61	
Approach %	61.5	38.5	0.0	0.0	0.0		12.5	25.0	62.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	36.4	63.6	0.0	0.0		0.0	5.6	33.3	61.1	0.0			
Total %	13.1	8.2	0.0	0.0	0.0	21.3	1.6	3.3	8.2	0.0	0.0	13.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.1	23.0	0.0	0.0	36.1	0.0	1.6	9.8	18.0	0.0	29.5		
Exiting Leg Total	26						14						1						10						10						61	

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

8:00 AM	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total	
	from North						from East						from Southeast						from South						from West							
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total		
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0	0	4	0	1	0	0	0	1	6
8:15 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	1	4	0	5	10	
8:30 AM	1	1	0	0	0	2	0	1	2	0	0	3	0	0	0	0	0	0	0	1	2	0	0	3	0	0	1	1	0	2	10	
8:45 AM	3	2	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	2	0	2	12	
Total Volume	5	4	0	0	0	9	1	1	3	0	0	5	0	0	0	0	0	0	0	6	8	0	0	14	0	1	2	7	0	10	38	
% Approach Total	55.6	44.4	0.0	0.0	0.0		20.0	20.0	60.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	42.9	57.1	0.0	0.0		0.0	10.0	20.0	70.0	0.0			
PHF	0.417	0.500	0.000	0.000	0.000	0.450	0.250	0.250	0.375	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.667	0.000	0.000	0.875	0.000	0.250	0.500	0.438	0.000	0.500	0.792	
Entering Leg	5	4	0	0	0	9	1	1	3	0	0	5	0	0	0	0	0	0	0	6	8	0	0	14	0	1	2	7	0	10	38	
Exiting Leg	16						8						1						7						6						38	
Total	25						13						1						21						16						76	

PDI File #: **228653 M**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: High Street W: Broad Street SE: School Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total	
	from North						from East						from Southeast						from South						from West							
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	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	1	0	0	1	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	1	0	0	0	1	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	4	
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	2	0	2	6	
Grand Total	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	2	0	2	10	
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	16.7	83.3	0.0	0.0		0.0	0.0	0.0	100.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	10.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	50.0	0.0	60.0	0.0	0.0	0.0	20.0	0.0	20.0			
Exiting Leg Total	7						1						0						1						1						10	

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

8:00 AM	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total	
	from North						from East						from Southeast						from South						from West							
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	4
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	3	0	0	0	2	0	2	6	
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.500	0.375	
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	2	0	2	6	
Exiting Leg	5						0						0						0						1						6	
Total	5						1						0						3						3						12	

PDI File #: **228653 M**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: High Street W: Broad Street SE: School Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Commercial Street								High Street								School Street								Commercial Street								Broad Street								Total			
	from North								from East								from Southeast								from South								from West											
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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	2	0	0	0	2	0	2	0	2		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
Grand Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	3	0		
Approach %	0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0	0.0					
Total %	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	66.7	0.0	0.0	0.0	66.7			
Exiting Leg Total	2								0								0								1								0								3			

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

7:30 AM	Commercial Street								High Street								School Street								Commercial Street								Broad Street								Total		
	from North								from East								from Southeast								from South								from West										
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total Volume	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	3		
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	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	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250		0.375
Entering Leg	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	3		
Exiting Leg	2								0								0								1								0								3		
Total	3								0								0								1								2								6		

PDI File #: 228653 M
Location: N: Commercial Street S: Commercial Street
Location: E: High Street W: Broad Street SE: School Street
City, State: Weymouth, MA
Client: KH/W. Scully
Site Code: 112632000
Count Date: Thursday, June 9, 2022
Start Time: 7:00 AM
End Time: 9:00 AM
Class:



Pedestrians

	Commercial Street								High Street								School Street								Commercial Street								Broad Street								Total							
	from North								from East								from Southeast								from South								from West															
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2							
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Total	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2							
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2								
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2								
Grand Total	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	4									
Approach %	0	0	0	0	0	0	0	100		0	0	0	0	0	0	100		0	0	0	0	0	0	0	0	0	0	0	0	100	0		0	0	0	0	0	100	0									
Total %	0	0	0	0	0	0	0	25	25	0	0	0	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	25	0	25	0	0	0	0	25	0	25									
Exiting Leg Total	1								1								0								1								1								4							

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

7:00 AM	Commercial Street								High Street								School Street								Commercial Street								Broad Street								Total							
	from North								from East								from Southeast								from South								from West															
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2						
7:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total Volume	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.250				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250		0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250					
Entering Leg	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
Exiting Leg	1								1								0								0								0								0							
Total	2								2								0								0								0								4							

PDI File #: 228653 M
Location: N: Commercial Street S: Commercial Street
Location: E: High Street W: Broad Street SE: School Street
City, State: Weymouth, MA
Client: KH/W. Scully
Site Code: 112632000
Count Date: Thursday, June 9, 2022
Start Time: 3:00 PM
End Time: 6:00 PM
Class:



Cars and Heavy Vehicles (Combined)

	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
3:00 PM	65	58	2	1	0	126	8	58	25	0	0	91	0	0	0	0	0	0	1	16	53	1	0	71	0	1	55	52	0	108	396
3:15 PM	53	56	2	3	0	114	8	43	32	0	0	83	0	0	0	0	0	0	0	28	73	0	0	101	0	1	61	63	0	125	423
3:30 PM	44	60	0	3	0	107	7	53	43	0	0	103	0	0	0	0	0	0	0	34	68	0	0	102	0	0	60	62	0	122	434
3:45 PM	37	50	0	9	0	96	10	53	36	0	0	99	0	1	0	0	0	1	0	23	67	1	0	91	0	0	44	46	0	90	377
Total	199	224	4	16	0	443	33	207	136	0	0	376	0	1	0	0	0	1	1	101	261	2	0	365	0	2	220	223	0	445	1630
4:00 PM	46	58	0	7	0	111	5	38	28	1	0	72	0	0	0	0	0	0	1	34	59	2	0	96	1	0	41	63	0	105	384
4:15 PM	61	55	0	2	0	118	5	48	29	1	0	83	0	0	0	0	0	0	0	29	69	1	0	99	0	0	41	49	0	90	390
4:30 PM	45	53	0	7	0	105	7	47	29	0	0	83	0	0	0	0	0	0	0	26	73	1	0	100	1	0	65	53	0	119	407
4:45 PM	55	57	0	7	0	119	9	35	26	0	0	70	0	0	0	0	0	0	0	33	78	2	0	113	1	0	42	56	0	99	401
Total	207	223	0	23	0	453	26	168	112	2	0	308	0	0	0	0	0	0	1	122	279	6	0	408	3	0	189	221	0	413	1582
5:00 PM	48	72	0	1	0	121	5	46	23	1	0	75	0	0	0	0	0	0	0	31	65	2	0	98	0	0	71	50	0	121	415
5:15 PM	59	63	0	3	0	125	5	45	16	1	0	67	0	0	0	0	0	0	0	31	74	1	0	106	1	1	49	49	0	100	398
5:30 PM	42	39	0	7	0	88	8	43	31	0	0	82	0	0	0	0	0	0	0	27	67	1	0	95	1	0	42	72	0	115	380
5:45 PM	49	44	0	11	0	104	8	43	28	2	0	81	0	0	0	0	0	0	0	26	73	0	0	99	1	1	38	58	0	98	382
Total	198	218	0	22	0	438	26	177	98	4	0	305	0	0	0	0	0	0	0	115	279	4	0	398	3	2	200	229	0	434	1575
Grand Total	604	665	4	61	0	1334	85	552	346	6	0	989	0	1	0	0	0	1	2	338	819	12	0	1171	6	4	609	673	0	1292	4787
Approach %	45.3	49.9	0.3	4.6	0.0		8.6	55.8	35.0	0.6	0.0		0.0	100.0	0.0	0.0	0.0		0.2	28.9	69.9	1.0	0.0		0.5	0.3	47.1	52.1	0.0		
Total %	12.6	13.9	0.1	1.3	0.0	27.9	1.8	11.5	7.2	0.1	0.0	20.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	17.1	0.3	0.0	24.5	0.1	0.1	12.7	14.1	0.0	27.0	
Exiting Leg Total	1578						1008						16						1017						1168						4787
Cars	592	648	3	61	0	1304	83	545	341	6	0	975	0	0	0	0	0	0	1	325	806	12	0	1144	6	4	604	663	0	1277	4700
% Cars	98.0	97.4	75.0	100.0	0.0	97.8	97.6	98.7	98.6	100.0	0.0	98.6	0.0	0.0	0.0	0.0	0.0	0.0	50.0	96.2	98.4	100.0	0.0	97.7	100.0	100.0	99.2	98.5	0.0	98.8	98.2
Exiting Leg Total	1552						990						14						995						1149						4700
Heavy Vehicles	12	17	1	0	0	30	2	7	5	0	0	14	0	1	0	0	0	1	1	13	13	0	0	27	0	0	5	10	0	15	87
% Heavy Vehicles	2.0	2.6	25.0	0.0	0.0	2.2	2.4	1.3	1.4	0.0	0.0	1.4	0.0	100.0	0.0	0.0	0.0	100.0	50.0	3.8	1.6	0.0	0.0	2.3	0.0	0.0	0.8	1.5	0.0	1.2	1.8
Exiting Leg Total	26						18						2						22						19						87

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
3:00 PM	65	58	2	1	0	126	8	58	25	0	0	91	0	0	0	0	0	0	1	16	53	1	0	71	0	1	55	52	0	108	396
3:15 PM	53	56	2	3	0	114	8	43	32	0	0	83	0	0	0	0	0	0	0	28	73	0	0	101	0	1	61	63	0	125	423
3:30 PM	44	60	0	3	0	107	7	53	43	0	0	103	0	0	0	0	0	0	0	34	68	0	0	102	0	0	60	62	0	122	434
3:45 PM	37	50	0	9	0	96	10	53	36	0	0	99	0	1	0	0	0	1	0	23	67	1	0	91	0	0	44	46	0	90	377
Total Volume	199	224	4	16	0	443	33	207	136	0	0	376	0	1	0	0	0	1	1	101	261	2	0	365	0	2	220	223	0	445	1630
% Approach Total	44.9	50.6	0.9	3.6	0.0		8.8	55.1	36.2	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.3	27.7	71.5	0.5	0.0		0.0	0.4	49.4	50.1	0.0		
PHF	0.765	0.933	0.500	0.444	0.000	0.879	0.825	0.892	0.791	0.000	0.000	0.913	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.743	0.894	0.500	0.000	0.895	0.000	0.500	0.902	0.885	0.000	0.890	0.939
Cars	194	216	3	16	0	429	32	204	136	0	0	372	0	0	0	0	0	0	1	92	256	2	0	351	0	2	219	215	0	436	1588
Cars %	97.5	96.4	75.0	100.0	0.0	96.8	97.0	98.6	100.0	0.0	0.0	98.9	0.0	0.0	0.0	0.0	0.0	0.0	100.0	91.1	98.1	100.0	0.0	96.2	0.0	100.0	99.5	96.4	0.0	98.0	97.4
Heavy Vehicles	5	8	1	0	0	14	1	3	0	0	0	4	0	1	0	0	0	1	0	9	5	0	0	14	0	0	1	8	0	9	42
Heavy Vehicles %	2.5	3.6	25.0	0.0	0.0	3.2	3.0	1.4	0.0	0.0	0.0	1.1	0.0	100.0	0.0	0.0	0.0	100.0	0.0	8.9	1.9	0.0	0.0	3.8	0.0	0.0	0.5	3.6	0.0	2.0	2.6
Cars Enter Leg	194	216	3	16	0	429	32	204	136	0	0	372	0	0	0	0	0	0	1	92	256	2	0	351	0	2	219	215	0	436	1588
Heavy Enter Leg	5	8	1	0	0	14	1	3	0	0	0	4	0	1	0	0	0	1	0	9	5	0	0	14	0	0	1	8	0	9	42
Total Entering Leg	199	224	4	16	0	443	33	207	136	0	0	376	0	1	0	0	0	1	1	101	261	2	0	365	0	2	220	223	0	445	1630
Cars Exiting Leg	503						327						6						352						400						1588
Heavy Exiting Leg	15						10						1						8						8						42
Total Exiting Leg	518						337						7						360						408						1630

PDI File #: **228653 M**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: High Street W: Broad Street SE: School Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
3:00 PM	64	55	2	1	0	122	8	57	25	0	0	90	0	0	0	0	0	0	1	14	52	1	0	68	0	1	55	50	0	106	386
3:15 PM	53	52	1	3	0	109	8	43	32	0	0	83	0	0	0	0	0	0	0	22	71	0	0	93	0	1	61	62	0	124	409
3:30 PM	43	59	0	3	0	105	7	52	43	0	0	102	0	0	0	0	0	0	0	34	67	0	0	101	0	0	59	59	0	118	426
3:45 PM	34	50	0	9	0	93	9	52	36	0	0	97	0	0	0	0	0	0	0	22	66	1	0	89	0	0	44	44	0	88	367
Total	194	216	3	16	0	429	32	204	136	0	0	372	0	0	0	0	0	0	1	92	256	2	0	351	0	2	219	215	0	436	1588
4:00 PM	45	55	0	7	0	107	5	38	25	1	0	69	0	0	0	0	0	0	0	33	59	2	0	94	1	0	41	62	0	104	374
4:15 PM	61	54	0	2	0	117	5	46	29	1	0	81	0	0	0	0	0	0	0	29	68	1	0	98	0	0	40	49	0	89	385
4:30 PM	45	52	0	7	0	104	7	46	29	0	0	82	0	0	0	0	0	0	0	26	73	1	0	100	1	0	63	53	0	117	403
4:45 PM	54	55	0	7	0	116	9	35	26	0	0	70	0	0	0	0	0	0	0	31	76	2	0	109	1	0	42	56	0	99	394
Total	205	216	0	23	0	444	26	165	109	2	0	302	0	0	0	0	0	0	0	119	276	6	0	401	3	0	186	220	0	409	1556
5:00 PM	48	72	0	1	0	121	5	45	22	1	0	73	0	0	0	0	0	0	0	30	64	2	0	96	0	0	70	50	0	120	410
5:15 PM	59	63	0	3	0	125	5	45	16	1	0	67	0	0	0	0	0	0	0	31	74	1	0	106	1	1	49	48	0	99	397
5:30 PM	40	37	0	7	0	84	8	43	30	0	0	81	0	0	0	0	0	0	0	27	64	1	0	92	1	0	42	72	0	115	372
5:45 PM	46	44	0	11	0	101	7	43	28	2	0	80	0	0	0	0	0	0	0	26	72	0	0	98	1	1	38	58	0	98	377
Total	193	216	0	22	0	431	25	176	96	4	0	301	0	0	0	0	0	0	0	114	274	4	0	392	3	2	199	228	0	432	1556
Grand Total	592	648	3	61	0	1304	83	545	341	6	0	975	0	0	0	0	0	0	1	325	806	12	0	1144	6	4	604	663	0	1277	4700
Approach %	45.4	49.7	0.2	4.7	0.0		8.5	55.9	35.0	0.6	0.0		0.0	0.0	0.0	0.0	0.0		0.1	28.4	70.5	1.0	0.0		0.5	0.3	47.3	51.9	0.0		
Total %	12.6	13.8	0.1	1.3	0.0	27.7	1.8	11.6	7.3	0.1	0.0	20.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	17.1	0.3	0.0	24.3	0.1	0.1	12.9	14.1	0.0	27.2	
Exiting Leg Total						1552						990						14					995						1149		4700

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

4:30 PM	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:30 PM	45	52	0	7	0	104	7	46	29	0	0	82	0	0	0	0	0	0	0	26	73	1	0	100	1	0	63	53	0	117	403
4:45 PM	54	55	0	7	0	116	9	35	26	0	0	70	0	0	0	0	0	0	0	31	76	2	0	109	1	0	42	56	0	99	394
5:00 PM	48	72	0	1	0	121	5	45	22	1	0	73	0	0	0	0	0	0	0	30	64	2	0	96	0	0	70	50	0	120	410
5:15 PM	59	63	0	3	0	125	5	45	16	1	0	67	0	0	0	0	0	0	0	31	74	1	0	106	1	1	49	48	0	99	397
Total Volume	206	242	0	18	0	466	26	171	93	2	0	292	0	0	0	0	0	0	0	118	287	6	0	411	3	1	224	207	0	435	1604
% Approach Total	44.2	51.9	0.0	3.9	0.0		8.9	58.6	31.8	0.7	0.0		0.0	0.0	0.0	0.0	0.0		0.0	28.7	69.8	1.5	0.0		0.7	0.2	51.5	47.6	0.0		
PHF	0.873	0.840	0.000	0.643	0.000	0.932	0.722	0.929	0.802	0.500	0.000	0.890	0.000	0.000	0.000	0.000	0.000		0.000	0.952	0.944	0.750	0.000	0.943	0.750	0.250	0.800	0.924	0.000	0.906	0.978
Entering Leg	206	242	0	18	0	466	26	171	93	2	0	292	0	0	0	0	0	0	0	118	287	6	0	411	3	1	224	207	0	435	1604
Exiting Leg						520						360							3					338						383	1604
Total						986						652						3					749						818		3208

PDI File #: **228653 M**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: High Street W: Broad Street SE: School Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



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

	Commercial Street						High Street						School Street						Commercial Street						Broad Street						
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Total
3:00 PM	1	3	0	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	2	0	2	10
3:15 PM	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	8	0	0	0	1	0	1	14
3:30 PM	1	1	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	3	0	4	8
3:45 PM	3	0	0	0	0	3	1	1	0	0	0	2	0	1	0	0	0	1	0	1	1	0	0	2	0	0	0	2	0	2	10
Total	5	8	1	0	0	14	1	3	0	0	0	4	0	1	0	0	0	1	0	9	5	0	0	14	0	0	1	8	0	9	42
4:00 PM	1	3	0	0	0	4	0	0	3	0	0	3	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	1	0	1	10
4:15 PM	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	5
4:30 PM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
4:45 PM	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	7
Total	2	7	0	0	0	9	0	3	3	0	0	6	0	0	0	0	0	0	1	3	3	0	0	7	0	0	3	1	0	4	26
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	0	1	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	2	2	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8
5:45 PM	3	0	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5
Total	5	2	0	0	0	7	1	1	2	0	0	4	0	0	0	0	0	0	0	1	5	0	0	6	0	0	1	1	0	2	19
Grand Total	12	17	1	0	0	30	2	7	5	0	0	14	0	1	0	0	0	1	1	13	13	0	0	27	0	0	5	10	0	15	87
Approach %	40.0	56.7	3.3	0.0	0.0		14.3	50.0	35.7	0.0	0.0		0.0	100.0	0.0	0.0	0.0		3.7	48.1	48.1	0.0	0.0		0.0	0.0	33.3	66.7	0.0		
Total %	13.8	19.5	1.1	0.0	0.0	34.5	2.3	8.0	5.7	0.0	0.0	16.1	0.0	1.1	0.0	0.0	0.0	1.1	1.1	14.9	14.9	0.0	0.0	31.0	0.0	0.0	5.7	11.5	0.0	17.2	
Exiting Leg Total	26						18						2						22						19						87
Buses	3	3	0	0	0	6	1	0	4	0	0	5	0	0	0	0	0	0	0	5	3	0	0	8	0	0	2	3	0	5	24
% Buses	25.0	17.6	0.0	0.0	0.0	20.0	50.0	0.0	80.0	0.0	0.0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.5	23.1	0.0	0.0	29.6	0.0	0.0	40.0	30.0	0.0	33.3	27.6
Exiting Leg Total	7						7						0						7						3						24
Single-Unit Trucks	9	13	1	0	0	23	1	7	1	0	0	9	0	1	0	0	0	1	1	7	10	0	0	18	0	0	3	7	0	10	61
% Single-Unit	75.0	76.5	100.0	0.0	0.0	76.7	50.0	100.0	20.0	0.0	0.0	64.3	0.0	100.0	0.0	0.0	0.0	100.0	100.0	53.8	76.9	0.0	0.0	66.7	0.0	0.0	60.0	70.0	0.0	66.7	70.1
Exiting Leg Total	19						10						2						14						16						61
Articulated Trucks	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
% Articulated	0.0	5.9	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	2.3
Exiting Leg Total	0						1						0						1						0						2

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total	
	from North						from East						from Southeast						from South						from West							
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total		
3:00 PM	1	3	0	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	2	0	2	10	
3:15 PM	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	8	0	0	0	1	0	1	14	
3:30 PM	1	1	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	3	0	4	8	
3:45 PM	3	0	0	0	0	3	1	1	0	0	0	2	0	1	0	0	0	1	0	1	1	0	0	2	0	0	0	2	0	2	10	
Total Volume	5	8	1	0	0	14	1	3	0	0	0	4	0	1	0	0	0	1	0	9	5	0	0	14	0	0	1	8	0	9	42	
% Approach Total	35.7	57.1	7.1	0.0	0.0		25.0	75.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	64.3	35.7	0.0	0.0		0.0	0.0	11.1	88.9	0.0			
PHF	0.417	0.500	0.250	0.000	0.000	0.700	0.250	0.750	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.375	0.625	0.000	0.000	0.438	0.000	0.000	0.250	0.667	0.000	0.563	0.750	
Buses	2	1	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	4	1	0	0	5	0	0	1	3	0	4	13	
Buses %	40.0	12.5	0.0	0.0	0.0	21.4	100.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.4	20.0	0.0	0.0	35.7	0.0	0.0	100.0	37.5	0.0	44.4	31.0	
Single-Unit Trucks	3	6	1	0	0	10	0	3	0	0	0	3	0	1	0	0	0	1	0	5	4	0	0	9	0	0	0	5	0	5	28	
Single-Unit %	60.0	75.0	100.0	0.0	0.0	71.4	0.0	100.0	0.0	0.0	0.0	75.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	55.6	80.0	0.0	0.0	64.3	0.0	0.0	0.0	62.5	0.0	55.6	66.7	
Articulated Trucks	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Articulated %	0.0	12.5	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	
Buses	2	1	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	4	1	0	0	5	0	0	1	3	0	4	13	
Single-Unit Trucks	3	6	1	0	0	10	0	3	0	0	0	3	0	1	0	0	0	1	0	5	4	0	0	9	0	0	0	5	0	5	28	
Articulated Trucks	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Entering Leg	5	8	1	0	0	14	1	3	0	0	0	4	0	1	0	0	0	1	0	9	5	0	0	14	0	0	1	8	0	9	42	
Buses	5																														2	
Single-Unit Trucks	10																														6	
Articulated Trucks	0																														0	
Total Exiting Leg	15						10						1						8						8						42	

PDI File #: **228653 M**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: High Street W: Broad Street SE: School Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
3:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	3
3:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	1	5
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
3:45 PM	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4	
Total	2	1	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	4	1	0	5	0	0	1	3	0	4	13	
4:00 PM	1	1	0	0	0	2	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	1	2	0	0	0	3	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	8	
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	3
Grand Total	3	3	0	0	0	6	1	0	4	0	0	5	0	0	0	0	0	0	0	5	3	0	8	0	0	2	3	0	5	24	
Approach %	50.0	50.0	0.0	0.0	0.0		20.0	0.0	80.0	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	40.0	60.0	0.0		
Total %	12.5	12.5	0.0	0.0	0.0	25.0	4.2	0.0	16.7	0.0	0.0	20.8	0.0	0.0	0.0	0.0	0.0	0.0		0.0	20.8	12.5	0.0	33.3	0.0	0.0	8.3	12.5	0.0	20.8	
Exiting Leg Total	7						7						0						7						3						24

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:15 PM	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
3:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	1	5
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	4
4:00 PM	1	1	0	0	0	2	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Volume	2	2	0	0	0	4	1	0	3	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	0	0	1	2	0	3	15
% Approach Total	50.0	50.0	0.0	0.0	0.0		25.0	0.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	33.3	66.7	0.0		
PHF	0.500	0.500	0.000	0.000	0.000	0.500	0.250	0.000	0.250	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.333	0.000	0.000	0.250	0.500	0.000	0.750	0.750
Entering Leg	2	2	0	0	0	4	1	0	3	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	0	0	1	2	0	3	15
Exiting Leg	3						5						0						5						2						15
Total	7						9						0						9						5						30

PDI File #: **228653 M**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: High Street W: Broad Street SE: School Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total	
	from North						from East						from Southeast						from South						from West							
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total		
3:00 PM	0	2	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	1	0	1	6
3:15 PM	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	9	
3:30 PM	1	1	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	3	7	
3:45 PM	2	0	0	0	0	2	0	1	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	1	6	
Total	3	6	1	0	0	10	0	3	0	0	0	3	0	1	0	0	0	1	0	5	4	0	0	9	0	0	0	5	0	5	28	
4:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	1	4	
4:15 PM	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	
4:30 PM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	
4:45 PM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	6	
Total	1	5	0	0	0	6	0	3	0	0	0	3	0	0	0	0	0	0	1	2	2	0	0	5	0	0	2	1	0	3	17	
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	3	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
5:30 PM	2	2	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	
5:45 PM	3	0	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	
Total	5	2	0	0	0	7	1	1	1	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	1	0	2	16	
Grand Total	9	13	1	0	0	23	1	7	1	0	0	9	0	1	0	0	0	1	1	7	10	0	0	18	0	0	3	7	0	10	61	
Approach %	39.1	56.5	4.3	0.0	0.0		11.1	77.8	11.1	0.0	0.0		0.0	100.0	0.0	0.0	0.0		5.6	38.9	55.6	0.0	0.0		0.0	0.0	30.0	70.0	0.0			
Total %	14.8	21.3	1.6	0.0	0.0	37.7	1.6	11.5	1.6	0.0	0.0	14.8	0.0	1.6	0.0	0.0	0.0	1.6	1.6	11.5	16.4	0.0	0.0	29.5	0.0	0.0	4.9	11.5	0.0	16.4		
Exiting Leg Total	19						10						2						14						16						61	

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total	
	from North						from East						from Southeast						from South						from West							
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total		
3:00 PM	0	2	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	1	6	
3:15 PM	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3	2	0	0	5	0	0	0	0	0	9	
3:30 PM	1	1	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	3	0	3	7
3:45 PM	2	0	0	0	0	2	0	1	0	0	0	1	0	1	0	0	0	1	1	0	0	1	0	0	1	0	0	0	1	0	1	6
Total Volume	3	6	1	0	0	10	0	3	0	0	0	3	0	1	0	0	0	1	9	0	5	4	0	0	9	0	0	0	5	0	5	28
% Approach Total	30.0	60.0	10.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	55.6	44.4	0.0	0.0		0.0	0.0	0.0	100.0	0.0			
PHF	0.375	0.500	0.250	0.000	0.000	0.625	0.000	0.750	0.000	0.000	0.000	0.750	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.417	0.500	0.000	0.000	0.450	0.000	0.000	0.000	0.417	0.000	0.417	0.778	
Entering Leg	3	6	1	0	0	10	0	3	0	0	0	3	0	1	0	0	0	1	9	0	5	4	0	0	9	0	0	0	5	0	5	28
Exiting Leg	10						5						1						6						6						28	
Total	20						8						2						15						11						56	

PDI File #: **228653 M**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: High Street W: Broad Street SE: School Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Commercial Street						High Street						School Street						Commercial Street						Broad Street						
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
3:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						1						0						1						0						2

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Commercial Street						High Street						School Street						Commercial Street						Broad Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
3:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg	0						0						0						1						0						1
Total	1						0						0						1						0						2

PDI File #: 228653 M
Location: N: Commercial Street S: Commercial Street
Location: E: High Street W: Broad Street SE: School Street
City, State: Weymouth, MA
Client: KH/W. Scully
Site Code: 112632000
Count Date: Thursday, June 9, 2022
Start Time: 3:00 PM
End Time: 6:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Commercial Street								High Street								School Street								Commercial Street								Broad Street								Total
	from North								from East								from Southeast								from South								from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	1	0	3	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	1	1	4	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2	2	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
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	1	1	0	0	4	0	0	0	1	5	6
Grand Total	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	7	0	0	1	2	10	16
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	70.0	0.0	0.0	10.0	20.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	6.3	18.8	0.0	0.0	43.8	0.0	0.0	6.3	12.5	62.5	
Exiting Leg Total	1								7								0								3								5								16

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:15 PM	Commercial Street								High Street								School Street								Commercial Street								Broad Street								Total
	from North								from East								from Southeast								from South								from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	1	0	3	6
Total Volume	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	1	0	4	8	8	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	75.0	0.0	0.0	25.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.375	0.000	0.000	0.250	0.000	0.333	0.333			
Entering Leg	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3	0	0	1	0	4	8
Exiting Leg	1								3								0								1								3								8
Total	1								6								0								2								7								16

PDI File #: **228653 M**
 Location: **N: Commercial Street S: Commercial Street**
 Location: **E: High Street W: Broad Street SE: School Street**
 City, State: **Weymouth, MA**
 Client: **KH/W. Scully**
 Site Code: **112632000**
 Count Date: **Thursday, June 9, 2022**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Commercial Street								High Street								School Street								Commercial Street								Broad Street								Total	
	from North								from East								from Southeast								from South								from West									
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	5	
3:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	
Total	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6	3	9	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	15	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
4:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	7	7	26
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	3	2	5	0	0	0	0	0	1	12	13	0	0	0	0	0	0	7	7	0	0	0	0	0	0	7	7	34	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2		
5:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	1	1	6		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3	3		
Total	0	0	0	0	0	0	2	2	0	0	0	0	0	3	4	7	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2	4	0	0	0	0	0	2	2	4	18	
Grand Total	0	0	0	0	0	1	4	5	0	0	0	0	0	6	6	12	0	0	0	0	0	8	15	23	0	0	0	0	0	4	12	16	0	0	0	0	0	2	9	11	67	
Approach %	0	0	0	0	0	20	80		0	0	0	0	0	50	50		0	0	0	0	0	35	65		0	0	0	0	0	25	75		0	0	0	0	0	18	82			
Total %	0	0	0	0	0	1.5	6	7.5	0	0	0	0	0	9	9	18	0	0	0	0	0	12	22	34	0	0	0	0	0	6	18	24	0	0	0	0	0	3	13	16		
Exiting Leg Total	5								12								23								16								11								67	

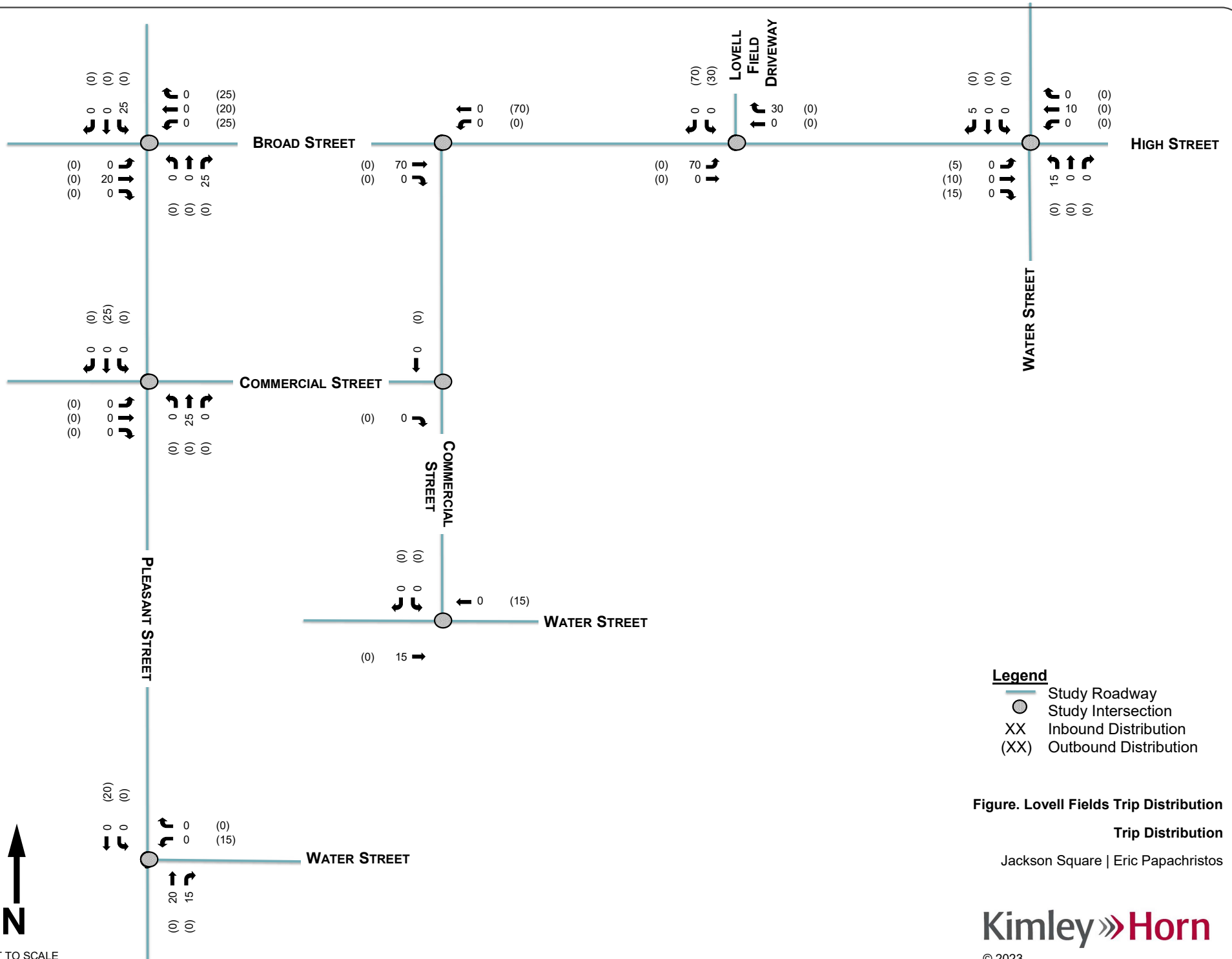
Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

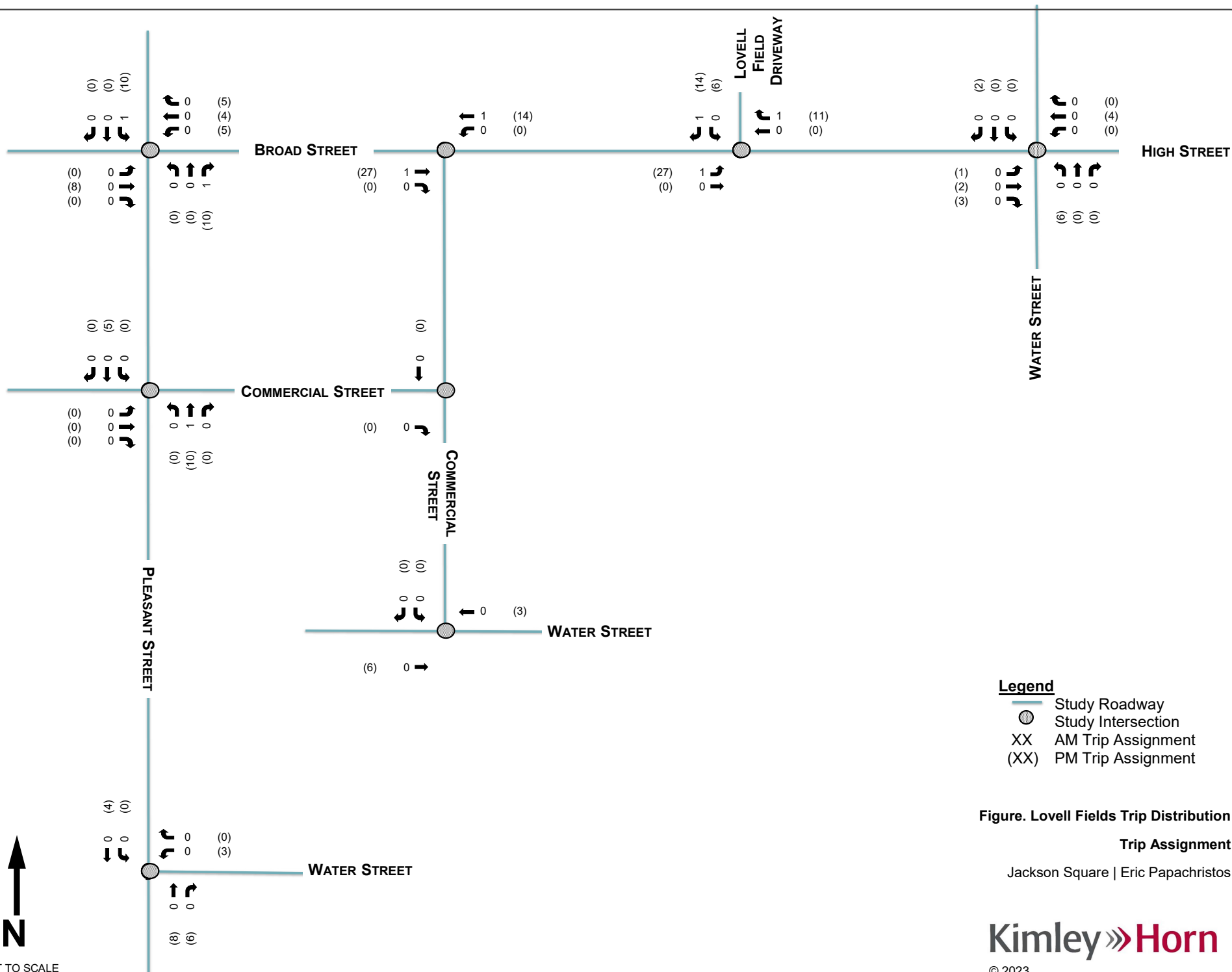
4:45 PM	Commercial Street								High Street								School Street								Commercial Street								Broad Street								Total
	from North								from East								from Southeast								from South								from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	7	7	0	0	0	0	0	0	7	7	26
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2	
5:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	1	1	6
Total Volume	0	0	0	0	0	1	3	4	0	0	0	0	0	2	4	6	0	0	0	0	0	1	10	11	0	0	0	0	0	2	9	11	0	0	0	0	0	0	9	9	41
% Approach Total	0.0	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	9.1	90.9		0.0	0.0	0.0	0.0	0.0	18.2	81.8	0.393	0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.394
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.275	0.000	0.000	0.000	0.000	0.000	0.250	0.321	0.393	0.000	0.000	0.000	0.000	0.000	0.000	0.321	0.321	
Entering Leg	0	0	0	0	0	1	3	4	0	0	0	0	0	2	4	6	0	0	0	0	0	1	10	11	0	0	0	0	0	2	9	11	0	0	0	0	0	0	9	9	41
Exiting Leg	4								6								11								11								9								41
Total	8								12								22								22								18								82

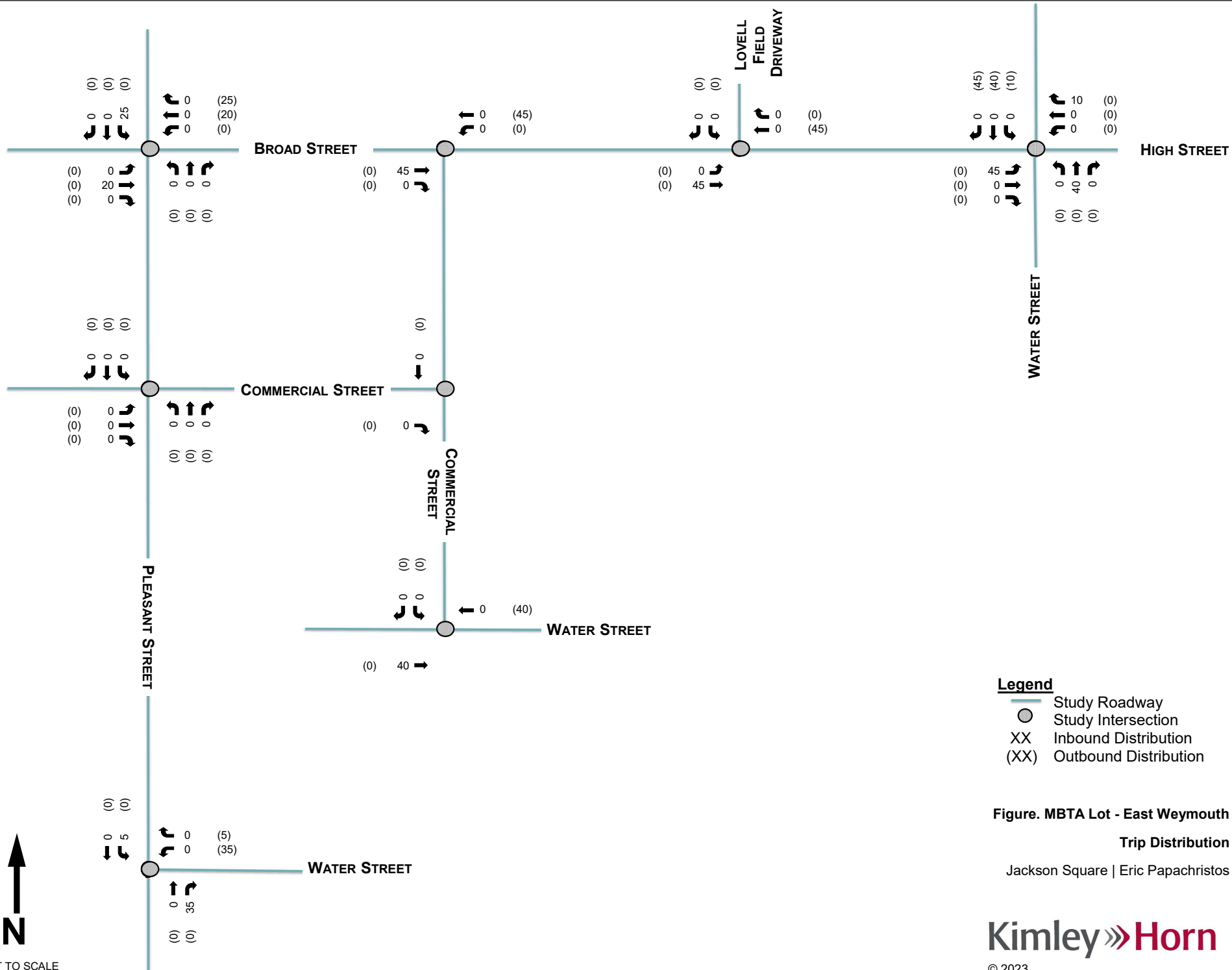
APPENDIX B

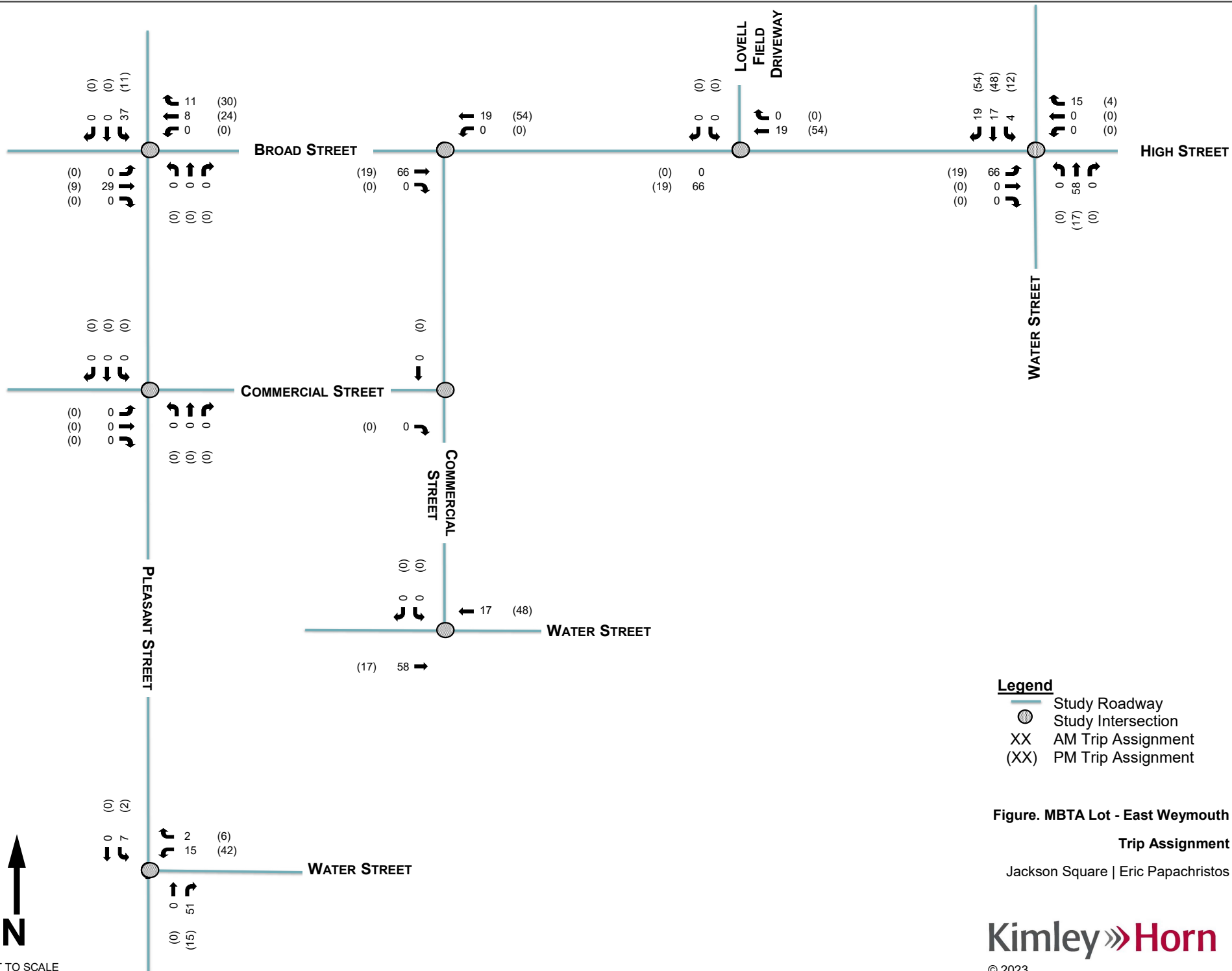
Vicinity Developments

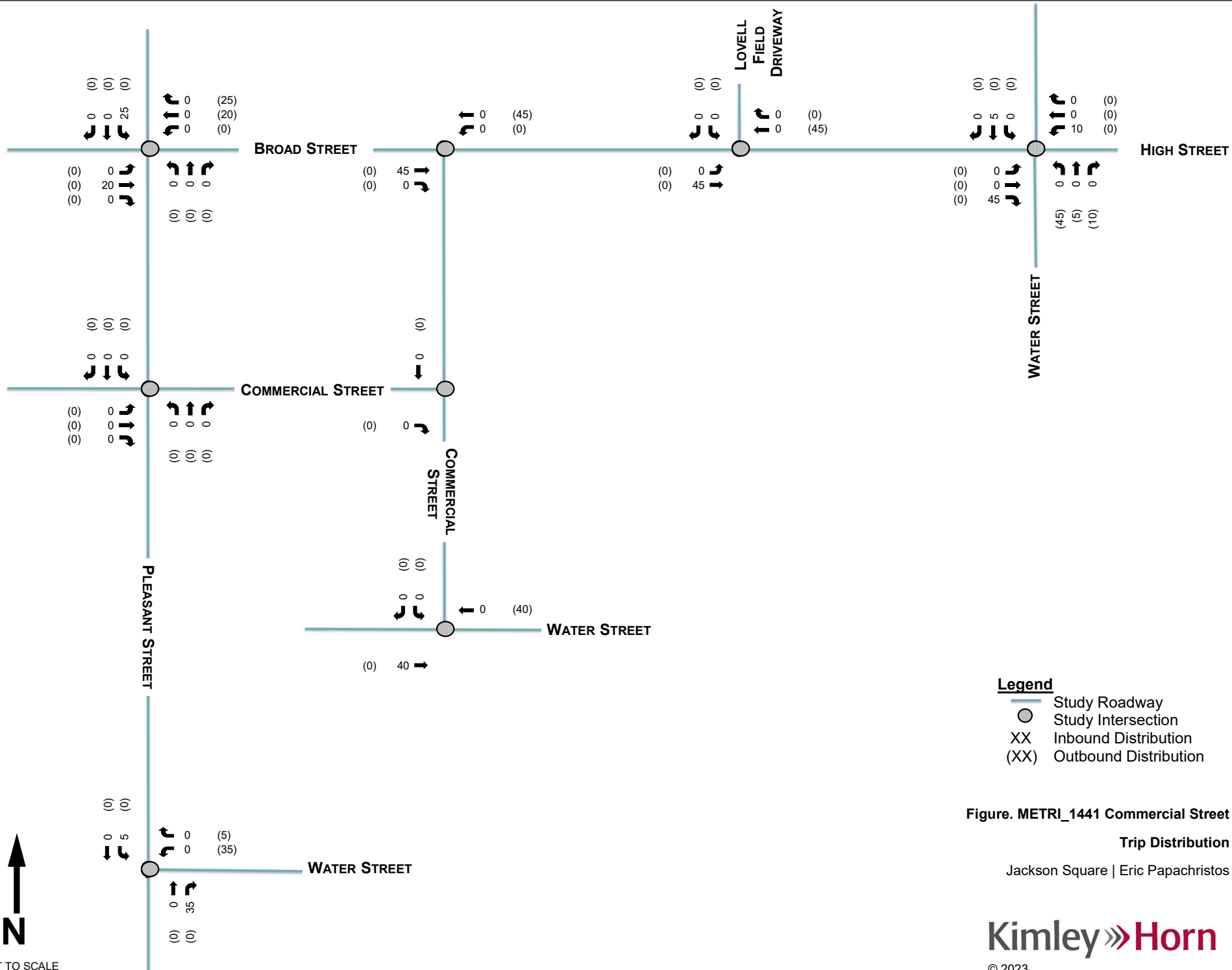


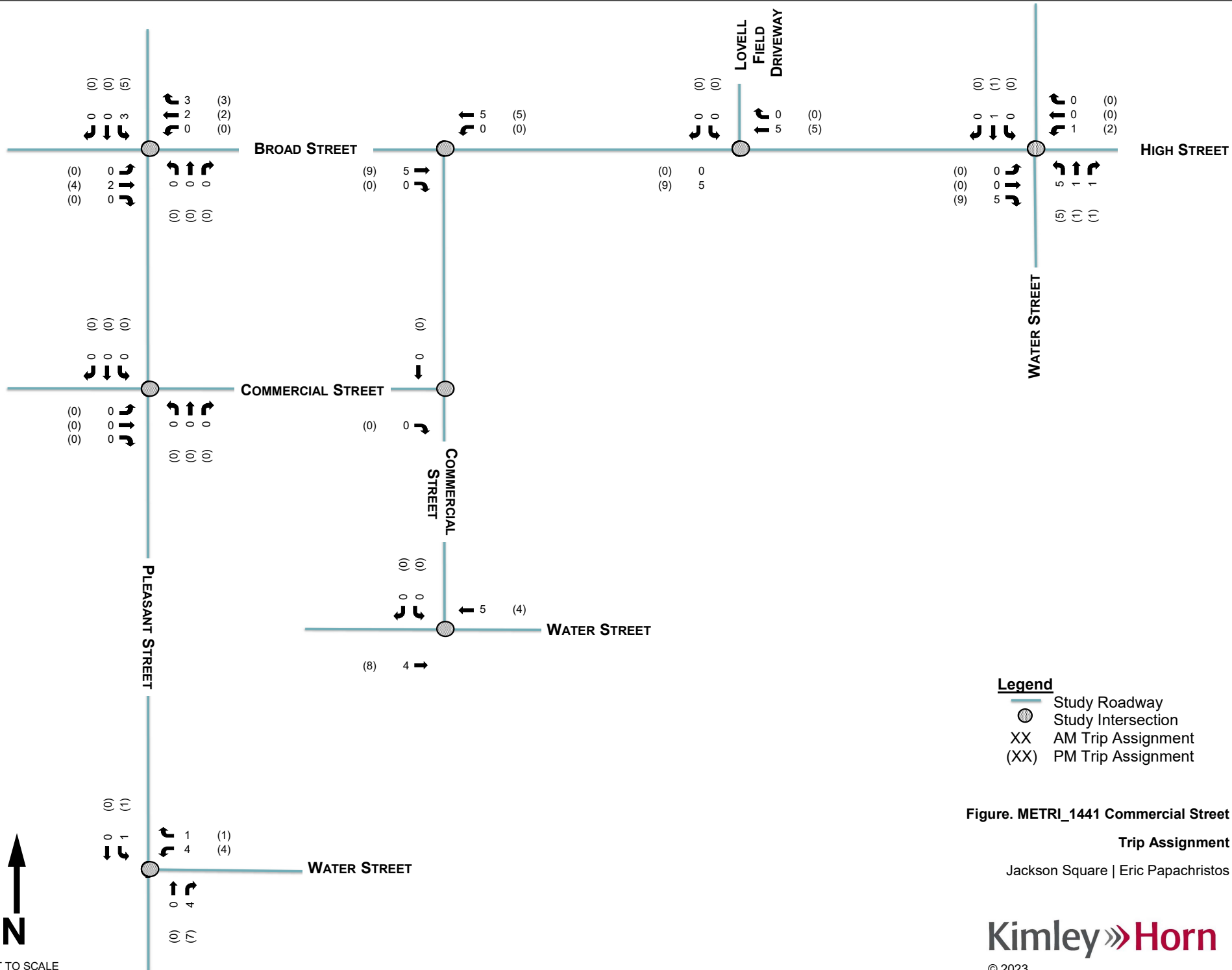












APPENDIX C

Trip Generation

Jackson Square |
Eric Papachristos
112856000

AM
PM

¹ Land Use Subcategory: Close to Rail Transit and Setting/Location: Dense Multi-Use Urban
² Setting/Location: General Urban/Suburban
 Trip generation based on ITE's Trip Generation Manual, 11th Edition.

Building A



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

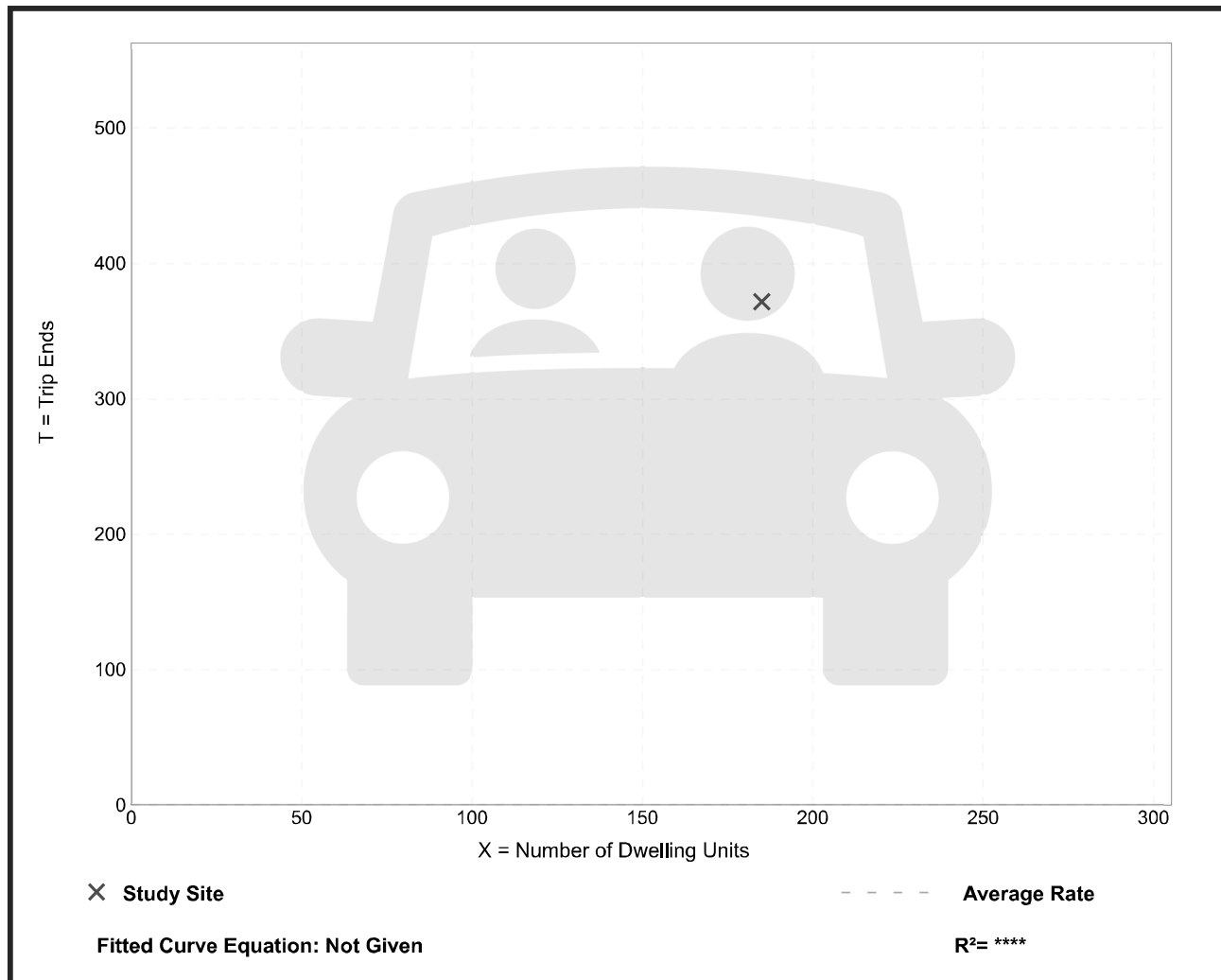
Setting/Location: Dense Multi-Use Urban
Number of Studies: 1
Avg. Num. of Dwelling Units: 185
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.01	2.01 - 2.01	*

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise)

Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: Dense Multi-Use Urban

Number of Studies: 16

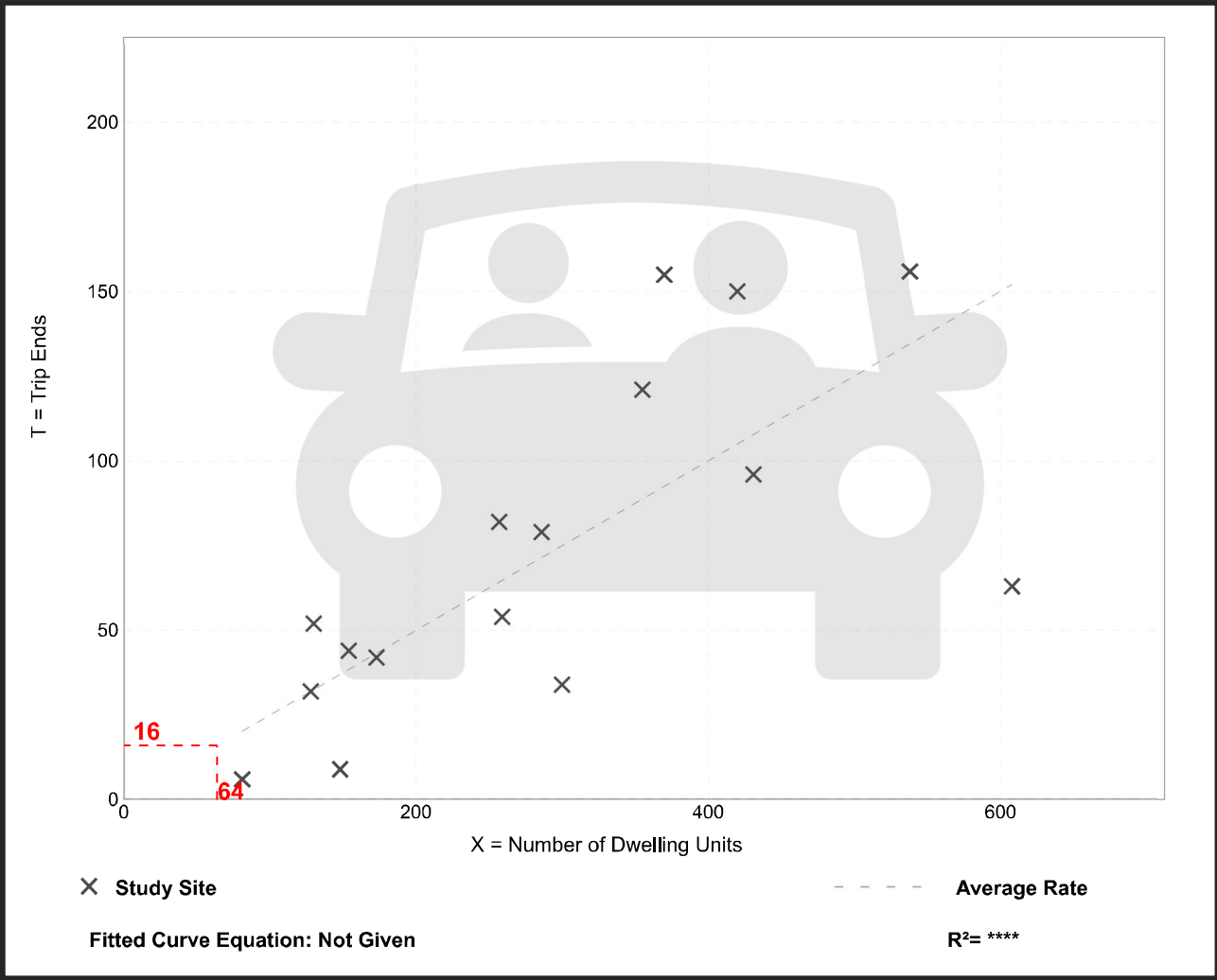
Avg. Num. of Dwelling Units: 290

Directional Distribution: 15% entering, 85% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.06 - 0.42	0.11

Data Plot and Equation



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.**

Setting/Location: Dense Multi-Use Urban

Number of Studies: 14

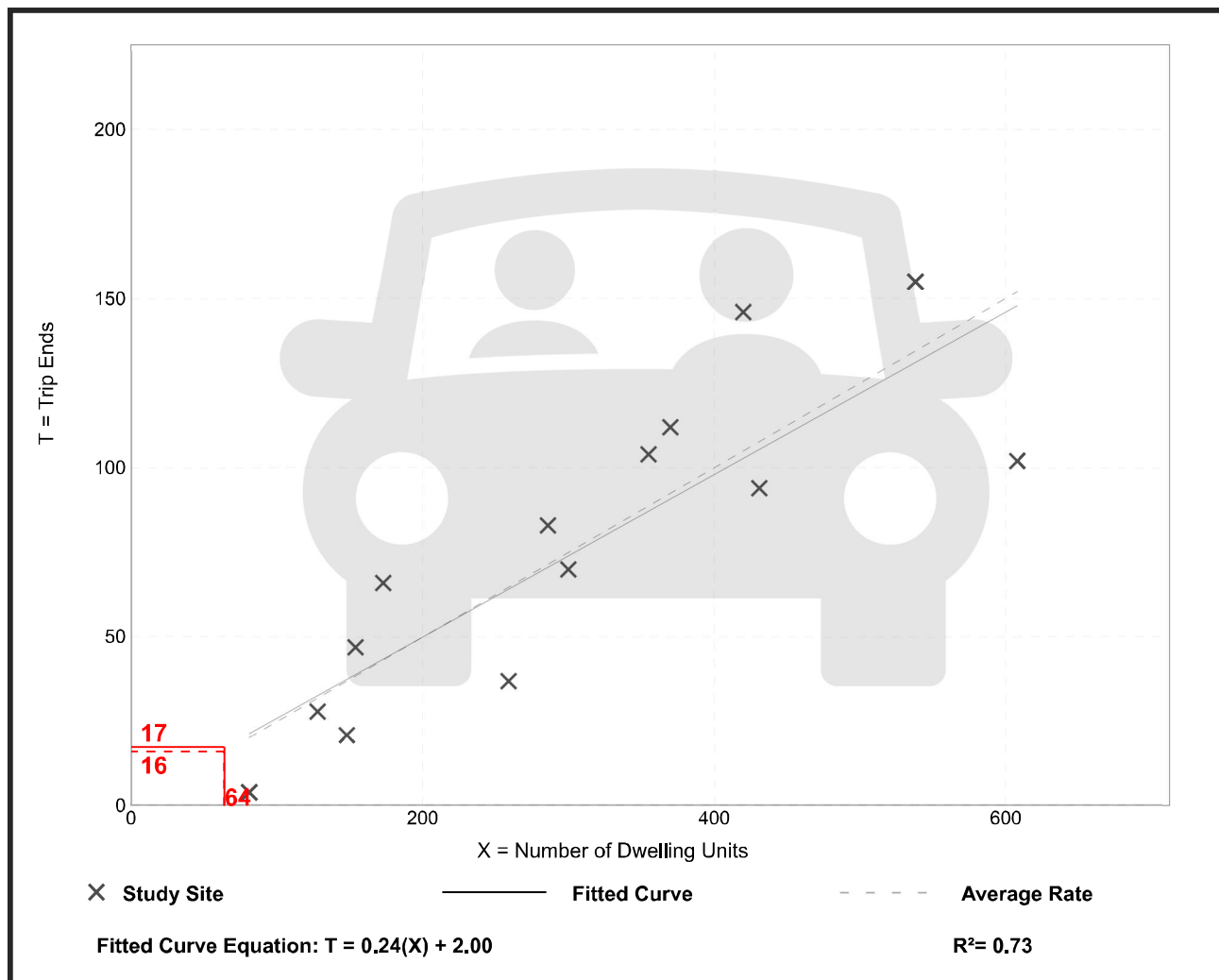
Avg. Num. of Dwelling Units: 304

Directional Distribution: 74% entering, 26% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.05 - 0.38	0.08

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

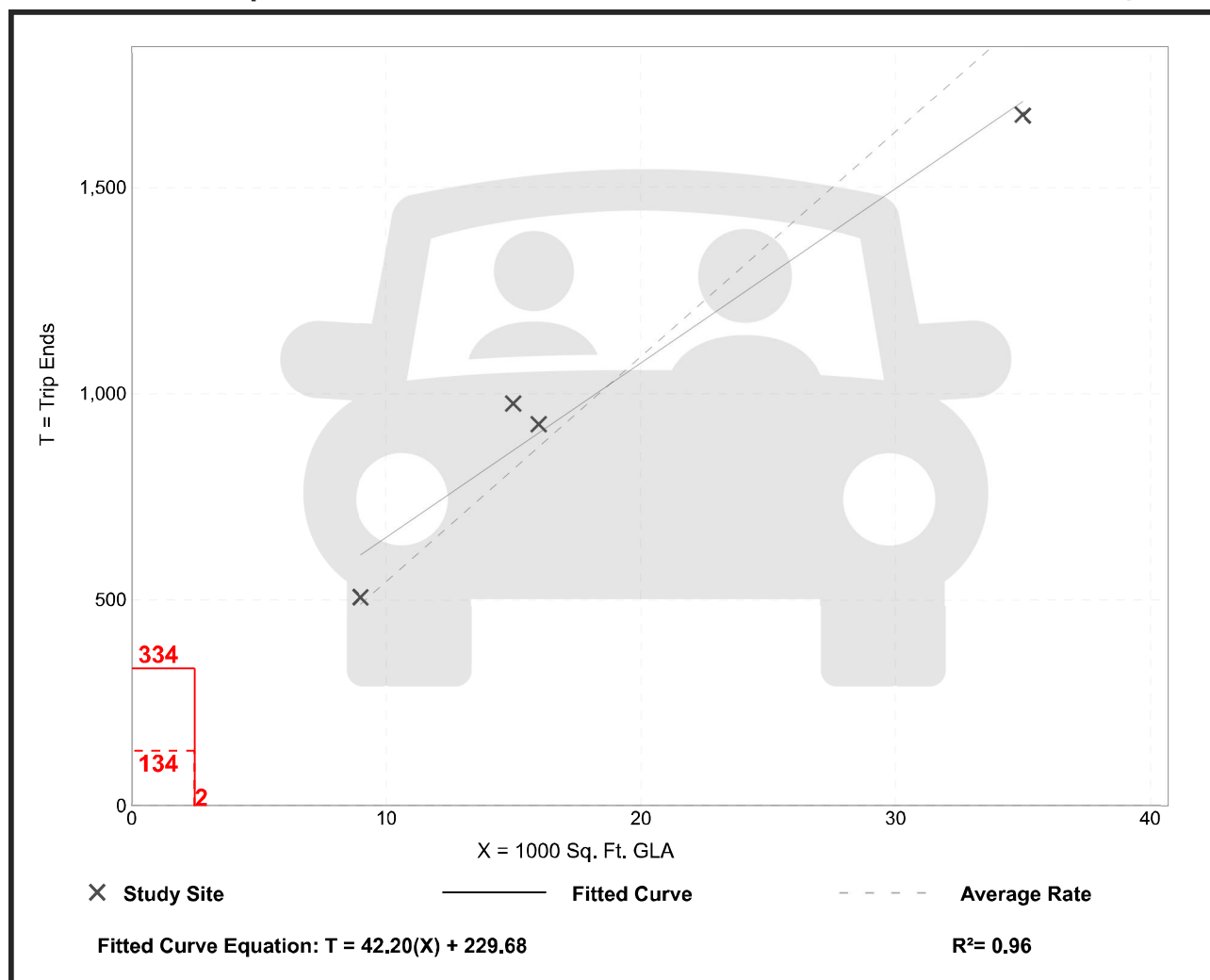
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k) (822)

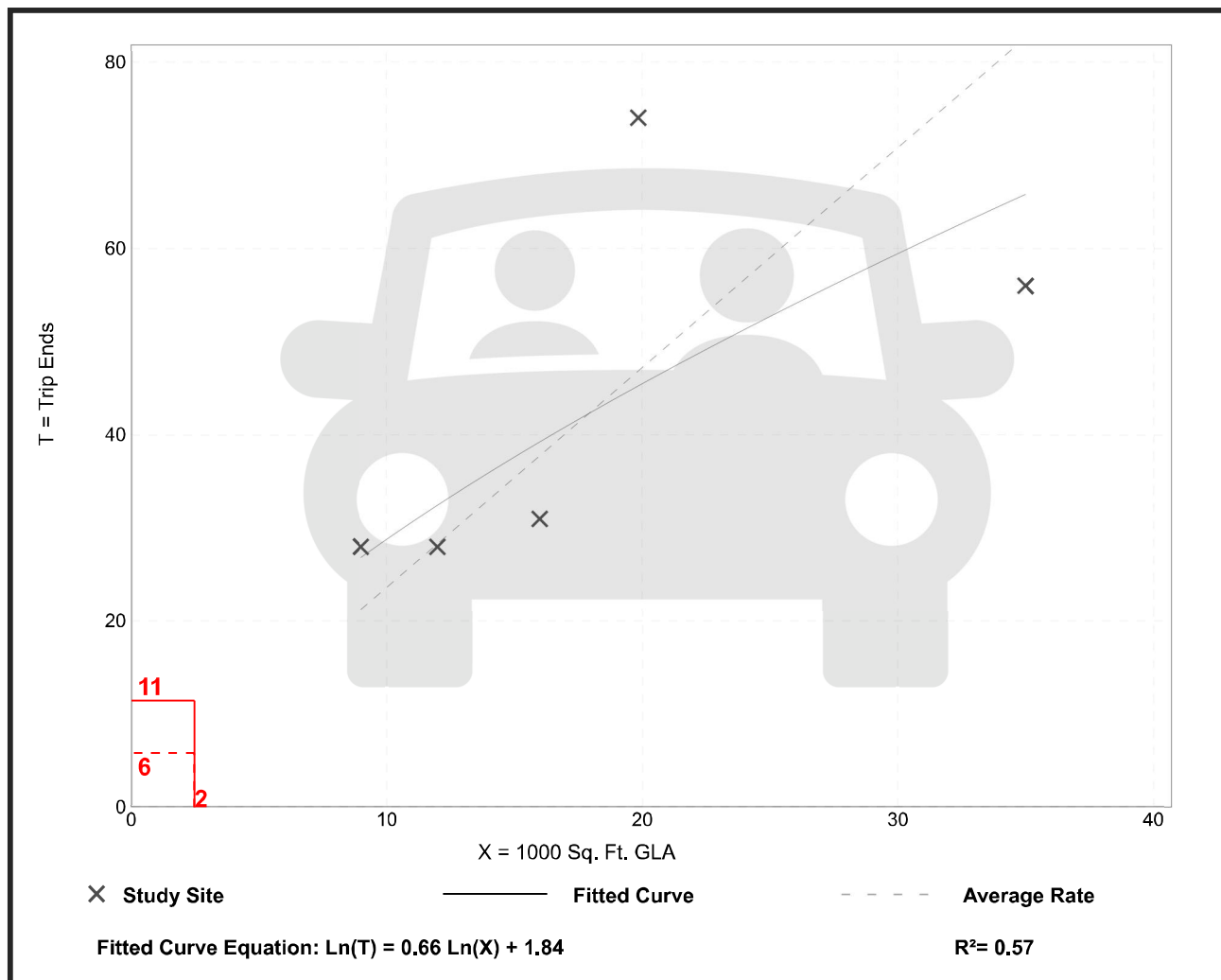
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)

(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

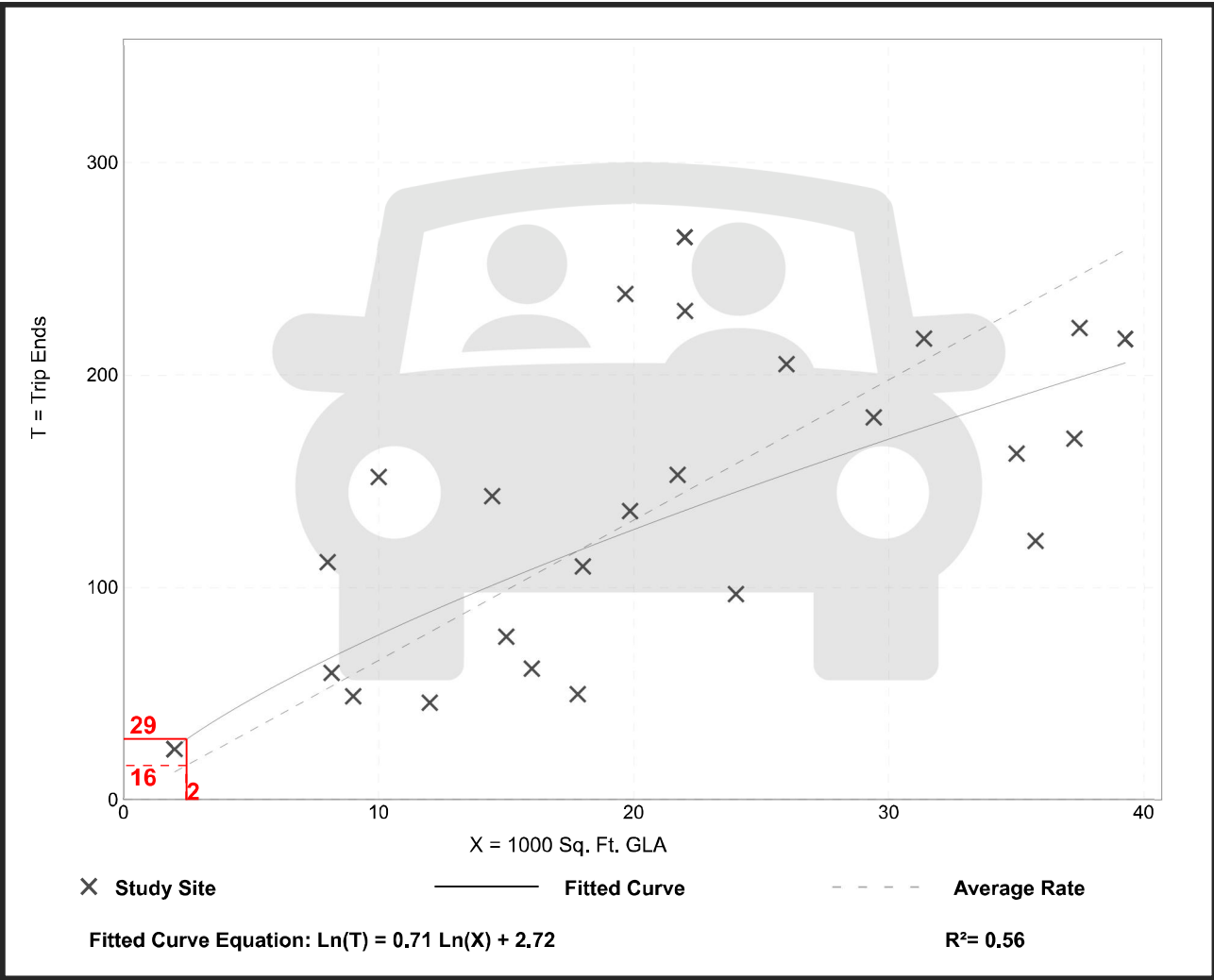
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Building B



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

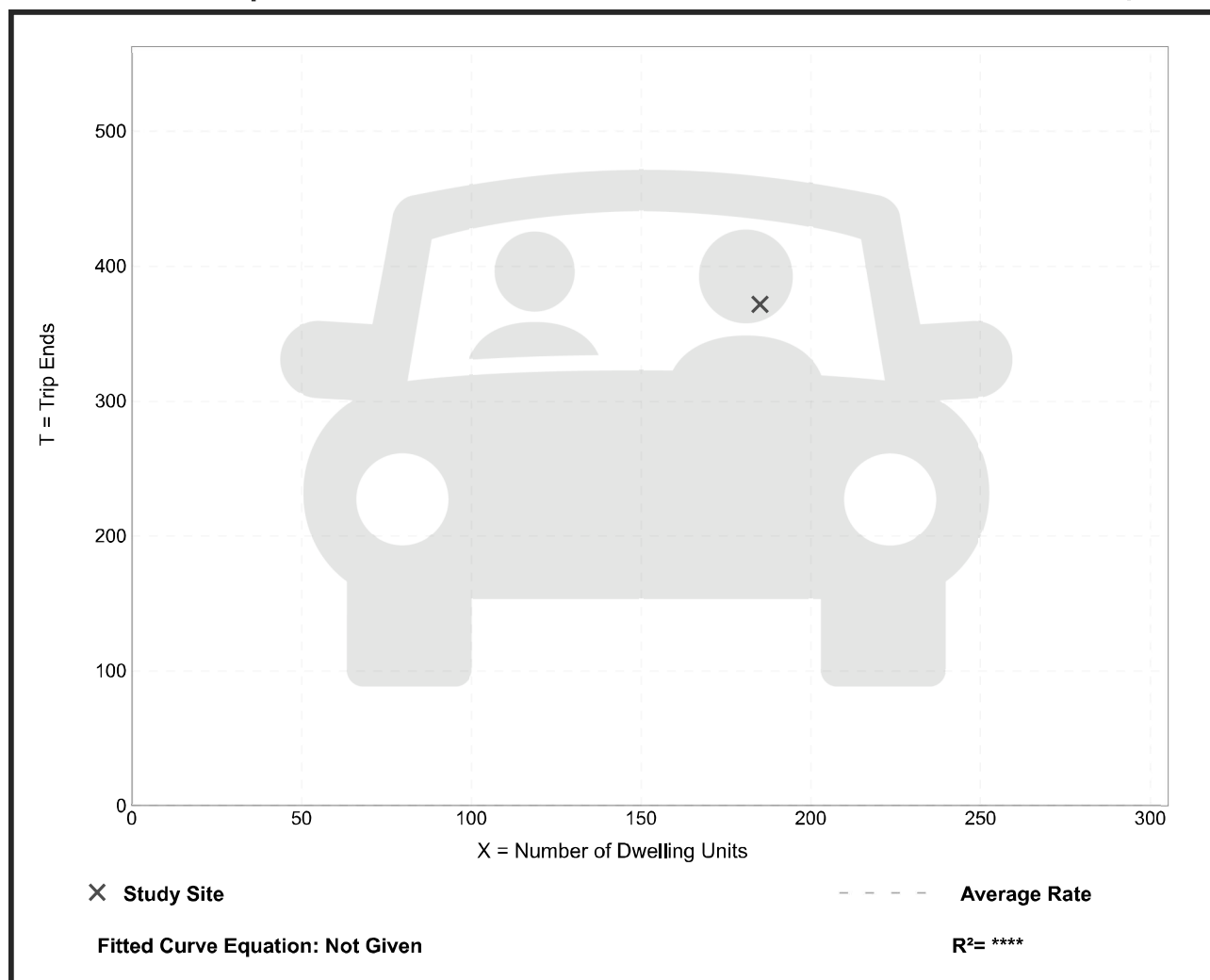
Setting/Location: Dense Multi-Use Urban
Number of Studies: 1
Avg. Num. of Dwelling Units: 185
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.01	2.01 - 2.01	*

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise)

Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: Dense Multi-Use Urban

Number of Studies: 16

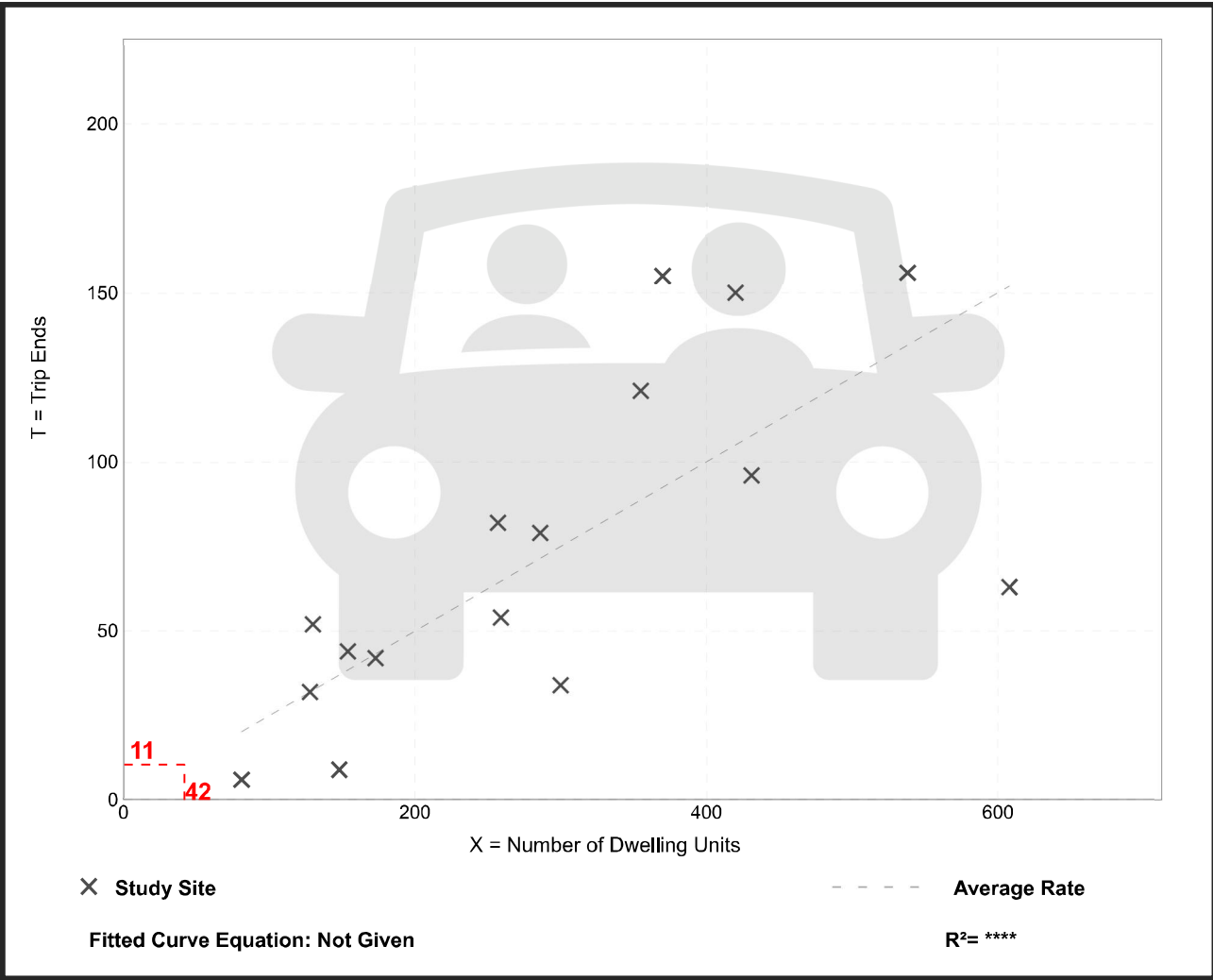
Avg. Num. of Dwelling Units: 290

Directional Distribution: 15% entering, 85% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.06 - 0.42	0.11

Data Plot and Equation



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.**

Setting/Location: Dense Multi-Use Urban

Number of Studies: 14

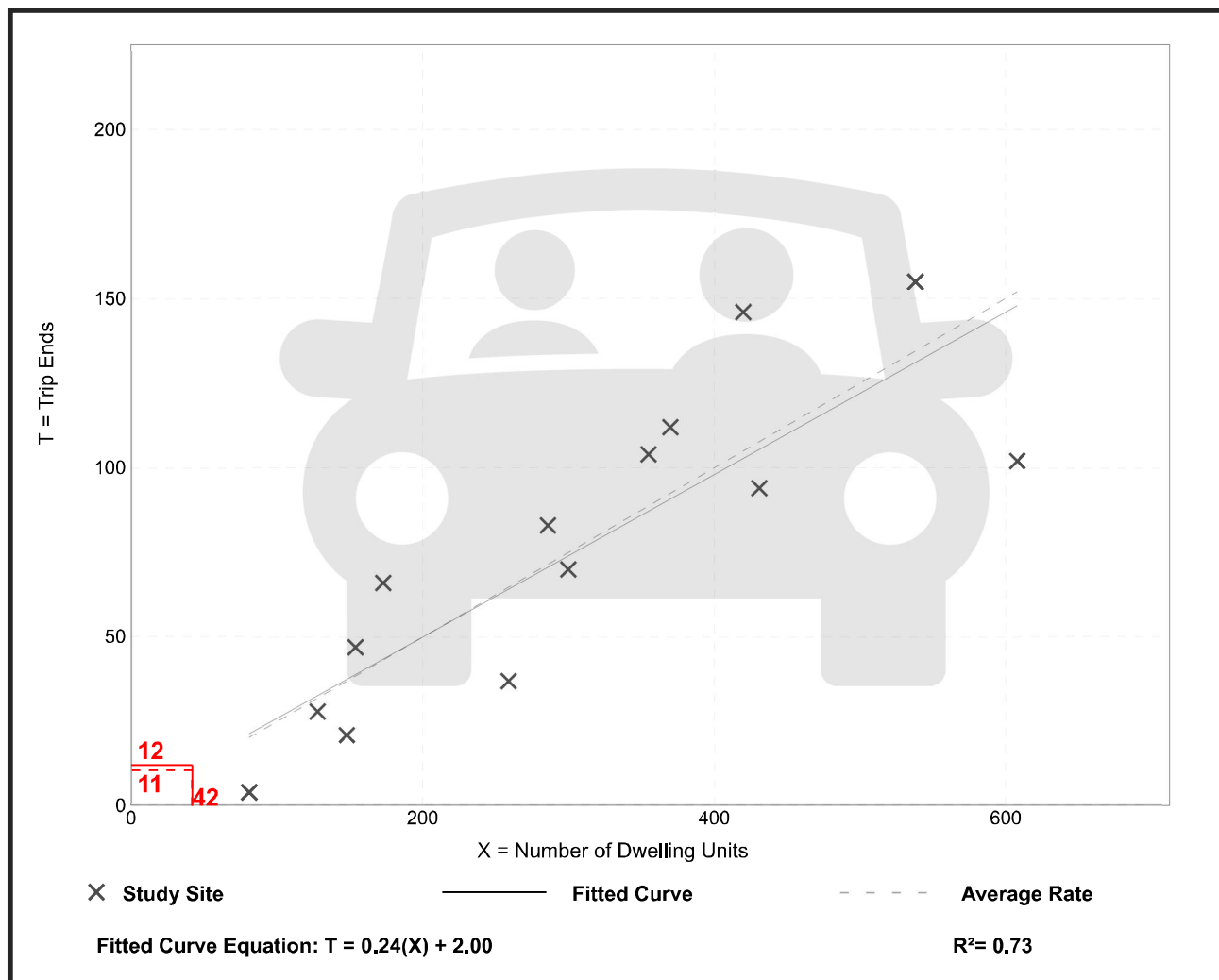
Avg. Num. of Dwelling Units: 304

Directional Distribution: 74% entering, 26% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.05 - 0.38	0.08

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

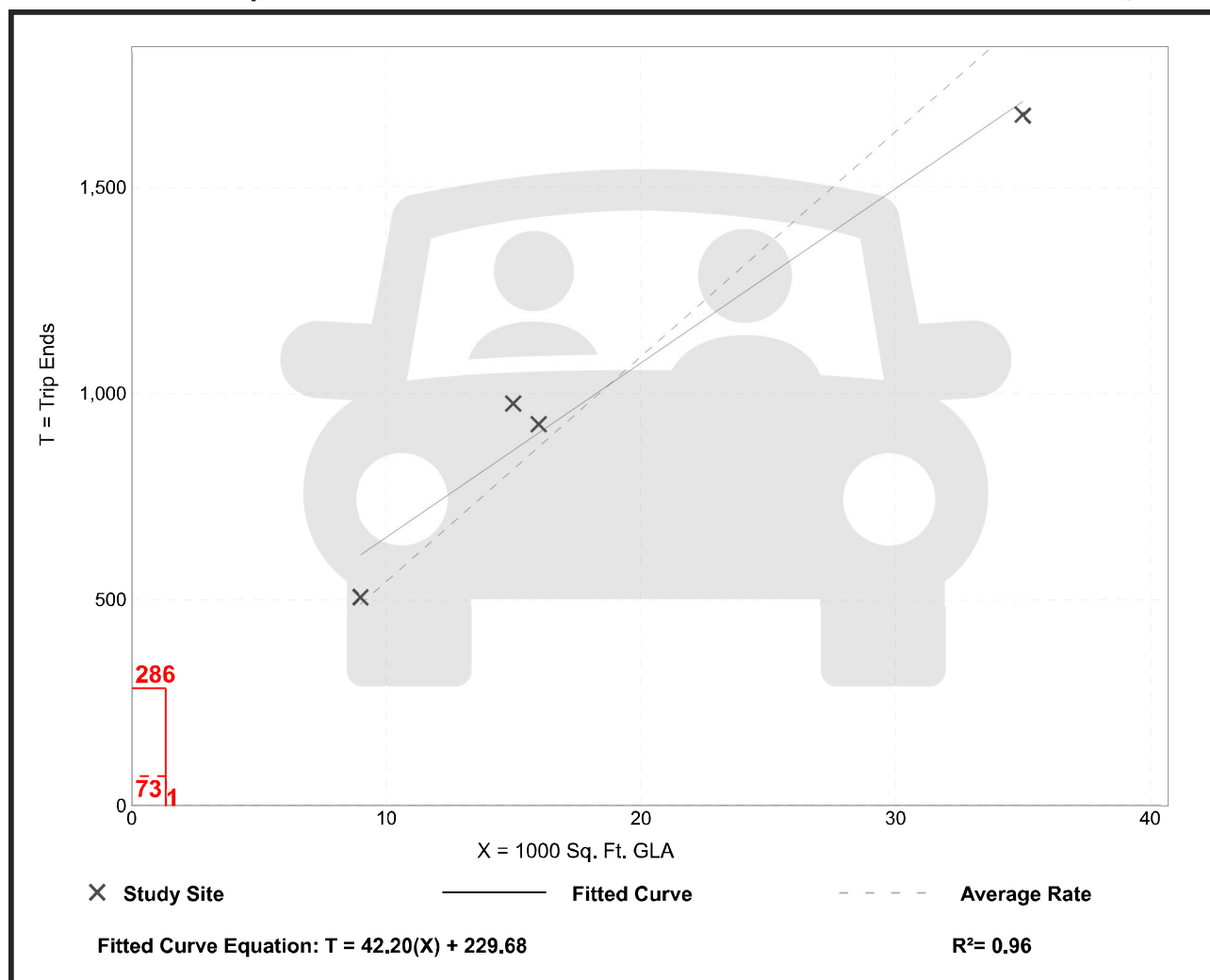
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k) (822)

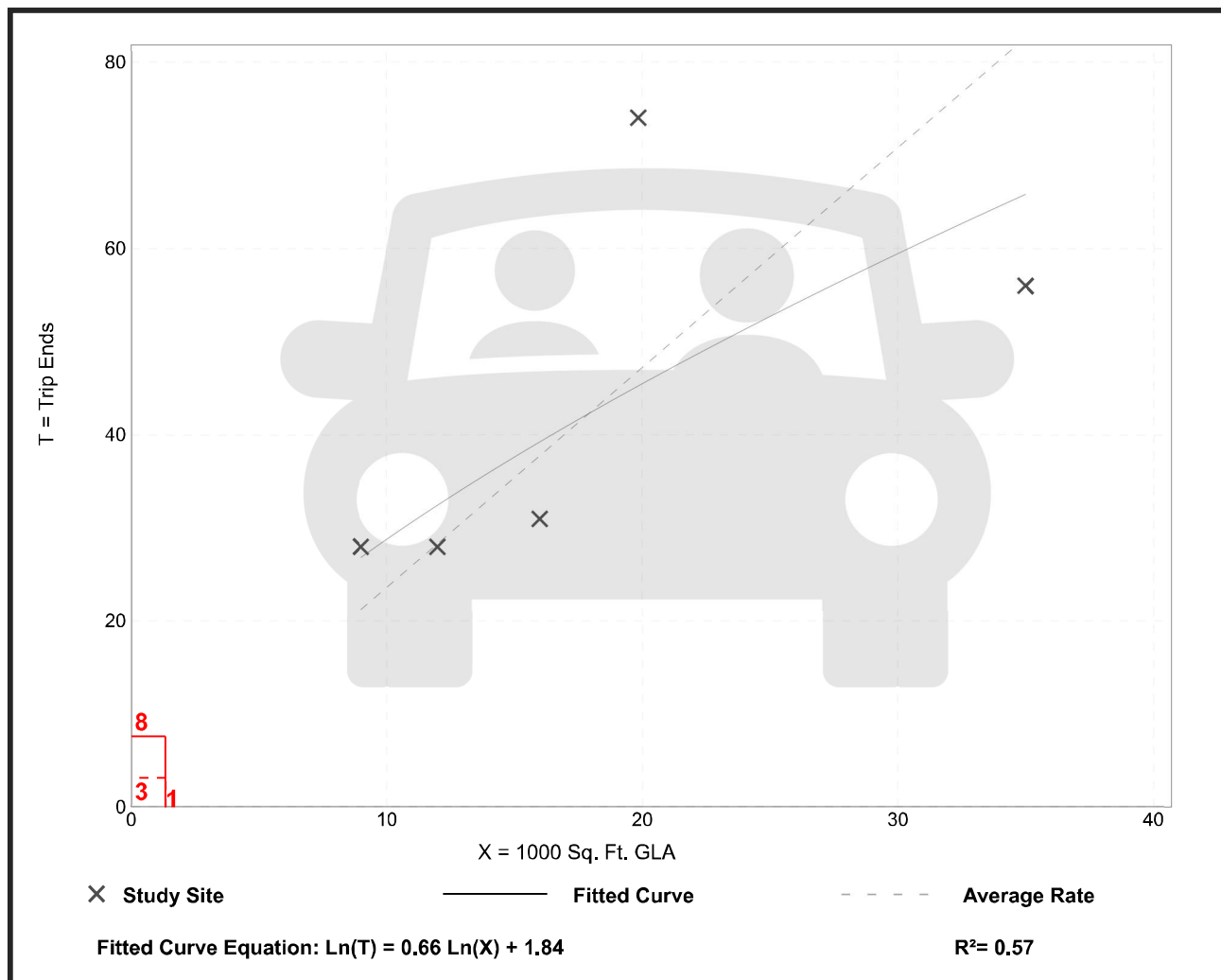
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)

(822)

Vehicle Trip Ends vs:

1000 Sq. Ft. GLA

On a:

Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location:

General Urban/Suburban

Number of Studies:

25

Avg. 1000 Sq. Ft. GLA:

21

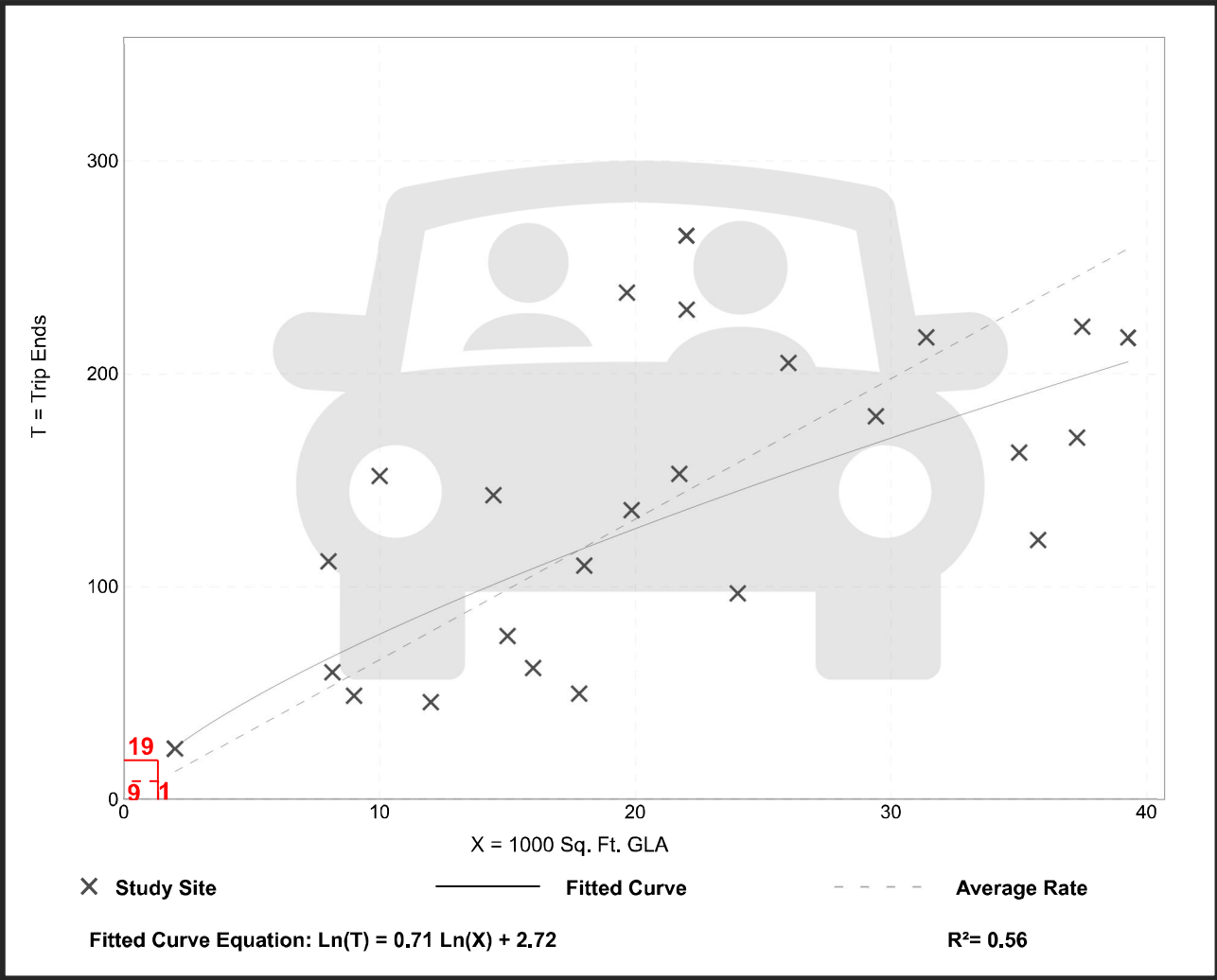
Directional Distribution:

50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Fine Dining Restaurant

(931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 10

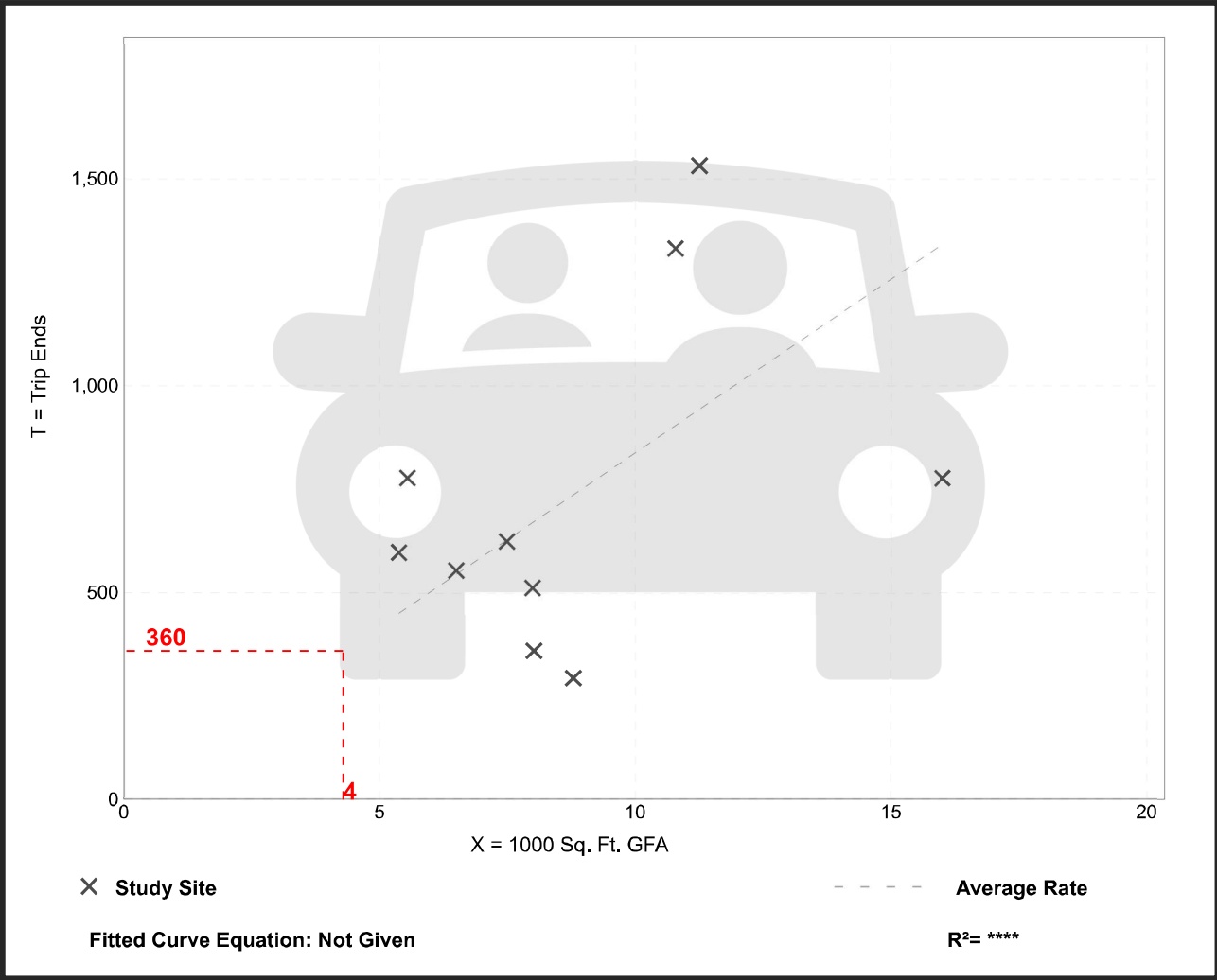
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
83.84	33.45 - 139.93	40.01

Data Plot and Equation



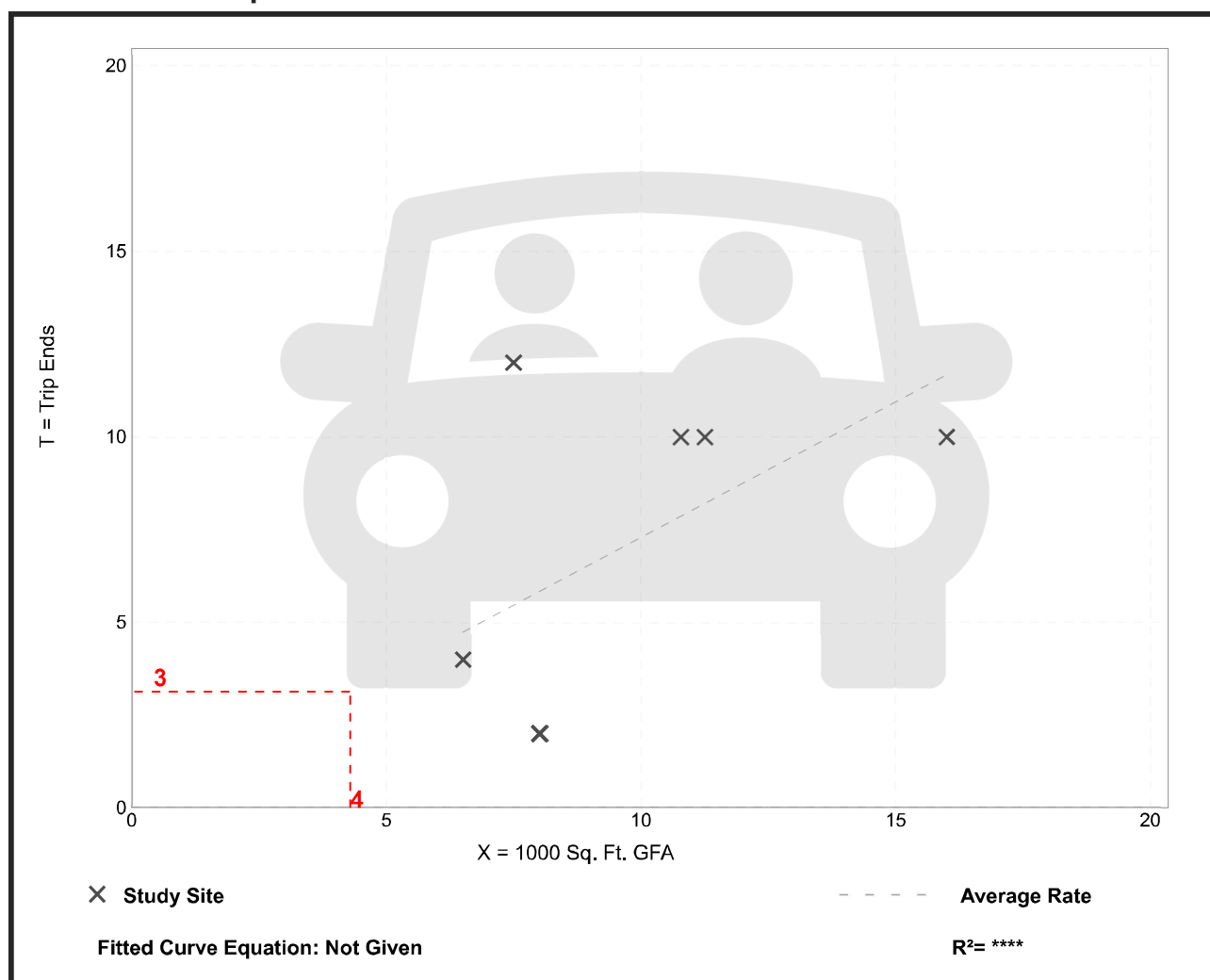
Fine Dining Restaurant (931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 7
 Avg. 1000 Sq. Ft. GFA: 10
 Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.73	0.25 - 1.60	0.42

Data Plot and Equation



Fine Dining Restaurant

(931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 19

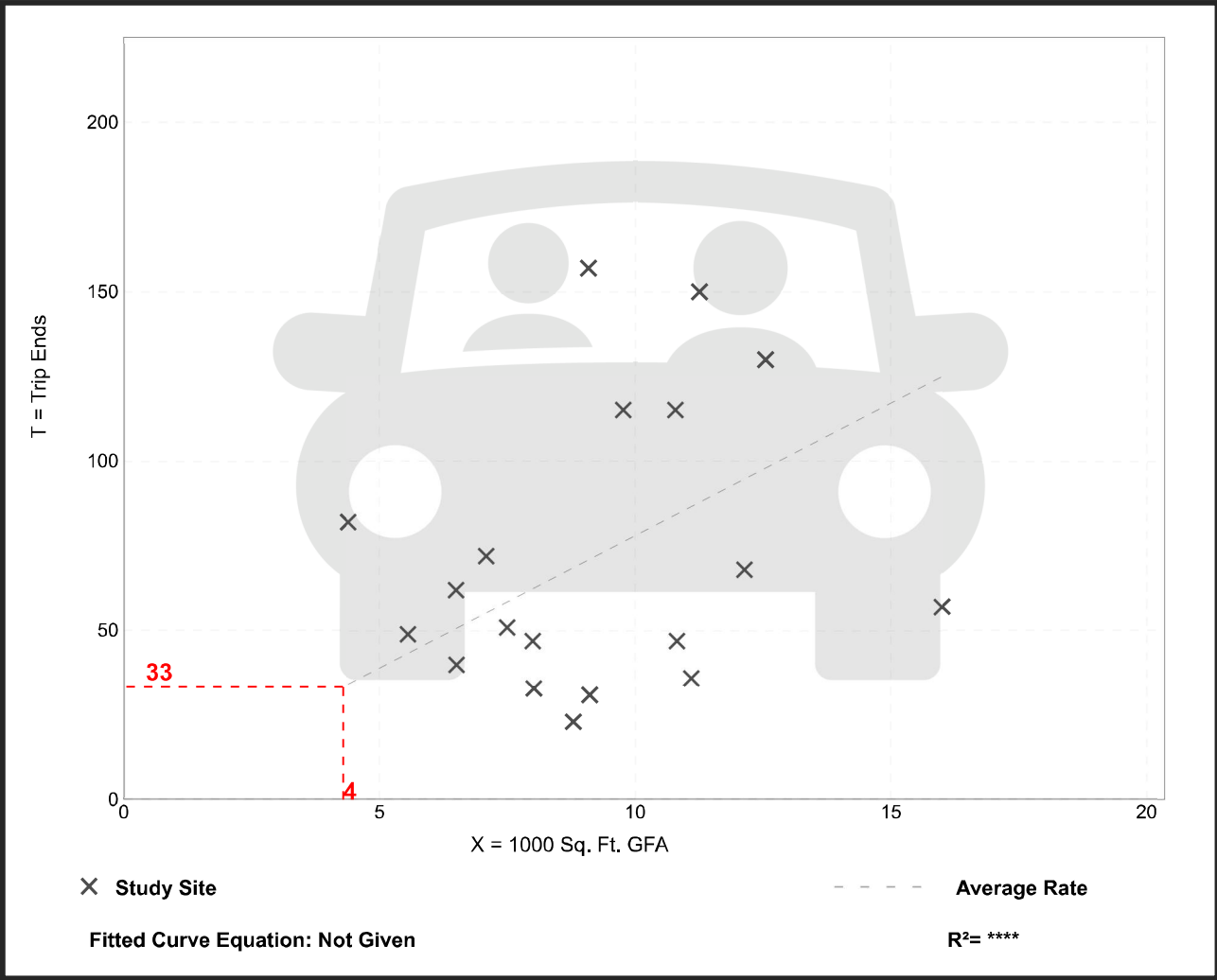
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 67% entering, 33% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.80	2.62 - 18.68	4.49

Data Plot and Equation



Building C

Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

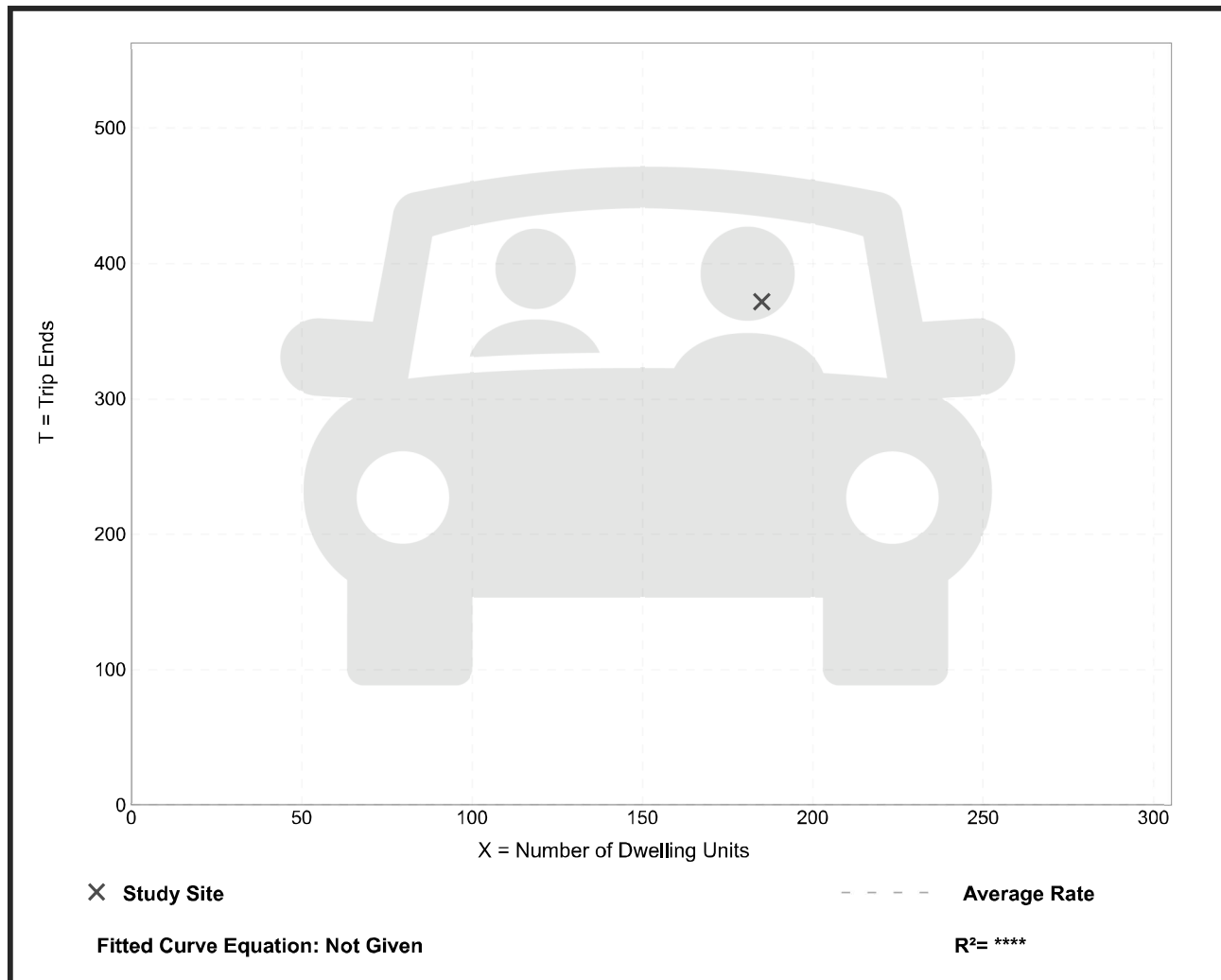
Setting/Location: Dense Multi-Use Urban
Number of Studies: 1
Avg. Num. of Dwelling Units: 185
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.01	2.01 - 2.01	*

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise)

Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: Dense Multi-Use Urban

Number of Studies: 16

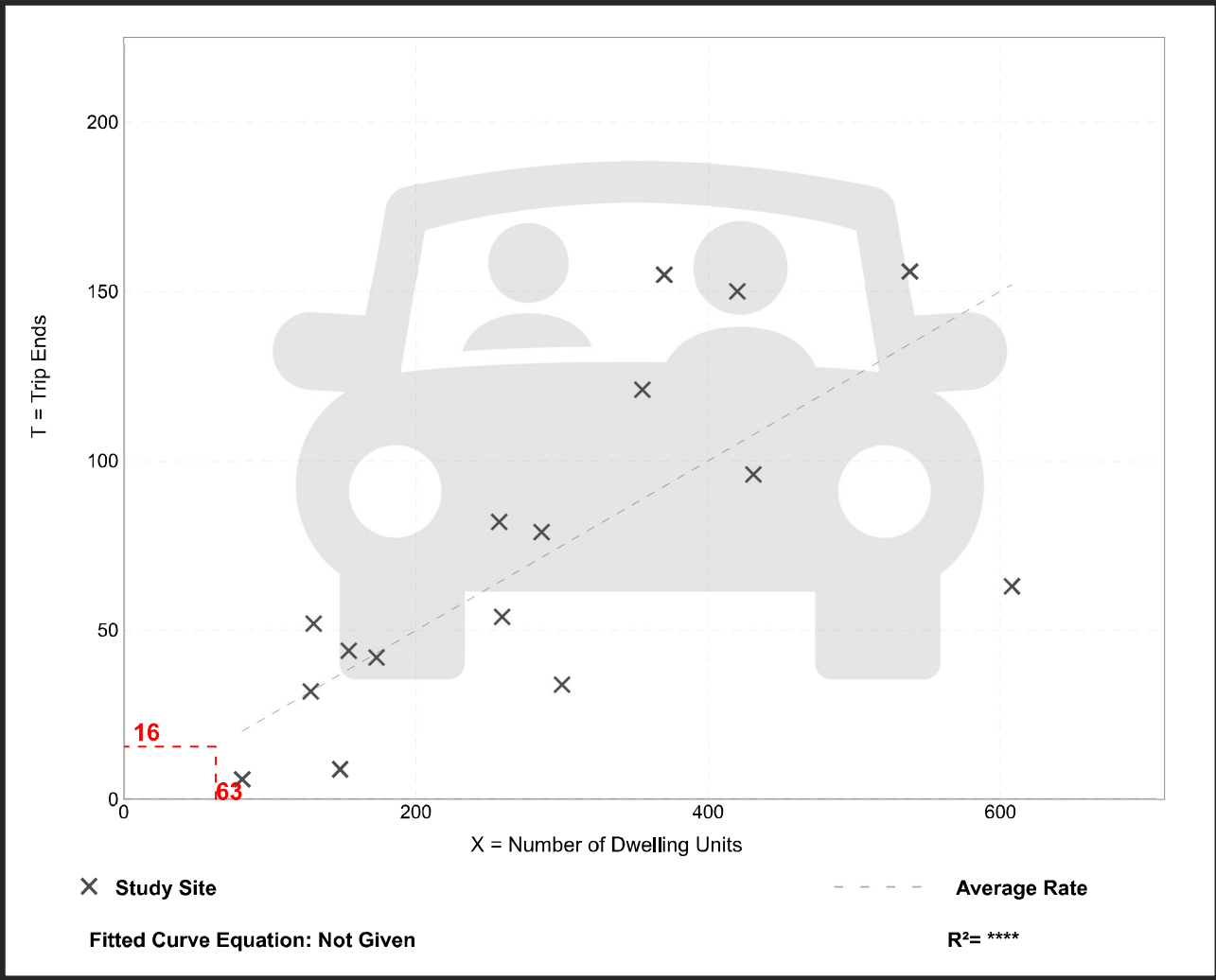
Avg. Num. of Dwelling Units: 290

Directional Distribution: 15% entering, 85% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.06 - 0.42	0.11

Data Plot and Equation



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.**

Setting/Location: Dense Multi-Use Urban

Number of Studies: 14

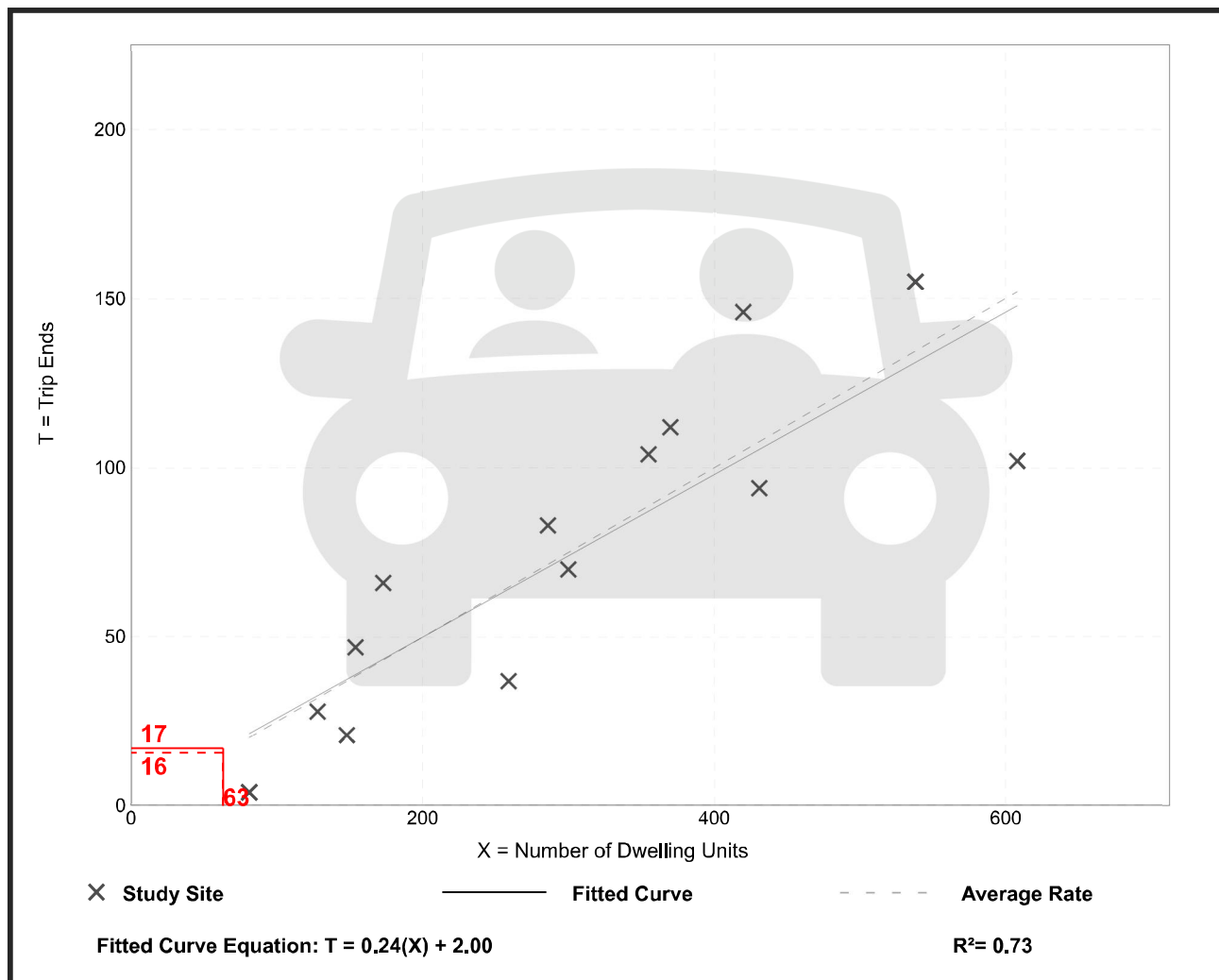
Avg. Num. of Dwelling Units: 304

Directional Distribution: 74% entering, 26% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.05 - 0.38	0.08

Data Plot and Equation



Fast Casual Restaurant (930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

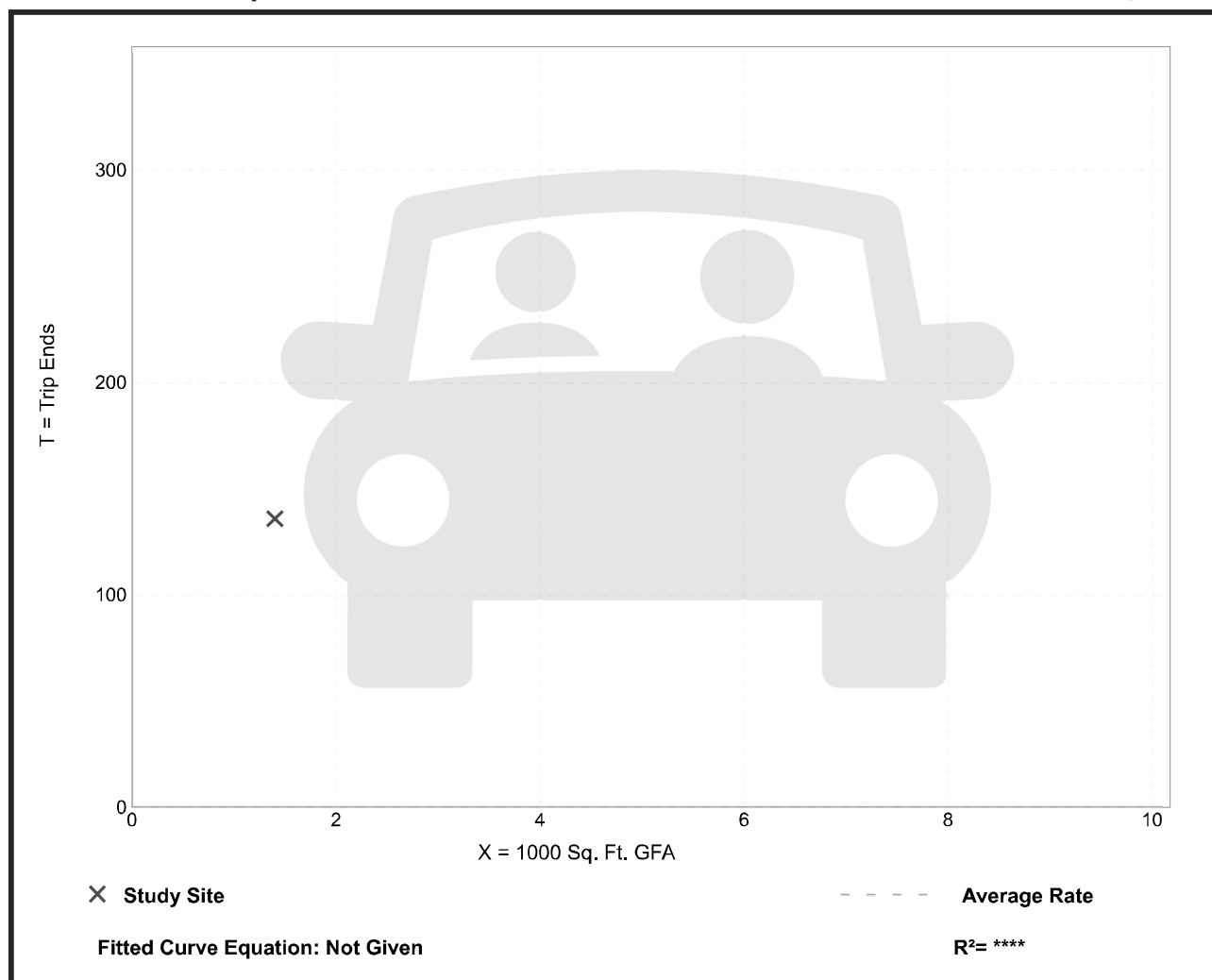
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
97.14	97.14 - 97.14	*

Data Plot and Equation

Caution – Small Sample Size



Fast Casual Restaurant (930)

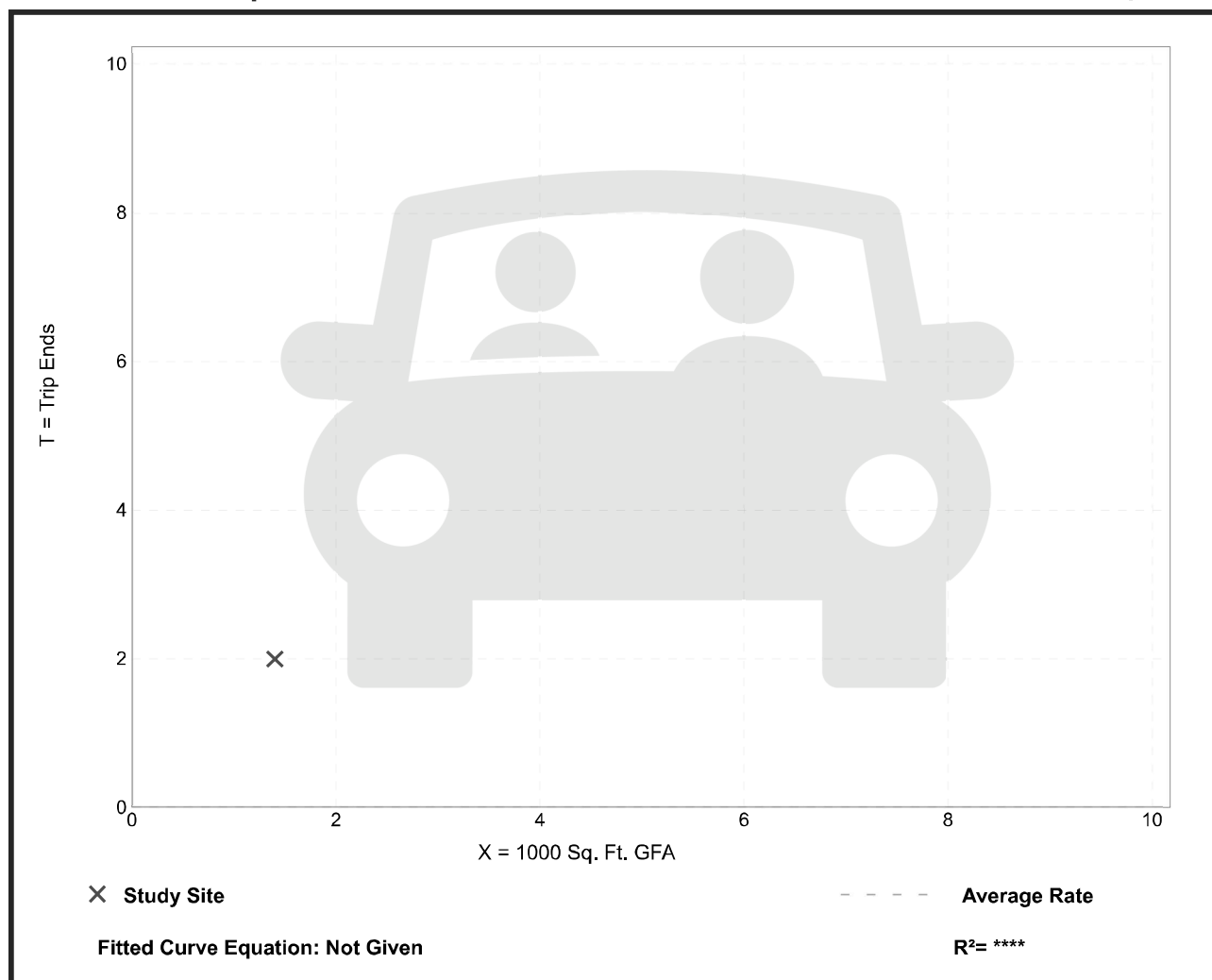
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 1
 Avg. 1000 Sq. Ft. GFA: 1
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.43	1.43 - 1.43	*

Data Plot and Equation

Caution – Small Sample Size



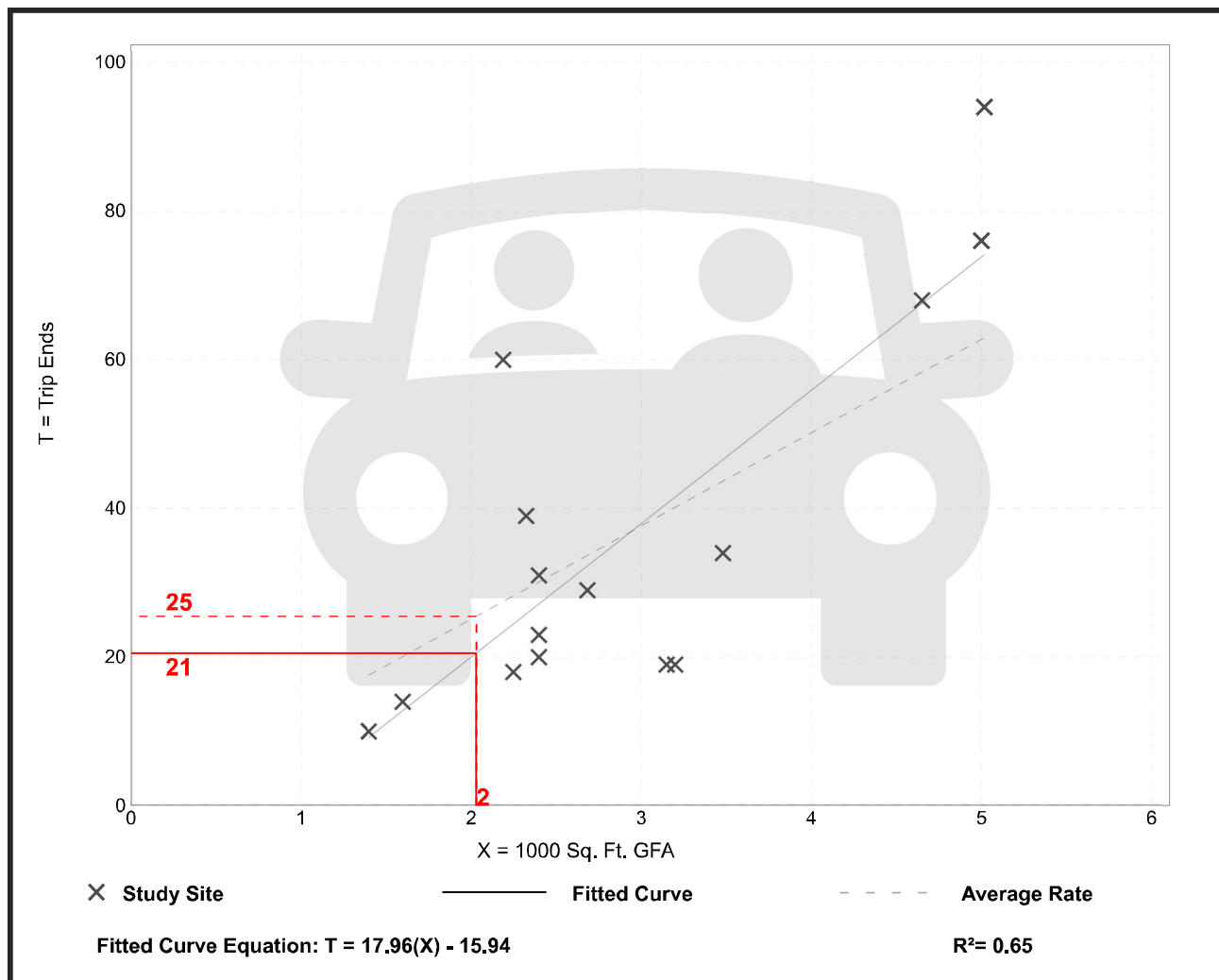
Fast Casual Restaurant (930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 15
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
12.55	5.94 - 27.40	5.52

Data Plot and Equation



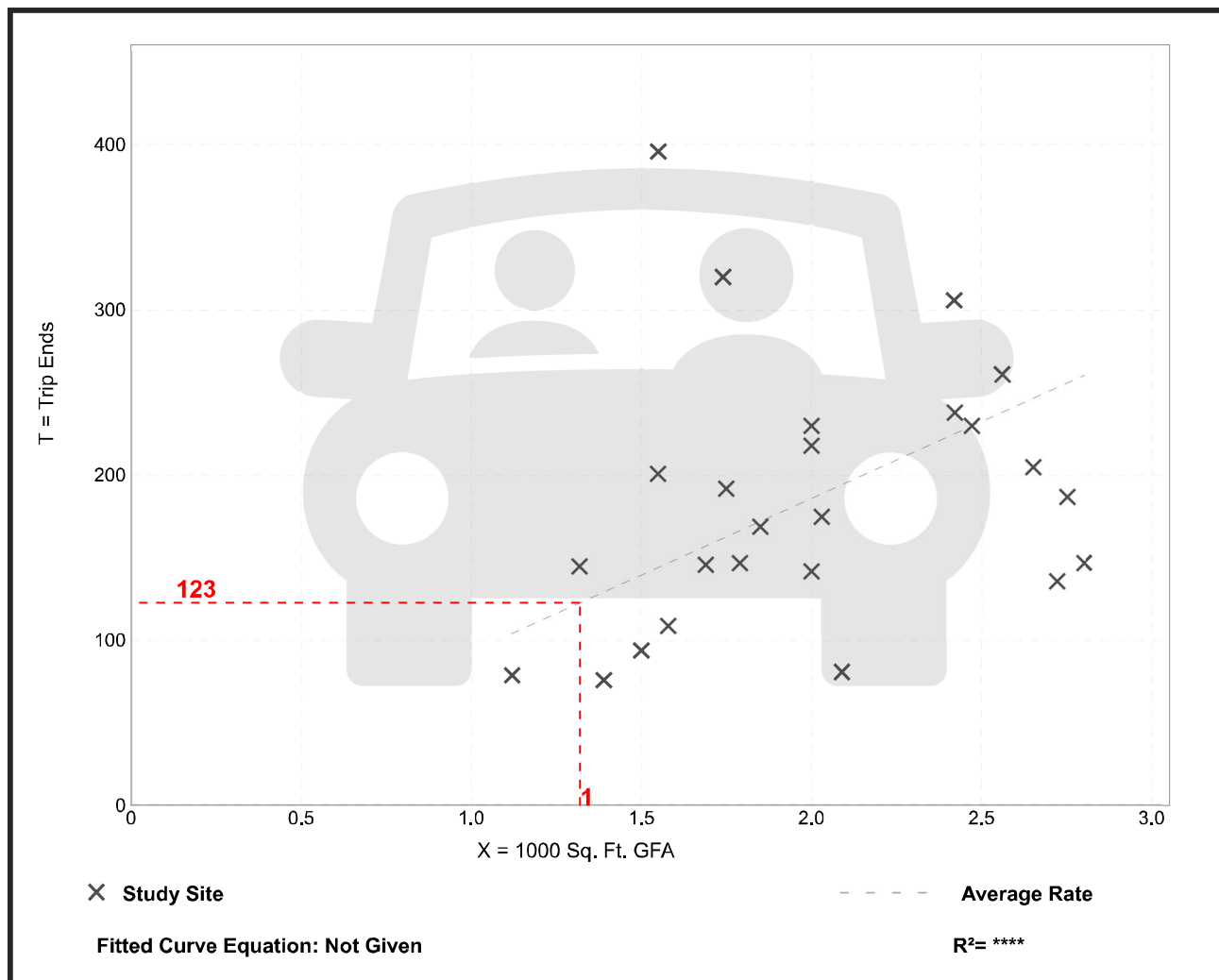
Coffee/Donut Shop without Drive-Through Window (936)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 25
 Avg. 1000 Sq. Ft. GFA: 2
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
93.08	38.76 - 255.48	42.71

Data Plot and Equation



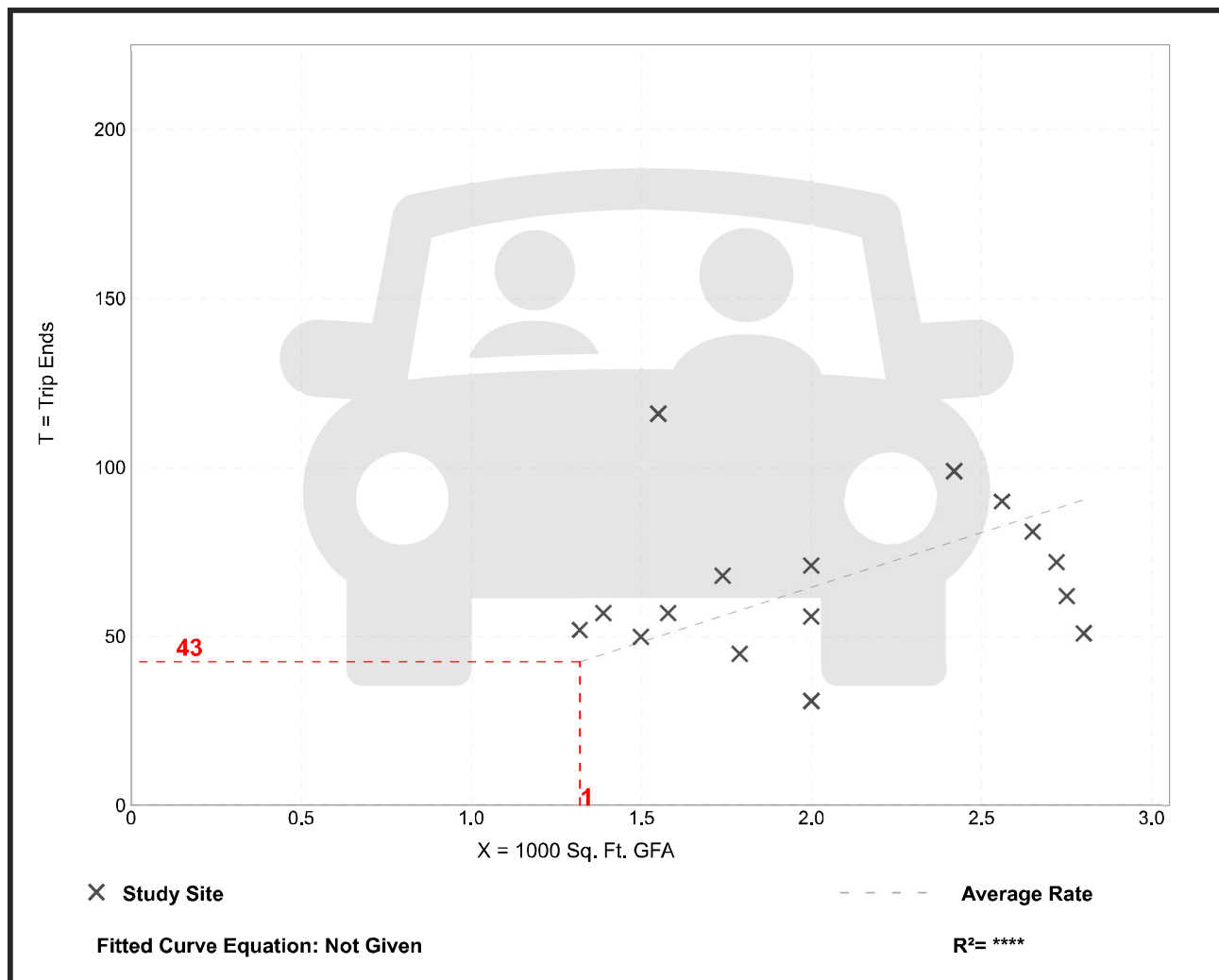
Coffee/Donut Shop without Drive-Through Window (936)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 16
 Avg. 1000 Sq. Ft. GFA: 2
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
32.29	15.50 - 74.84	12.64

Data Plot and Equation



Building D



Multifamily Housing (Mid-Rise)

Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: Dense Multi-Use Urban

Number of Studies: 1

Avg. Num. of Dwelling Units: 185

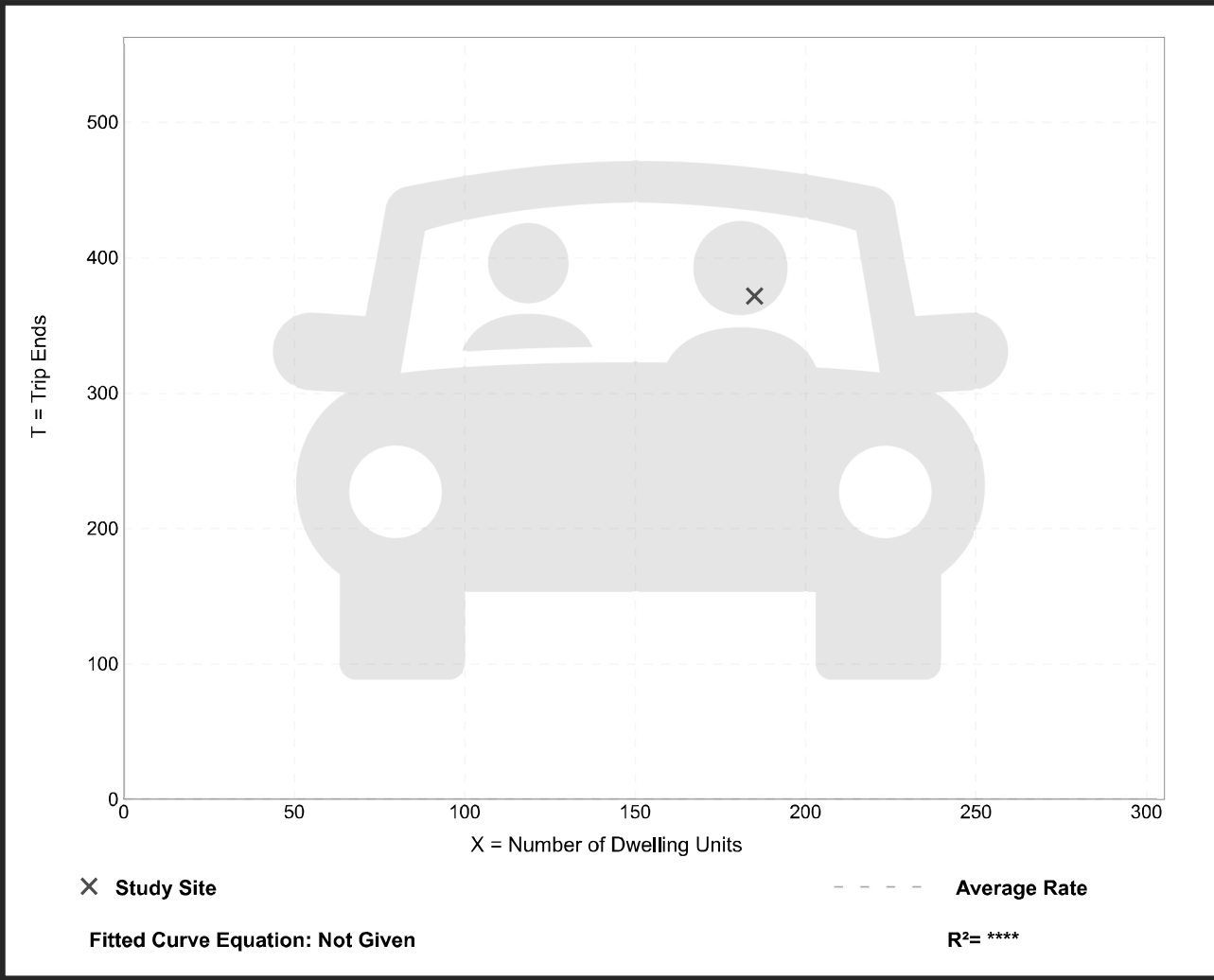
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.01	2.01 - 2.01	*

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise)

Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: Dense Multi-Use Urban

Number of Studies: 16

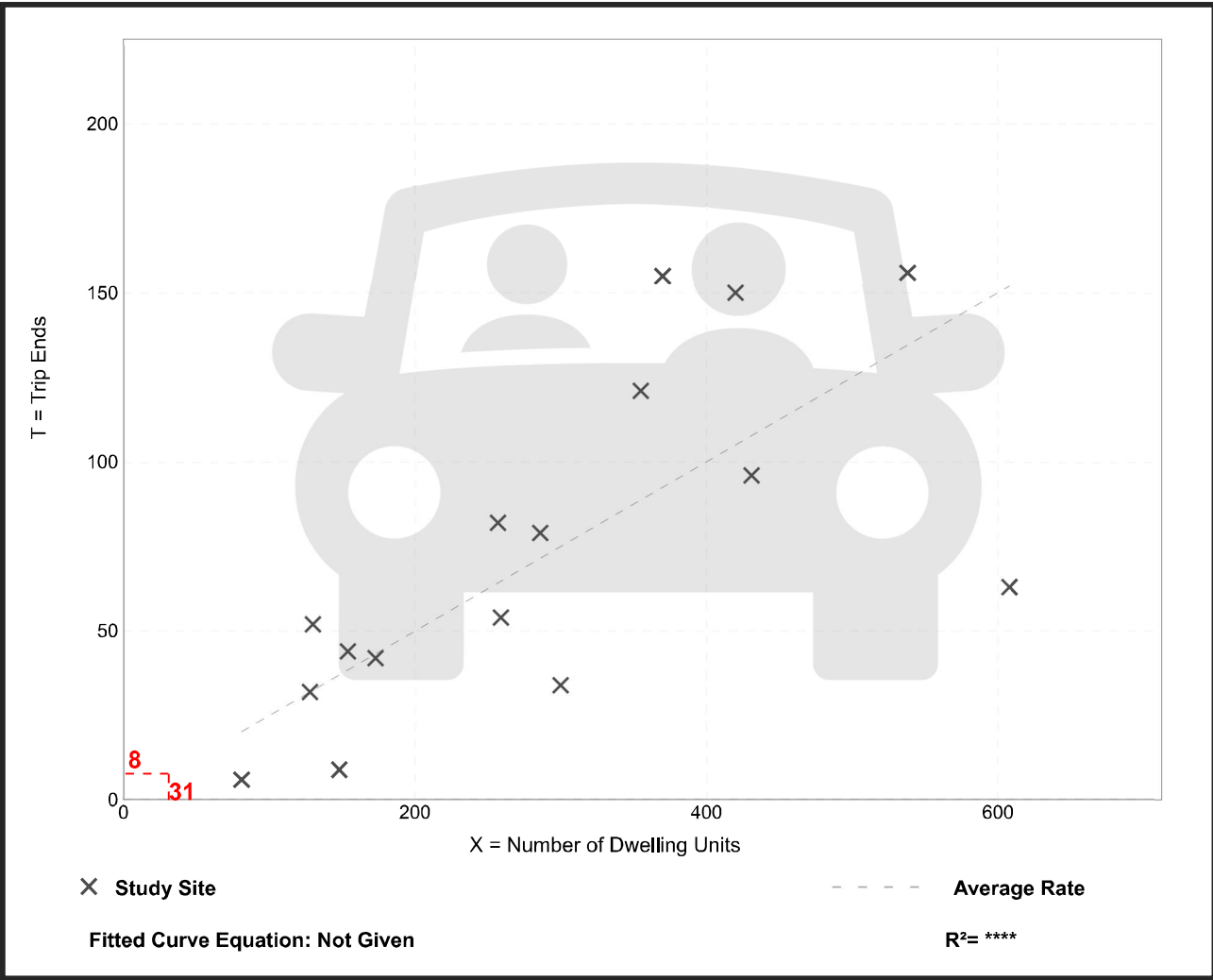
Avg. Num. of Dwelling Units: 290

Directional Distribution: 15% entering, 85% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.06 - 0.42	0.11

Data Plot and Equation



Multifamily Housing (Mid-Rise) Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.**

Setting/Location: Dense Multi-Use Urban

Number of Studies: 14

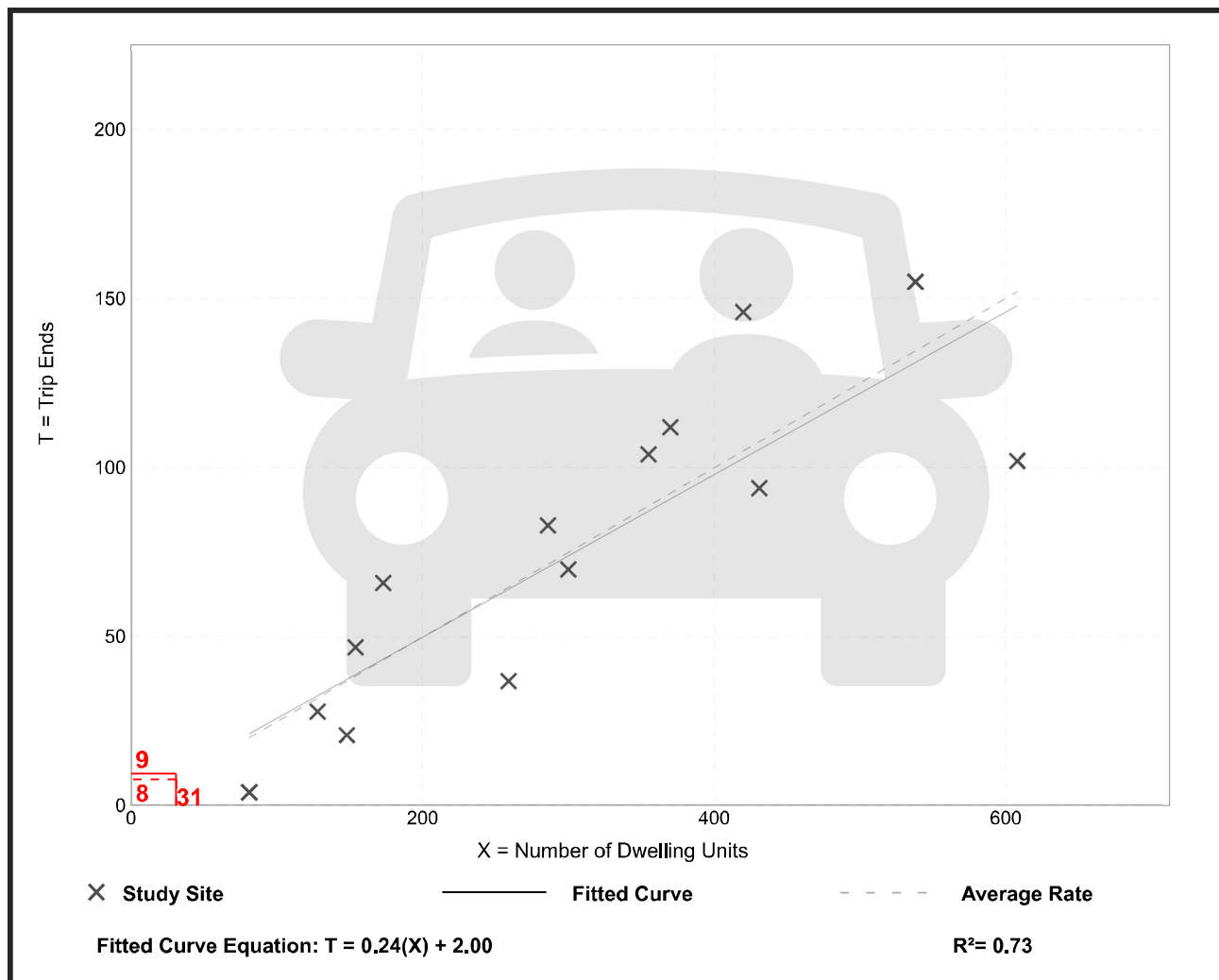
Avg. Num. of Dwelling Units: 304

Directional Distribution: 74% entering, 26% exiting

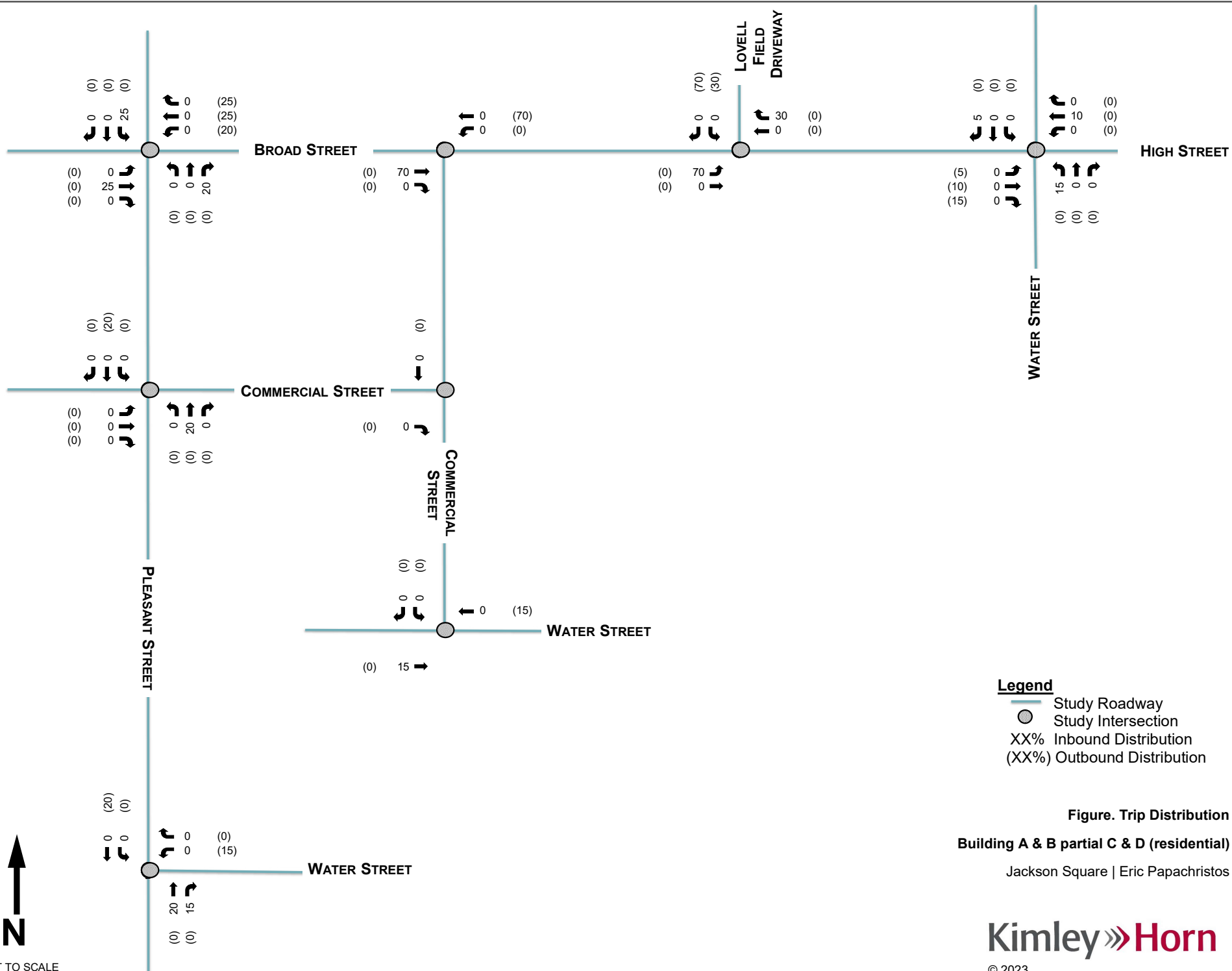
Vehicle Trip Generation per Dwelling Unit

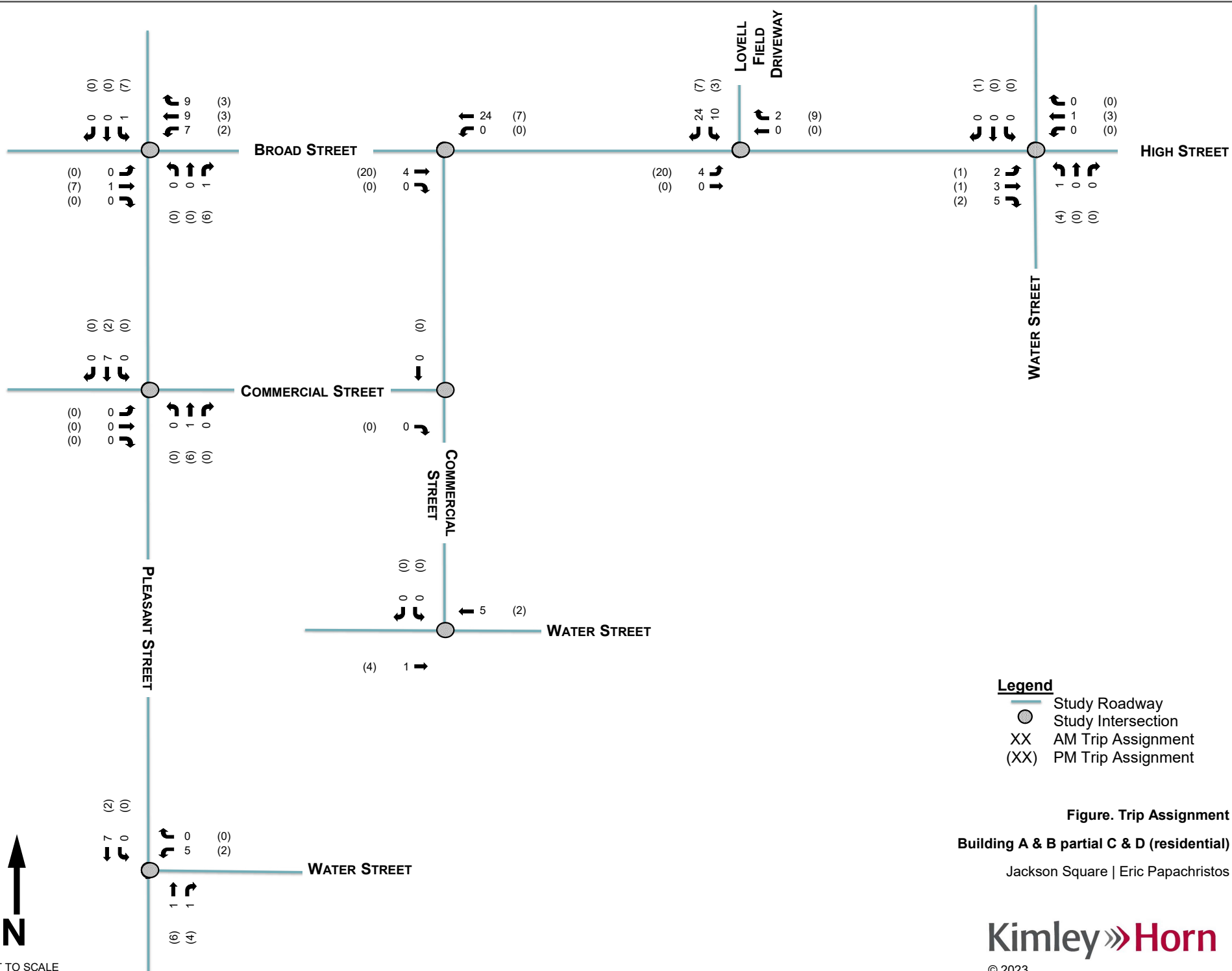
Average Rate	Range of Rates	Standard Deviation
0.25	0.05 - 0.38	0.08

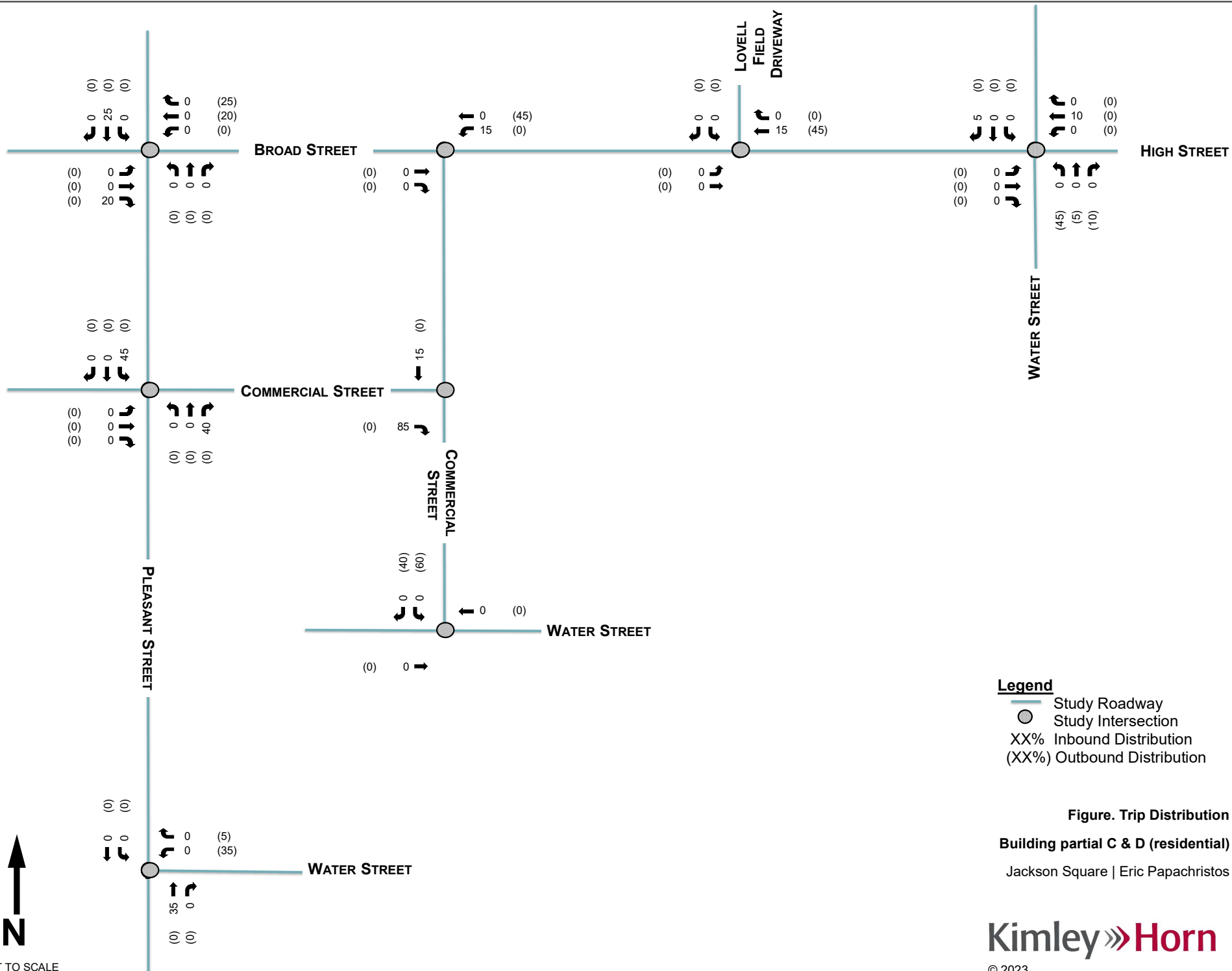
Data Plot and Equation

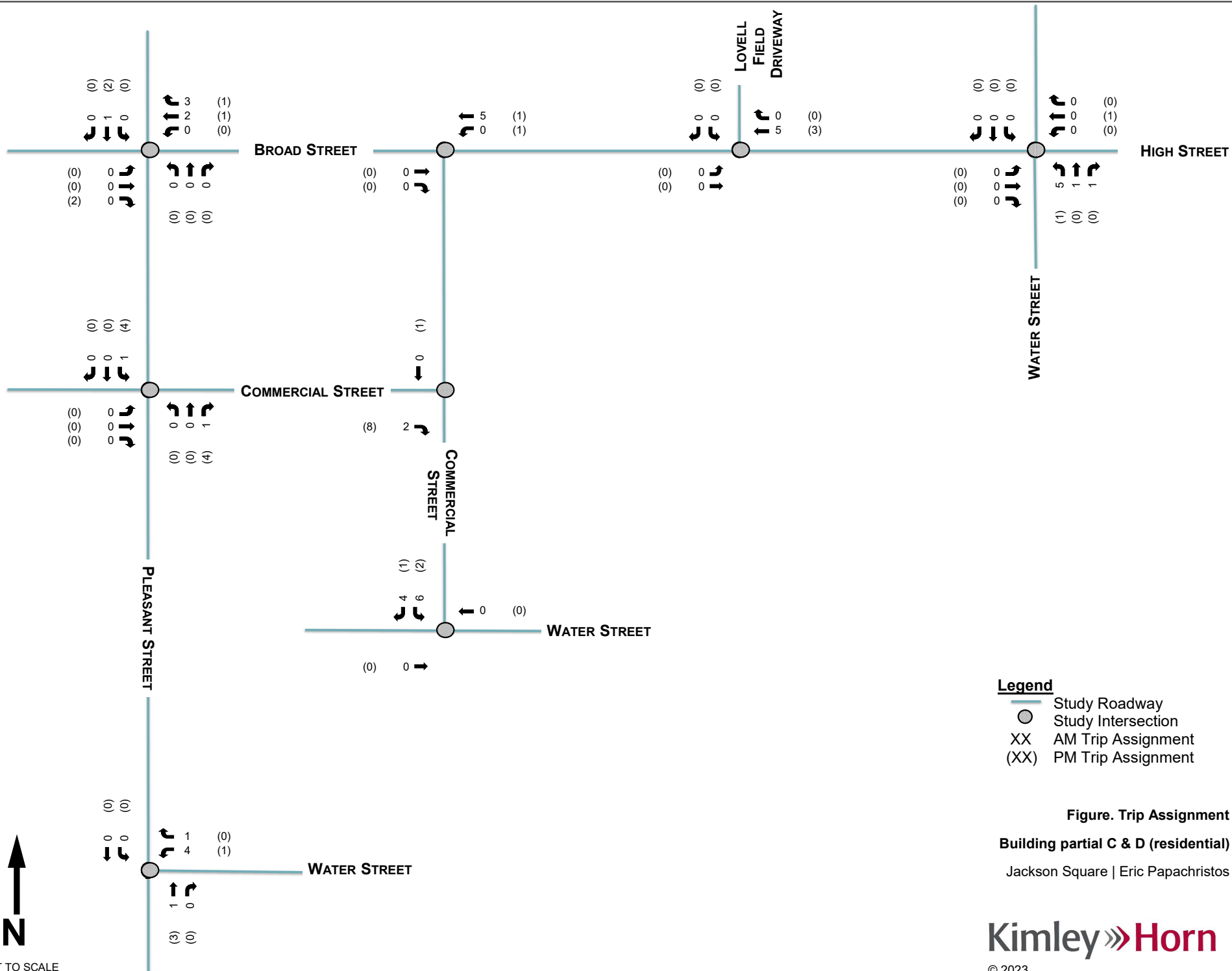


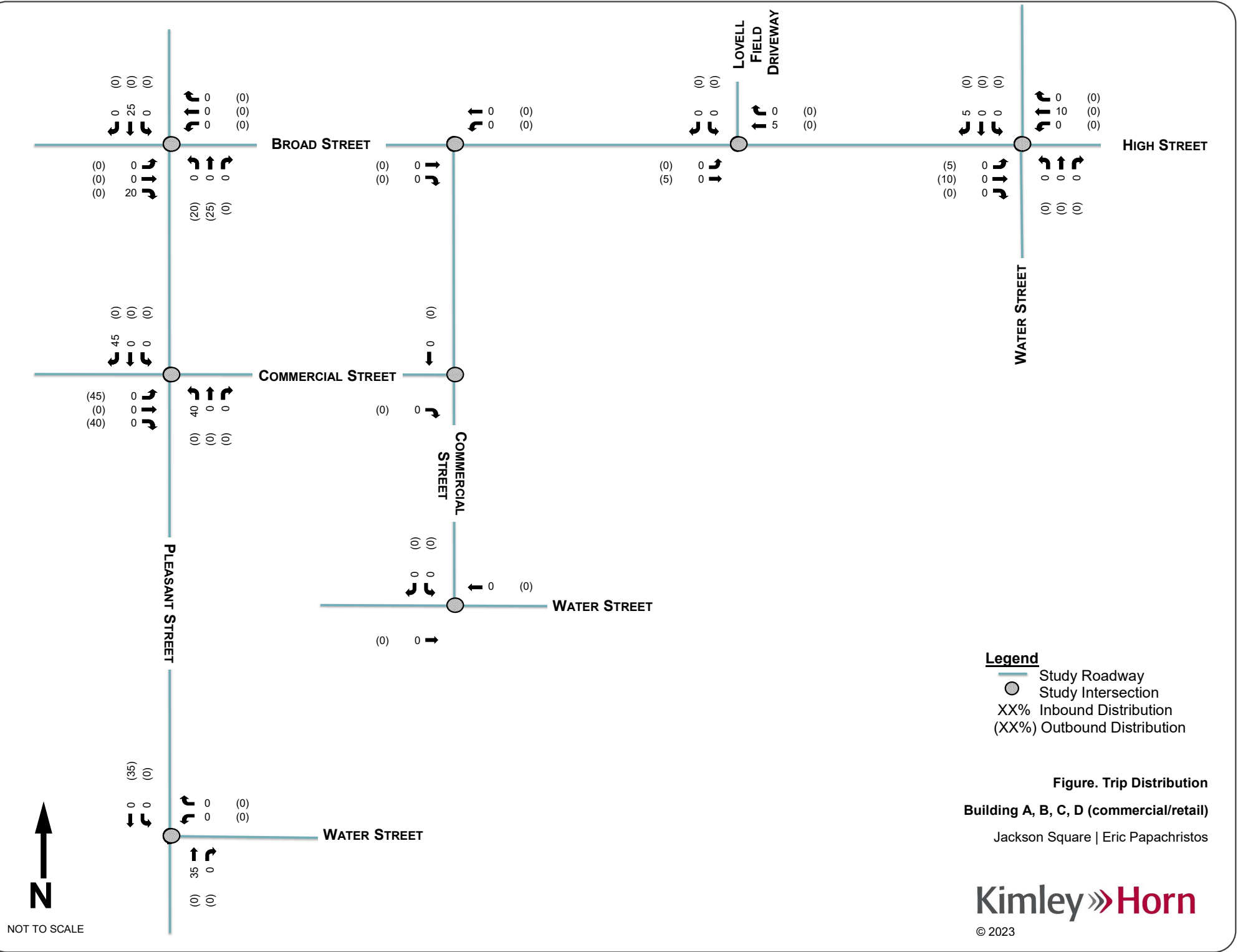
Trip Distribution and Assignment



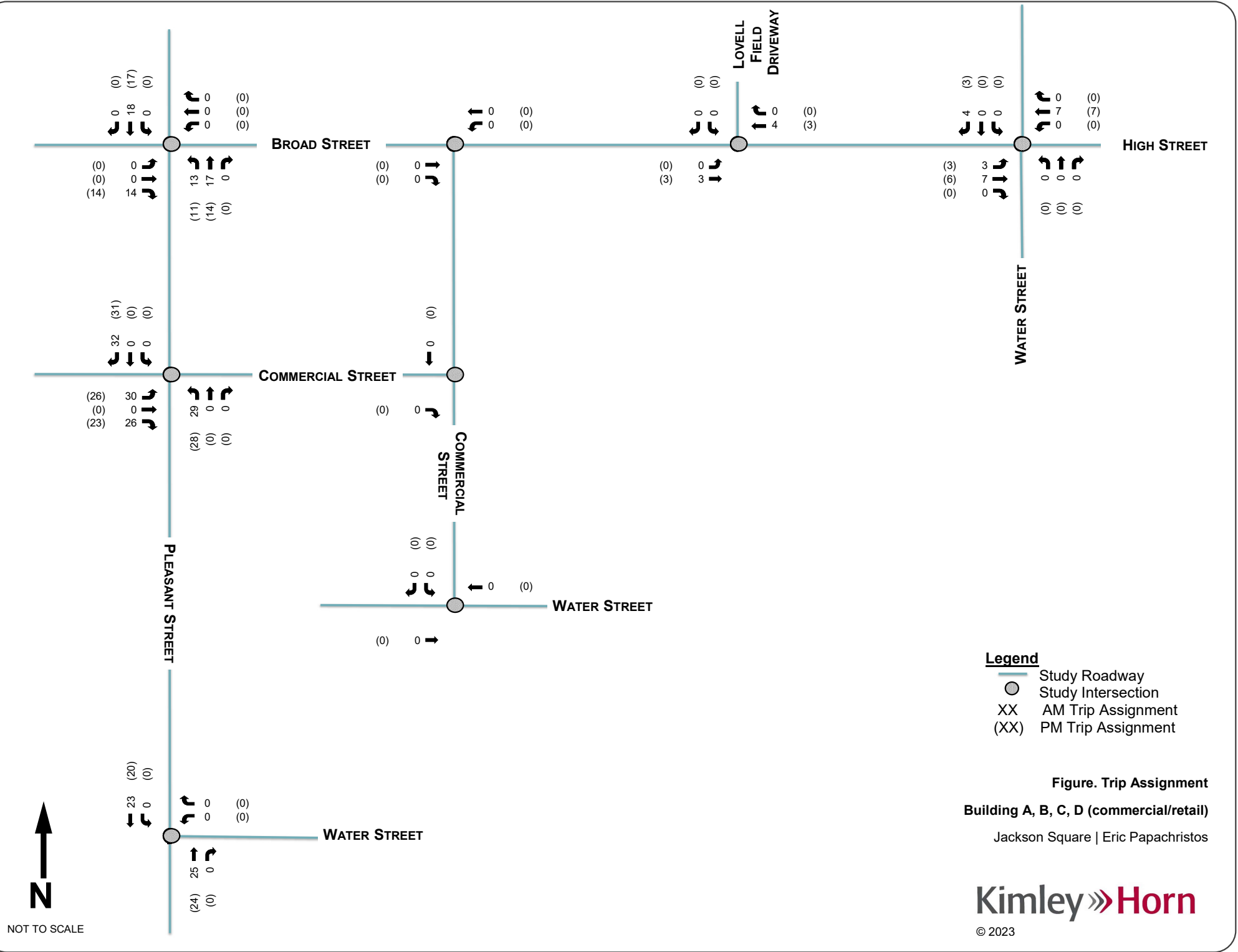









 NOT TO SCALE



APPENDIX D

Volume Developments



Intersection (North/South and East/West)				Direction	Movement SYNCHRO	AutoCAD Index	Existing (reroute) 2022		Background 2030		No Build 2030		Trip Assignments		Total Trips		Build Out 2030	
							AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Commercial Street/Pleasant Street		SB (Commercial Street/Pleasant Str	SBL	SBL	117	169	41	26	168	209	1	7	1	7	169	216	
	and			SBT	SBT	328	387	0	0	355	419	19	19	19	19	374	438	
	Broad Street			SBR	SBR	12	19	0	0	13	21	0	0	0	0	13	21	
			WB (Broad Street)	WBL	WBL	6	18	0	5	6	24	7	2	7	2	13	26	
				WBT	WBT	274	223	10	30	307	271	11	4	11	4	318	275	
				WBR	WBR	176	177	14	38	205	230	12	4	12	4	217	234	
			NB (Commercial Street/Pleasant Str	NBL	NBL	126	117	0	0	136	127	13	11	13	11	149	138	
				NBT	NBT	335	377	0	0	363	408	17	14	17	14	380	422	
				NBR	NBR	7	16	1	10	9	27	1	6	1	6	10	33	
			EB (Broad Street)	EBL	EBL	15	13	0	0	16	14	0	0	0	0	16	14	
				EBT	EBT	191	270	31	21	238	313	1	7	1	7	239	320	
				EBR	EBR	103	119	0	0	112	129	14	16	14	16	126	145	
2	Commercial Street		SB (Commercial Street)	SBL	SBL	0	0	0	0	0	0	0	0	0	0	0	0	
	and			SBT	SBT	0	0	0	0	0	0	0	0	0	0	0		
	Broad Street			SBR	SBR	0	0	0	0	0	0	0	0	0	0	0		
			WB (Broad Street)	WBL	WBL	21	52	0	0	23	56	0	1	0	1	23	57	
				WBT	WBT	403	423	25	73	461	531	29	8	29	8	490	539	
				WBR	WBR	0	0	0	0	0	0	0	0	0	0	0	0	
			NB (Commercial Street)	NBL	NBL	0	0	0	0	0	0	0	0	0	0	0	0	
				NBT	NBT	0	0	0	0	0	0	0	0	0	0	0	0	
				NBR	NBR	0	0	0	0	0	0	0	0	0	0	0	0	
			EB (Broad Street)	EBL	EBL	0	0	0	0	0	0	0	0	0	0	0	0	
				EBT	EBT	382	422	72	55	486	512	4	20	4	20	490	532	
				EBR	EBR	0	0	0	0	0	0	0	0	0	0	0	0	
3	Lovell Field Driveway		SB (Lovell Field Driveway)	SBL	SBL	479	426	0	6	0	6	10	3	10	3	10	9	
	and			SBT	SBT			0	0	0	0	0	0	0	0	0	0	
	Broad Street			SBR	SBR			1	14	1	14	24	7	24	7	25	21	
			WB (Broad Street)	WBL	WBL	0	0	0	0	0	0	0	0	0	0	0	0	
				WBT	WBT	24	59	543	520	9	6	9	6	552	526			
				WBR	WBR	1	11	1	11	2	9	2	9	3	20			
			NB (Lovell Field Driveway)	NBL	NBL	0	0	0	0	0	0	0	0	0	0	0	0	
				NBT	NBT	0	0	0	0	0	0	0	0	0	0	0	0	
				NBR	NBR	0	0	0	0	0	0	0	0	0	0	0	0	
			EB (Broad Street)	EBL	EBL	1	27	1	27	4	20	4	20	5	47			
				EBT	EBT	275	406	71	28	369	468	3	3	3	3	372	471	
				EBR	EBR	0	0	0	0	0	0	0	0	0	0	0	0	
4	Commercial Street		SB (Commercial Street)	SBL	SBL	21	52	0	0	0	0	0	0	0	0	0	0	
	and			SBT	SBT			0	0	23	56	0	1	0	1	23	57	
	Post Office Driveway/Commercial Street			SBR	SBR			0	0	0	0	0	0	0	0	0	0	
			WB (Post Office Driveway/Commercial S	WBL	WBL	0	0	0	0	0	0	0	0	0	0	0		
				WBT	WBT	0	0	0	0	0	0	0	0	0	0	0		
				WBR	WBR	0	0	0	0	0	0	0	0	0	0	0		
			NB (Commercial Street)	NBL	NBL	0	0	0	0	0	0	0	0	0	0	0		
				NBT	NBT	0	0	0	0	0	0	0	0	0	0	0		
				NBR	NBR	0	0	0	0	0	0	0	0	0	0	0		
			EB (Post Office Driveway/Commercial S	EBL	EBL	0	0	0	0	0	0	0	0	0	0	0		
				EBT	EBT	0	0	0	0	0	0	0	0	0	0	0		
				EBR	EBR	74	74	0	0	80	80	2	8	2	8	82	88	
6	Commercial Street		SB (Commercial Street)	SBL	SBL	71	53	0	0	77	57	6	2	6	2	83	59	
	and			SBT	SBT	0	0	0	0	0	0	0	0	0	0			
	Water Street			SBR	SBR	43	101	0	0	47	109	4	1	4	1	51	110	
			WB (Water Street)	WBL	WBL	0	0	0	0	0	0	0	0	0	0	0	0	
				WBT	WBT	289	336	22	55	335	419	5	2	5	2	340	421	
				WBR	WBR	0	0	0	0	0	0	0	0	0	0	0	0	
			NB (Commercial Street)	NBL	NBL	0	0	0	0	0	0	0	0	0	0	0	0	
				NBT	NBT	0	0	0	0	0	0	0	0	0	0	0	0	
				NBR	NBR	0	0	0	0	0	0	0	0	0	0	0	0	
			EB (Water Street)	EBL	EBL	0	0	0	0	0	0	0	0	0	0	0	0	
				EBT	EBT	331	387	62	31	420	450	1	4	1	4	421	454	
				EBR	EBR	7	11	0	0	8	12	0	0	0	0	8	12	
7	Commercial Street		SB (Commercial Street)	SBL	SBL	38	20	4	12	45	34	0	0	0	0	45	34	
	and			SBT	SBT	189	224	18	49	223	292	0	0	0	0	223	292	
	High Street/Broad Street			SBR	SBR	237	199	19	56	276	271	4	4	4	4	280	275	
			WB (High Street/Broad Street)	WBL	WBL	84	118	1	2	92	130	0	0	0	0	92	130	
				WBT	WBT	237	225	0	4	257	248	8	11	8	11	265	259	
				WBR	WBR	66	33	15	4	86	40	0	0	0	0	86	40	
			NB (Commercial Street)	NBL	NBL	5	2	5	11	10	13	6	5	6	5	16	18	
				NBT	NBT	304	281	59	18	388	322	1	0	1	0	389	322	
				NBR	NBR	101	121	1	1	110	132	1	0	1	0	111	132	
			EB (High Street/Broad Street)	EBL	EBL	177	203	66	20	258	240	5	4	5	4	263	244	
				EBT	EBT	96	201	0	2	104	220	10	7	10	7	114	227	
				EBR	EBR	2	2	5	12	7	14	5	2	5	2	12	16	

Appendix E

Capacity Analysis

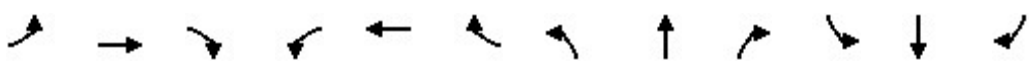
2022 Existing AM Peak



Lanes, Volumes, Timings

1: Commercial Street & Broad Street

Jackson Square | Eric Papachristos
2022 Existing AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑	↗	↖	↗	↖	↖	↗	
Traffic Volume (vph)	15	198	96	6	300	176	100	335	7	122	323	12
Future Volume (vph)	15	198	96	6	300	176	100	335	7	122	323	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		70	0		0	55		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			35		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.96						
Frt		0.958				0.850		0.997			0.994	
Flt Protected		0.998			0.999		0.950			0.950		
Satd. Flow (prot)	0	1734	0	0	1880	1599	1770	1830	0	1805	1871	0
Flt Permitted		0.969			0.990		0.550			0.281		
Satd. Flow (perm)	0	1683	0	0	1863	1540	1025	1830	0	534	1871	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25				141		1			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			212			184			373	
Travel Time (s)		8.3			4.8			4.2			8.5	
Confl. Peds. (#/hr)	8					8						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	5%	5%	0%	1%	1%	2%	3%	28%	0%	1%	0%
Adj. Flow (vph)	16	208	101	6	316	185	105	353	7	128	340	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	325	0	0	322	185	105	360	0	128	353	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
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	20	6		20	6	
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	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings

1: Commercial Street & Broad Street

Jackson Square | Eric Papachristos
2022 Existing AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			6			4		3	8	
Permitted Phases	2			6		6	4			8		
Detector Phase	2	2		6	6	6	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	8.0	8.0		5.0	8.0	
Minimum Split (s)	28.0	28.0		28.0	28.0	28.0	14.0	14.0		11.0	14.0	
Total Split (s)	28.0	28.0		28.0	28.0	28.0	26.0	26.0		16.0	42.0	
Total Split (%)	32.9%	32.9%		32.9%	32.9%	32.9%	30.6%	30.6%		18.8%	49.4%	
Maximum Green (s)	20.0	20.0		20.0	20.0	20.0	20.0	20.0		10.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0	4.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0			8.0	8.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.4			20.4	20.4	18.4	18.4		29.9	29.9	
Actuated g/C Ratio		0.32			0.32	0.32	0.28	0.28		0.46	0.46	
v/c Ratio		0.59			0.55	0.32	0.36	0.69		0.30	0.41	
Control Delay		24.5			24.6	8.2	24.2	29.7		11.1	12.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		24.5			24.6	8.2	24.2	29.7		11.1	12.3	
LOS		C			C	A	C	C		B	B	
Approach Delay		24.5			18.6			28.4			12.0	
Approach LOS		C			B			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 64.6

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 20.5

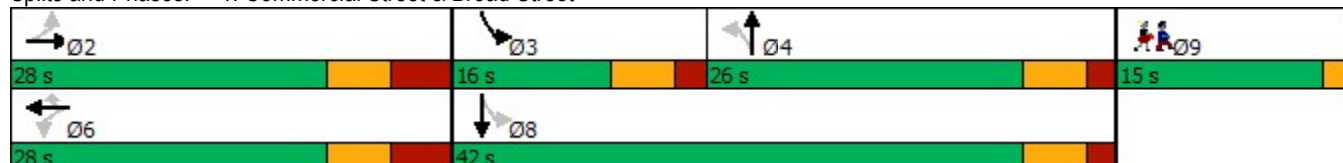
Intersection LOS: C

Intersection Capacity Utilization 70.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Commercial Street & Broad Street



Lane Group	Ø9
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	13.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	3.0
Flash Dont Walk (s)	10.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

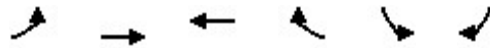
Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	382	12	14	403	26	61
Future Vol, veh/h	382	12	14	403	26	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	0	0	2	3	0
Mvmt Flow	415	13	15	438	28	66
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	428	0	890	422
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	468	-
Critical Hdwy	-	-	4.1	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	1142	-	312	636
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	628	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1142	-	307	636
Mov Cap-2 Maneuver	-	-	-	-	307	-
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	617	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		14.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	482	-	-	1142	-	
HCM Lane V/C Ratio	0.196	-	-	0.013	-	
HCM Control Delay (s)	14.3	-	-	8.2	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.7	-	-	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	336	472	0	0	0
Future Vol, veh/h	0	336	472	0	0	0
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	0	365	513	0	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	513	0	-	0	878	513
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	365	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1052	-	-	-	318	561
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1052	-	-	-	318	561
Mov Cap-2 Maneuver	-	-	-	-	318	-
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	702	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1052	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	29	0	0	14	0
Future Vol, veh/h	0	29	0	0	14	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	32	0	0	15	0
Major/Minor	Minor2		Major2			
Conflicting Flow All	15	15	-	-	-	0
Stage 1	15	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	1004	1065	-	-	-	0
Stage 1	1008	-	-	-	-	0
Stage 2	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1004	1065	-	-	-	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	8.5		0			
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	SBT				
Capacity (veh/h)	1065	-				
HCM Lane V/C Ratio	0.03	-				
HCM Control Delay (s)	8.5	-				
HCM Lane LOS	A	-				
HCM 95th %tile Q(veh)	0.1	-				

Lanes, Volumes, Timings
6: Water Street & Commercial Street

Jackson Square | Eric Papachristos
2022 Existing AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	33	331	289	7	10	17
Future Volume (vph)	33	331	289	7	10	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	50	0
Storage Lanes	0			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.916	
Flt Protected		0.995			0.981	
Satd. Flow (prot)	0	1890	1894	0	1707	0
Flt Permitted		0.995			0.981	
Satd. Flow (perm)	0	1890	1894	0	1707	0
Link Speed (mph)		25	30		30	
Link Distance (ft)		459	471		274	
Travel Time (s)		12.5	10.7		6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	36	360	314	8	11	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	396	322	0	29	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 48.2%				ICU Level of Service A		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	331	289	7	10	17
Future Vol, veh/h	33	331	289	7	10	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	36	360	314	8	11	18
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	322	0	-	0	750	318
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	432	-
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	1249	-	-	-	382	727
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1249	-	-	-	368	727
Mov Cap-2 Maneuver	-	-	-	-	368	-
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	659	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		12.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1249	-	-	-	534	
HCM Lane V/C Ratio	0.029	-	-	-	0.055	
HCM Control Delay (s)	8	0	-	-	12.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

Lanes, Volumes, Timings
7: Commercial Street & Broad Street/High Street

Jackson Square | Eric Papachristos
2022 Existing AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	127	2	91	230	66	5	274	70	38	189	237
Future Volume (vph)	207	127	2	91	230	66	5	274	70	38	189	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	45		45	0		0	85		0
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	200			125			25			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98		1.00			1.00	
Frt		0.998				0.850		0.973				0.850
Flt Protected	0.950			0.950				0.999			0.992	
Satd. Flow (prot)	1752	1846	0	1752	1900	1599	0	1745	0	0	1869	1599
Flt Permitted	0.583			0.672				0.995			0.812	
Satd. Flow (perm)	1074	1846	0	1240	1900	1565	0	1738	0	0	1530	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				147		10				244
Link Speed (mph)		30			30			30				30
Link Distance (ft)		459			279			471				428
Travel Time (s)		10.4			6.3			10.7				9.7
Confl. Peds. (#/hr)	2					2			2	2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	50%	3%	0%	1%	0%	4%	11%	0%	1%	1%
Adj. Flow (vph)	213	131	2	94	237	68	5	282	72	39	195	244
Shared Lane Traffic (%)												
Lane Group Flow (vph)	213	133	0	94	237	68	0	359	0	0	234	244
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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	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	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	0.0
Detector 1 Queue (s)	0.0	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	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	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings
7: Commercial Street & Broad Street/High Street

Jackson Square | Eric Papachristos
2022 Existing AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA	Free	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			4			8	5
Permitted Phases	2			6		Free	4			8		8
Detector Phase	5	2		1	6		4	4		8	8	5
Switch Phase												
Minimum Initial (s)	10.0	39.0		10.0	39.0		12.0	12.0		12.0	12.0	10.0
Minimum Split (s)	15.0	45.0		15.0	45.0		18.0	18.0		18.0	18.0	15.0
Total Split (s)	15.0	45.0		15.0	45.0		35.0	35.0		35.0	35.0	15.0
Total Split (%)	12.6%	37.8%		12.6%	37.8%		29.4%	29.4%		29.4%	29.4%	12.6%
Maximum Green (s)	10.0	39.0		10.0	39.0		29.0	29.0		29.0	29.0	10.0
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0			6.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	3.0
Recall Mode	Max	Max		Max	Max		None	None		None	None	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	50.1	39.1		50.1	39.1	90.5		24.3			24.3	40.4
Actuated g/C Ratio	0.55	0.43		0.55	0.43	1.00		0.27			0.27	0.45
v/c Ratio	0.32	0.17		0.13	0.29	0.04		0.76			0.57	0.29
Control Delay	10.2	17.4		8.9	18.8	0.0		40.5			34.3	2.9
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	10.2	17.4		8.9	18.8	0.0		40.5			34.3	2.9
LOS	B	B		A	B	A		D			C	A
Approach Delay		13.0			13.3			40.5			18.3	
Approach LOS		B			B			D			B	

Intersection Summary

Area Type: Other

Cycle Length: 119

Actuated Cycle Length: 90.5

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 20.9

Intersection LOS: C

Intersection Capacity Utilization 91.9%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 7: Commercial Street & Broad Street/High Street

 Ø1	 Ø2	 Ø4	 Ø9
15 s	45 s	35 s	24 s
 Ø5	 Ø6	 Ø8	
15 s	45 s	35 s	

Lane Group	Ø9
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	20%
Maximum Green (s)	22.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Intersection													
Int Delay, s/veh	0.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	1	3	5	0	0	0	8	441	14	12	424	2	
Future Vol, veh/h	1	3	5	0	0	0	8	441	14	12	424	2	
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	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	0	2	0	2	2	2	0	3	2	2	2	0	
Mvmt Flow	1	3	5	0	0	0	9	479	15	13	461	2	
Major/Minor	Minor2						Major1		Major2				
Conflicting Flow All	993	1000	462				463	0	0	494	0	0	
Stage 1	488	488	-				-	-	-	-	-	-	
Stage 2	505	512	-				-	-	-	-	-	-	
Critical Hdwy	6.4	6.52	6.2				4.1	-	-	4.12	-	-	
Critical Hdwy Stg 1	5.4	5.52	-				-	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	5.52	-				-	-	-	-	-	-	
Follow-up Hdwy	3.5	4.018	3.3				2.2	-	-	2.218	-	-	
Pot Cap-1 Maneuver	274	243	604				1109	-	-	1070	-	-	
Stage 1	621	550	-				-	-	-	-	-	-	
Stage 2	610	536	-				-	-	-	-	-	-	
Platoon blocked, %							-	-		-	-		
Mov Cap-1 Maneuver	267	0	604				1109	-	-	1070	-	-	
Mov Cap-2 Maneuver	267	0	-				-	-	-	-	-	-	
Stage 1	614	0	-				-	-	-	-	-	-	
Stage 2	600	0	-				-	-	-	-	-	-	
Approach	EB						NB		SB				
HCM Control Delay, s	12.4						0.1		0.2				
HCM LOS	B												
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR						
Capacity (veh/h)	1109	-	-	499	1070	-	-						
HCM Lane V/C Ratio	0.008	-	-	0.02	0.012	-	-						
HCM Control Delay (s)	8.3	0	-	12.4	8.4	-	-						
HCM Lane LOS	A	A	-	B	A	-	-						
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	-						

Lanes, Volumes, Timings
10: Pleasant Street & Water Street

Jackson Square | Eric Papachristos
2022 Existing AM Peak Hour

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	269	32	481	333	29	461	
Future Volume (vph)	269	32	481	333	29	461	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0		185	110		
Storage Lanes	1	0		1	1		
Taper Length (ft)	25				115		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	1.00						
Frt	0.986			0.850			
Flt Protected	0.957				0.950		
Satd. Flow (prot)	1767	0	1845	1538	1703	1881	
Flt Permitted	0.957				0.226		
Satd. Flow (perm)	1767	0	1845	1538	405	1881	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	4			362			
Link Speed (mph)	30		30			30	
Link Distance (ft)	483		558			554	
Travel Time (s)	11.0		12.7			12.6	
Confl. Peds. (#/hr)		2					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	1%	3%	3%	5%	6%	1%	
Adj. Flow (vph)	292	35	523	362	32	501	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	327	0	523	362	32	501	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		12			12	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2	1	1	2	
Detector Template	Left		Thru	Right	Left	Thru	
Leading Detector (ft)	20		100	20	20	100	
Trailing Detector (ft)	0		0	0	0	0	
Detector 1 Position(ft)	0		0	0	0	0	
Detector 1 Size(ft)	20		6	20	20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	

Lanes, Volumes, Timings
10: Pleasant Street & Water Street

Jackson Square | Eric Papachristos
2022 Existing AM Peak Hour

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Turn Type	Prot		NA	pm+ov	pm+pt	NA	
Protected Phases	3		2	3	1	6	9
Permitted Phases				2	6		
Detector Phase	3		2	3	1	6	
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0	6.0	8.0	4.0
Minimum Split (s)	23.0		13.0	23.0	11.0	13.0	26.0
Total Split (s)	30.0		45.0	30.0	20.0	65.0	26.0
Total Split (%)	24.8%		37.2%	24.8%	16.5%	53.7%	21%
Maximum Green (s)	25.0		40.0	25.0	15.0	60.0	24.0
Yellow Time (s)	3.2		3.2	3.2	3.2	3.2	2.0
All-Red Time (s)	1.8		1.8	1.8	1.8	1.8	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag			Lag		Lead		
Lead-Lag Optimize?			Yes		Yes		
Vehicle Extension (s)	2.5		2.5	2.5	2.0	2.5	3.0
Recall Mode	None		Min	None	None	Min	None
Walk Time (s)							5.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	20.1		25.1	53.7	30.5	30.5	
Actuated g/C Ratio	0.33		0.41	0.87	0.50	0.50	
v/c Ratio	0.56		0.70	0.26	0.09	0.54	
Control Delay	24.2		22.5	0.7	8.4	12.8	
Queue Delay	0.0		0.0	0.0	0.0	0.0	
Total Delay	24.2		22.5	0.7	8.4	12.8	
LOS	C		C	A	A	B	
Approach Delay	24.2		13.6			12.5	
Approach LOS	C		B			B	

Intersection Summary

Area Type: Other

Cycle Length: 121

Actuated Cycle Length: 61.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 15.2

Intersection LOS: B

Intersection Capacity Utilization 50.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 10: Pleasant Street & Water Street

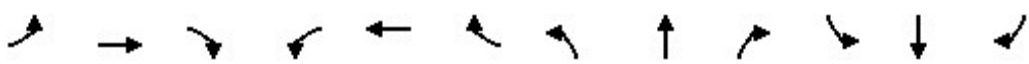
20 s	45 s	30 s	26 s
65 s			

2022 Existing PM Peak

Lanes, Volumes, Timings

1: Commercial Street & Broad Street

Jackson Square | Eric Papachristos
2022 Existing PM Peak Hour

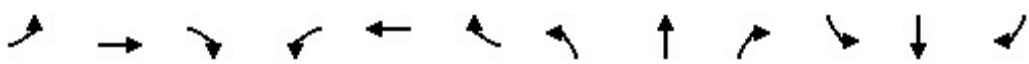
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑	↗	↖	↗	↖	↖	↗	
Traffic Volume (vph)	13	281	108	18	265	177	75	377	16	177	379	19
Future Volume (vph)	13	281	108	18	265	177	75	377	16	177	379	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		70	0		0	55		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			35		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.94	0.99	1.00		1.00		
Frt		0.964				0.850		0.994			0.993	
Flt Protected		0.998			0.997		0.950			0.950		
Satd. Flow (prot)	0	1818	0	0	1894	1615	1736	1886	0	1787	1869	0
Flt Permitted		0.981			0.941		0.524			0.193		
Satd. Flow (perm)	0	1786	0	0	1788	1515	950	1886	0	362	1869	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				141		2			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			212			184			373	
Travel Time (s)		8.3			4.8			4.2			8.5	
Confl. Peds. (#/hr)	20					20	6		4	4		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	4%	0%	0%	1%	1%	0%
Adj. Flow (vph)	13	287	110	18	270	181	77	385	16	181	387	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	410	0	0	288	181	77	401	0	181	406	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
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	20	6		20	6	
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	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings

1: Commercial Street & Broad Street

Jackson Square | Eric Papachristos
2022 Existing PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			6			4		3	8	
Permitted Phases	2			6		6	4			8		
Detector Phase	2	2		6	6	6	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	8.0	8.0		5.0	8.0	
Minimum Split (s)	28.0	28.0		28.0	28.0	28.0	14.0	14.0		11.0	14.0	
Total Split (s)	28.0	28.0		28.0	28.0	28.0	26.0	26.0		16.0	42.0	
Total Split (%)	32.9%	32.9%		32.9%	32.9%	32.9%	30.6%	30.6%		18.8%	49.4%	
Maximum Green (s)	20.0	20.0		20.0	20.0	20.0	20.0	20.0		10.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0	4.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0			8.0	8.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.3			20.3	20.3	19.4	19.4		34.9	34.9	
Actuated g/C Ratio		0.27			0.27	0.27	0.26	0.26		0.47	0.47	
v/c Ratio		0.82			0.59	0.35	0.31	0.82		0.52	0.46	
Control Delay		42.5			31.8	10.1	29.0	43.2		18.9	16.8	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		42.5			31.8	10.1	29.0	43.2		18.9	16.8	
LOS		D			C	B	C	D		B	B	
Approach Delay		42.5			23.5			40.9			17.5	
Approach LOS		D			C			D			B	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 74.6

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 30.0

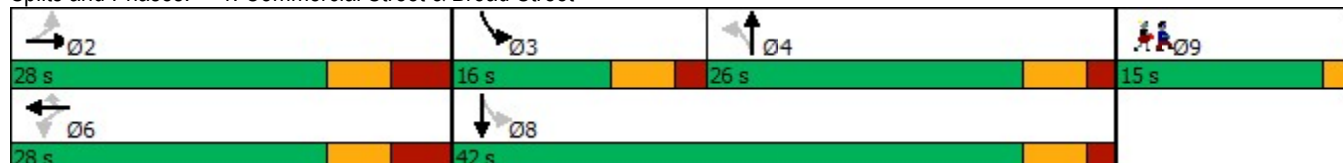
Intersection LOS: C

Intersection Capacity Utilization 79.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Commercial Street & Broad Street



Lane Group	Ø9
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	13.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	3.0
Flash Dont Walk (s)	10.0
Pedestrian Calls (#/hr)	27
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

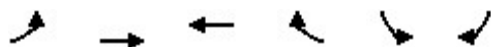
Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	422	19	34	423	42	39
Future Vol, veh/h	422	19	34	423	42	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	2	4	0
Mvmt Flow	459	21	37	460	46	42
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	480	0	1004	470
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	534	-
Critical Hdwy	-	-	4.1	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.2	-	3.536	3.3
Pot Cap-1 Maneuver	-	-	1093	-	266	598
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	584	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1093	-	254	598
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	558	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		18.7	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	351	-	-	1093	-	
HCM Lane V/C Ratio	0.251	-	-	0.034	-	
HCM Control Delay (s)	18.7	-	-	8.4	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0.1	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	445	408	0	0	0
Future Vol, veh/h	0	445	408	0	0	0
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, %	0	1	2	0	0	0
Mvmt Flow	0	484	443	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	443	0	-	0	927	443
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	484	-
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	1128	-	-	-	300	619
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	624	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1128	-	-	-	300	619
Mov Cap-2 Maneuver	-	-	-	-	300	-
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	624	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1128	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	37	0	0	34	0
Future Vol, veh/h	0	37	0	0	34	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	92	92	92	92	92	92
Heavy Vehicles, %	0	4	0	0	0	0
Mvmt Flow	0	40	0	0	37	0
Major/Minor	Minor2		Major2			
Conflicting Flow All	37	37			-	0
Stage 1	37	-			-	-
Stage 2	0	-			-	-
Critical Hdwy	6.4	6.24			-	-
Critical Hdwy Stg 1	5.4	-			-	-
Critical Hdwy Stg 2	-	-			-	-
Follow-up Hdwy	3.5	3.336			-	-
Pot Cap-1 Maneuver	981	1030			-	0
Stage 1	991	-			-	0
Stage 2	-	-			-	0
Platoon blocked, %					-	
Mov Cap-1 Maneuver	981	1030			-	-
Mov Cap-2 Maneuver	981	-			-	-
Stage 1	991	-			-	-
Stage 2	-	-			-	-
Approach	EB		SB			
HCM Control Delay, s	8.6		0			
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	SBT				
Capacity (veh/h)	1030	-				
HCM Lane V/C Ratio	0.039	-				
HCM Control Delay (s)	8.6	-				
HCM Lane LOS	A	-				
HCM 95th %tile Q(veh)	0.1	-				

Lanes, Volumes, Timings
6: Water Street & Commercial Street

Jackson Square | Eric Papachristos
2022 Existing PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	18	387	336	18	14	59
Future Volume (vph)	18	387	336	18	14	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	50	0
Storage Lanes	0			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.993		0.891	
Flt Protected		0.998			0.990	
Satd. Flow (prot)	0	1896	1887	0	1676	0
Flt Permitted		0.998			0.990	
Satd. Flow (perm)	0	1896	1887	0	1676	0
Link Speed (mph)		25	30		30	
Link Distance (ft)		459	471		274	
Travel Time (s)		12.5	10.7		6.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	19	412	357	19	15	63
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	431	376	0	78	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	46.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	387	336	18	14	59
Future Vol, veh/h	18	387	336	18	14	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	19	412	357	19	15	63
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	376	0	-	0	817	367
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	450	-
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	1194	-	-	-	349	683
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	647	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1194	-	-	-	342	683
Mov Cap-2 Maneuver	-	-	-	-	342	-
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	647	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		12.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1194	-	-	-	573	
HCM Lane V/C Ratio	0.016	-	-	-	0.136	
HCM Control Delay (s)	8.1	0	-	-	12.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.5	

Lanes, Volumes, Timings
7: Commercial Street & Broad Street/High Street

Jackson Square | Eric Papachristos
2022 Existing PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	220	2	136	207	33	2	261	102	20	224	199
Future Volume (vph)	223	220	2	136	207	33	2	261	102	20	224	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	45		45	0		0	85		0
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	200			125			25			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.98		0.98		0.99			1.00	0.95
Frt		0.999				0.850		0.962				0.850
Flt Protected	0.950			0.950							0.996	
Satd. Flow (prot)	1752	1897	0	1805	1881	1568	0	1753	0	0	1806	1583
Flt Permitted	0.556			0.535				0.999			0.873	
Satd. Flow (perm)	1019	1897	0	998	1881	1530	0	1751	0	0	1582	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						147			16			212
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		459			279			471			428	
Travel Time (s)		10.4			6.3			10.7			9.7	
Confl. Peds. (#/hr)	8		22	22		8	18		12	12		18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	0%	0%	0%	1%	3%	0%	1%	8%	25%	3%	2%
Adj. Flow (vph)	237	234	2	145	220	35	2	278	109	21	238	212
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	236	0	145	220	35	0	389	0	0	259	212
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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	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	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	0.0
Detector 1 Queue (s)	0.0	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	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	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings
7: Commercial Street & Broad Street/High Street

Jackson Square | Eric Papachristos

2022 Existing PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA	Free	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			4			8	5
Permitted Phases	2			6		Free	4			8		8
Detector Phase	5	2		1	6		4	4		8	8	5
Switch Phase												
Minimum Initial (s)	10.0	39.0		10.0	39.0		12.0	12.0		12.0	12.0	10.0
Minimum Split (s)	15.0	45.0		15.0	45.0		18.0	18.0		18.0	18.0	15.0
Total Split (s)	15.0	45.0		15.0	45.0		35.0	35.0		35.0	35.0	15.0
Total Split (%)	12.6%	37.8%		12.6%	37.8%		29.4%	29.4%		29.4%	29.4%	12.6%
Maximum Green (s)	10.0	39.0		10.0	39.0		29.0	29.0		29.0	29.0	10.0
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0			6.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	3.0
Recall Mode	Max	Max		Max	Max		None	None		None	None	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	50.9	39.7		50.9	39.7	112.3		27.1			27.1	38.2
Actuated g/C Ratio	0.45	0.35		0.45	0.35	1.00		0.24			0.24	0.34
v/c Ratio	0.45	0.35		0.28	0.33	0.02		0.90			0.68	0.32
Control Delay	22.8	31.3		19.7	30.9	0.0		65.2			50.1	3.4
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	22.8	31.3		19.7	30.9	0.0		65.2			50.1	3.4
LOS	C	C		B	C	A		E			D	A
Approach Delay		27.0			24.2			65.2			29.1	
Approach LOS		C			C			E			C	

Intersection Summary

Area Type: Other

Cycle Length: 119

Actuated Cycle Length: 112.3

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 35.5

Intersection LOS: D

Intersection Capacity Utilization 85.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 7: Commercial Street & Broad Street/High Street

			
Ø1	Ø2	Ø4	Ø9
15 s	45 s	35 s	24 s
			
Ø5	Ø6	Ø8	
15 s	45 s	35 s	

Lane Group	Ø9
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	20%
Maximum Green (s)	22.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	74
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Intersection													
Int Delay, s/veh	0.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	8	4	12	0	0	0	2	468	22	11	484	10	
Future Vol, veh/h	8	4	12	0	0	0	2	468	22	11	484	10	
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	98	92	98	92	92	92	98	98	92	92	98	98	
Heavy Vehicles, %	0	2	8	2	2	2	0	0	2	2	1	10	
Mvmt Flow	8	4	12	0	0	0	2	478	24	12	494	10	
Major/Minor	Minor2						Major1				Major2		
Conflicting Flow All	1017	1029	499				504	0	0	502	0	0	
Stage 1	523	523	-				-	-	-	-	-	-	
Stage 2	494	506	-				-	-	-	-	-	-	
Critical Hdwy	6.4	6.52	6.28				4.1	-	-	4.12	-	-	
Critical Hdwy Stg 1	5.4	5.52	-				-	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	5.52	-				-	-	-	-	-	-	
Follow-up Hdwy	3.5	4.018	3.372				2.2	-	-	2.218	-	-	
Pot Cap-1 Maneuver	266	234	560				1071	-	-	1062	-	-	
Stage 1	599	530	-				-	-	-	-	-	-	
Stage 2	617	540	-				-	-	-	-	-	-	
Platoon blocked, %							-	-		-	-		
Mov Cap-1 Maneuver	261	0	560				1071	-	-	1062	-	-	
Mov Cap-2 Maneuver	261	0	-				-	-	-	-	-	-	
Stage 1	597	0	-				-	-	-	-	-	-	
Stage 2	607	0	-				-	-	-	-	-	-	
Approach	EB						NB				SB		
HCM Control Delay, s	15						0				0.2		
HCM LOS	C												
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR						
Capacity (veh/h)	1071	-	-	384	1062	-	-						
HCM Lane V/C Ratio	0.002	-	-	0.064	0.011	-	-						
HCM Control Delay (s)	8.4	0	-	15	8.4	-	-						
HCM Lane LOS	A	A	-	C	A	-	-						
HCM 95th %tile Q(veh)	0	-	-	0.2	0	-	-						

Lanes, Volumes, Timings
10: Pleasant Street & Water Street

Jackson Square | Eric Papachristos
2022 Existing PM Peak Hour

							Ø9
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	345	35	540	374	70	562	
Future Volume (vph)	345	35	540	374	70	562	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0		185	110		
Storage Lanes	1	0		1	1		
Taper Length (ft)	25				115		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	0.99			0.98	1.00		
Frt	0.988			0.850			
Flt Protected	0.957				0.950		
Satd. Flow (prot)	1772	0	1900	1599	1736	1881	
Flt Permitted	0.957				0.124		
Satd. Flow (perm)	1757	0	1900	1564	226	1881	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	4			374			
Link Speed (mph)	30		30			30	
Link Distance (ft)	483		558			554	
Travel Time (s)	11.0		12.7			12.6	
Confl. Peds. (#/hr)	4			2	2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	1%	5%	0%	1%	4%	1%	
Adj. Flow (vph)	356	36	557	386	72	579	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	392	0	557	386	72	579	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		12			12	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2	1	1	2	
Detector Template	Left		Thru	Right	Left	Thru	
Leading Detector (ft)	20		100	20	20	100	
Trailing Detector (ft)	0		0	0	0	0	
Detector 1 Position(ft)	0		0	0	0	0	
Detector 1 Size(ft)	20		6	20	20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	

Lanes, Volumes, Timings
10: Pleasant Street & Water Street

Jackson Square | Eric Papachristos
2022 Existing PM Peak Hour

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Turn Type	Prot		NA	pm+ov	pm+pt	NA	
Protected Phases	3		2	3	1	6	9
Permitted Phases				2	6		
Detector Phase	3		2	3	1	6	
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0	6.0	8.0	7.0
Minimum Split (s)	23.0		13.0	23.0	11.0	13.0	26.0
Total Split (s)	30.0		45.0	30.0	20.0	65.0	26.0
Total Split (%)	24.8%		37.2%	24.8%	16.5%	53.7%	21%
Maximum Green (s)	25.0		40.0	25.0	15.0	60.0	24.0
Yellow Time (s)	3.2		3.2	3.2	3.2	3.2	2.0
All-Red Time (s)	1.8		1.8	1.8	1.8	1.8	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag			Lag		Lead		
Lead-Lag Optimize?			Yes		Yes		
Vehicle Extension (s)	2.5		2.5	2.5	2.0	2.5	3.0
Recall Mode	None		Min	None	None	Min	None
Walk Time (s)							5.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							18
Act Effct Green (s)	27.4		30.1	57.5	39.3	39.3	
Actuated g/C Ratio	0.32		0.35	0.67	0.46	0.46	
v/c Ratio	0.69		0.83	0.33	0.31	0.67	
Control Delay	39.8		39.9	1.9	17.9	23.2	
Queue Delay	0.0		0.0	0.0	0.0	0.0	
Total Delay	39.8		39.9	1.9	17.9	23.2	
LOS	D		D	A	B	C	
Approach Delay	39.8		24.4			22.6	
Approach LOS	D		C			C	

Intersection Summary

Area Type: Other

Cycle Length: 121

Actuated Cycle Length: 85.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 26.9

Intersection LOS: C

Intersection Capacity Utilization 67.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: Pleasant Street & Water Street

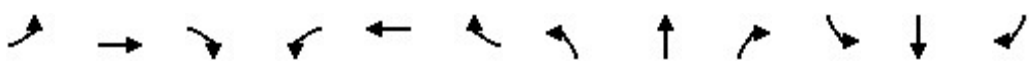
20 s	45 s	30 s	26 s
65 s			

2030 No-Build AM Peak

Lanes, Volumes, Timings

1: Commercial Street & Broad Street

Jackson Square | Eric Papachristos
2030 No-Build AM Peak Hour

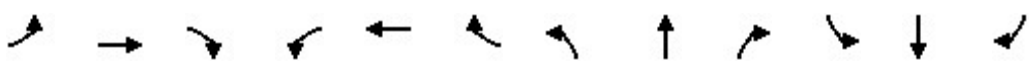
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑	↗	↖	↗	↖	↖	↗	
Traffic Volume (vph)	16	245	103	6	334	204	108	362	8	173	349	12
Future Volume (vph)	16	245	103	6	334	204	108	362	8	173	349	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		70	0		0	55		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			35		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.96						
Frt		0.962				0.850		0.997			0.995	
Flt Protected		0.998			0.999		0.950			0.950		
Satd. Flow (prot)	0	1741	0	0	1880	1599	1770	1830	0	1805	1872	0
Flt Permitted		0.968			0.990		0.536			0.244		
Satd. Flow (perm)	0	1688	0	0	1863	1540	998	1830	0	464	1872	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22				141		1			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			212			184			373	
Travel Time (s)		8.3			4.8			4.2			8.5	
Confl. Peds. (#/hr)	8					8						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	5%	5%	0%	1%	1%	2%	3%	28%	0%	1%	0%
Adj. Flow (vph)	17	258	108	6	352	215	114	381	8	182	367	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	383	0	0	358	215	114	389	0	182	380	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
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	20	6		20	6	
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	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings

1: Commercial Street & Broad Street

Jackson Square | Eric Papachristos
2030 No-Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			6			4		3	8	
Permitted Phases	2			6		6	4			8		
Detector Phase	2	2		6	6	6	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	8.0	8.0		5.0	8.0	
Minimum Split (s)	28.0	28.0		28.0	28.0	28.0	14.0	14.0		11.0	14.0	
Total Split (s)	28.0	28.0		28.0	28.0	28.0	26.0	26.0		16.0	42.0	
Total Split (%)	32.9%	32.9%		32.9%	32.9%	32.9%	30.6%	30.6%		18.8%	49.4%	
Maximum Green (s)	20.0	20.0		20.0	20.0	20.0	20.0	20.0		10.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0	4.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0			8.0	8.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.0			20.0	20.0	19.2	19.2		34.6	34.6	
Actuated g/C Ratio		0.29			0.29	0.29	0.28	0.28		0.50	0.50	
v/c Ratio		0.75			0.66	0.39	0.41	0.76		0.44	0.40	
Control Delay		32.8			28.6	10.2	25.5	34.0		12.8	12.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		32.8			28.6	10.2	25.5	34.0		12.8	12.0	
LOS		C			C	B	C	C		B	B	
Approach Delay		32.8			21.7			32.1			12.2	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 68.7

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 23.8

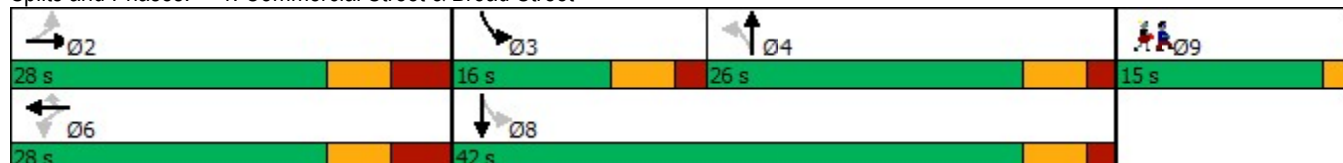
Intersection LOS: C

Intersection Capacity Utilization 78.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Commercial Street & Broad Street



Lane Group	Ø9
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	13.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	3.0
Flash Dont Walk (s)	10.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	485	12	15	461	28	66
Future Vol, veh/h	485	12	15	461	28	66
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, %	3	0	0	2	3	0
Mvmt Flow	527	13	16	501	30	72
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	540	0	1067	534
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	533	-
Critical Hdwy	-	-	4.1	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.3
Pot Cap-1 Maneuver	-	-	1039	-	245	550
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1039	-	240	550
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	574	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		17.2	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	397	-	-	1039	-	
HCM Lane V/C Ratio	0.257	-	-	0.016	-	
HCM Control Delay (s)	17.2	-	-	8.5	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	434	535	1	0	1
Future Vol, veh/h	1	434	535	1	0	1
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	1	472	582	1	0	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	583	0	-	0	1057	583
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	474	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	991	-	-	-	249	512
Stage 1	-	-	-	-	558	-
Stage 2	-	-	-	-	626	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	991	-	-	-	249	512
Mov Cap-2 Maneuver	-	-	-	-	249	-
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	626	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		12		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	991	-	-	-	512	
HCM Lane V/C Ratio	0.001	-	-	-	0.002	
HCM Control Delay (s)	8.6	0	-	-	12	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 5.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	31	0	0	15	0
Future Vol, veh/h	0	31	0	0	15	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	34	0	0	16	0

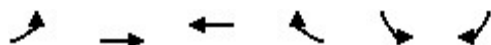
Major/Minor	Minor2	Major2
Conflicting Flow All	16 16	- 0
Stage 1	16 -	- -
Stage 2	0 -	- -
Critical Hdwy	6.42 6.22	- -
Critical Hdwy Stg 1	5.42 -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	3.518 3.318	- -
Pot Cap-1 Maneuver	1002 1063	- 0
Stage 1	1007 -	- 0
Stage 2	- -	- 0
Platoon blocked, %		-
Mov Cap-1 Maneuver	1002 1063	- -
Mov Cap-2 Maneuver	1002 -	- -
Stage 1	1007 -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	8.5	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	1063	-
HCM Lane V/C Ratio	0.032	-
HCM Control Delay (s)	8.5	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.1	-

Lanes, Volumes, Timings
6: Water Street & Commercial Street

Jackson Square | Eric Papachristos
2030 No-Build AM Peak Hour

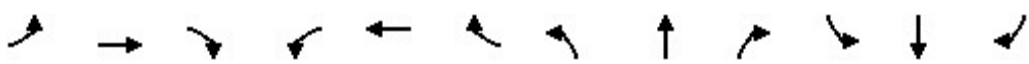


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	420	334	7	10	18
Future Volume (vph)	35	420	334	7	10	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	50	0
Storage Lanes	0			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997		0.913	
Flt Protected		0.996			0.983	
Satd. Flow (prot)	0	1892	1894	0	1705	0
Flt Permitted		0.996			0.983	
Satd. Flow (perm)	0	1892	1894	0	1705	0
Link Speed (mph)		25	30		30	
Link Distance (ft)		459	471		274	
Travel Time (s)		12.5	10.7		6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	38	457	363	8	11	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	495	371	0	31	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	55.4%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	420	334	7	10	18
Future Vol, veh/h	35	420	334	7	10	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	457	363	8	11	20
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	371	0	-	0	900	367
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	533	-
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	1199	-	-	-	312	683
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1199	-	-	-	299	683
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	593	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		13.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1199	-	-	-	468	
HCM Lane V/C Ratio	0.032	-	-	-	0.065	
HCM Control Delay (s)	8.1	0	-	-	13.2	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

Lanes, Volumes, Timings
7: Commercial Street & Broad Street/High Street

Jackson Square | Eric Papachristos
2030 No-Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	137	7	99	249	86	10	355	76	45	222	275
Future Volume (vph)	290	137	7	99	249	86	10	355	76	45	222	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	45		45	0		0	85		0
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	200			125			25			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98		1.00			1.00	
Frt		0.993				0.850		0.977				0.850
Flt Protected	0.950			0.950				0.999			0.992	
Satd. Flow (prot)	1752	1809	0	1752	1900	1599	0	1757	0	0	1869	1599
Flt Permitted	0.549			0.663				0.991			0.762	
Satd. Flow (perm)	1011	1809	0	1223	1900	1565	0	1743	0	0	1436	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				147		8				284
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		459			279			471			428	
Travel Time (s)		10.4			6.3			10.7			9.7	
Confl. Peds. (#/hr)	2					2			2	2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	50%	3%	0%	1%	0%	4%	11%	0%	1%	1%
Adj. Flow (vph)	299	141	7	102	257	89	10	366	78	46	229	284
Shared Lane Traffic (%)												
Lane Group Flow (vph)	299	148	0	102	257	89	0	454	0	0	275	284
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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	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	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	0.0
Detector 1 Queue (s)	0.0	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	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	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings
7: Commercial Street & Broad Street/High Street

Jackson Square | Eric Papachristos
2030 No-Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA	Free	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			4			8	5
Permitted Phases	2			6		Free	4			8		8
Detector Phase	5	2		1	6		4	4		8	8	5
Switch Phase												
Minimum Initial (s)	10.0	39.0		10.0	39.0		12.0	12.0		12.0	12.0	10.0
Minimum Split (s)	15.0	45.0		15.0	45.0		18.0	18.0		18.0	18.0	15.0
Total Split (s)	15.0	45.0		15.0	45.0		35.0	35.0		35.0	35.0	15.0
Total Split (%)	12.6%	37.8%		12.6%	37.8%		29.4%	29.4%		29.4%	29.4%	12.6%
Maximum Green (s)	10.0	39.0		10.0	39.0		29.0	29.0		29.0	29.0	10.0
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0			6.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	3.0
Recall Mode	Max	Max		Max	Max		None	None		None	None	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	50.0	39.0		50.0	39.0	95.0		29.0			29.0	45.0
Actuated g/C Ratio	0.53	0.41		0.53	0.41	1.00		0.31			0.31	0.47
v/c Ratio	0.49	0.20		0.15	0.33	0.06		0.85			0.63	0.31
Control Delay	13.7	18.6		9.7	20.6	0.1		46.7			35.9	2.8
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	13.7	18.6		9.7	20.6	0.1		46.7			35.9	2.8
LOS	B	B		A	C	A		D			D	A
Approach Delay		15.4			14.0			46.7			19.1	
Approach LOS		B			B			D			B	

Intersection Summary

Area Type: Other

Cycle Length: 119

Actuated Cycle Length: 95

Natural Cycle: 115

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 23.6

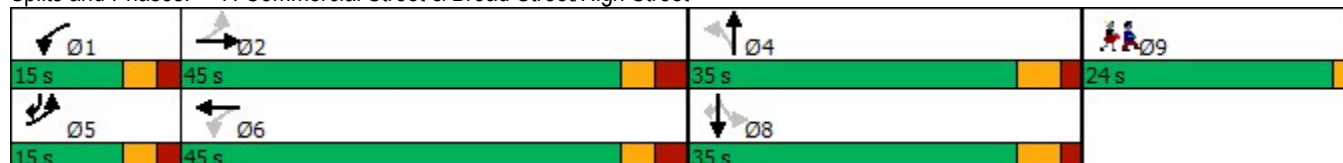
Intersection LOS: C

Intersection Capacity Utilization 98.8%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 7: Commercial Street & Broad Street/High Street



Lane Group	Ø9
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	20%
Maximum Green (s)	22.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Intersection													
Int Delay, s/veh	0.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕						↕			↕		
Traffic Vol, veh/h	1	3	5	0	0	0	8	478	15	12	459	2	
Future Vol, veh/h	1	3	5	0	0	0	8	478	15	12	459	2	
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	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	0	2	0	2	2	2	0	3	2	2	2	0	
Mvmt Flow	1	3	5	0	0	0	9	520	16	13	499	2	

Major/Minor	Minor2			Major1		Major2			
Conflicting Flow All	1072	1080	500	501	0	0	536	0	0
Stage 1	526	526	-	-	-	-	-	-	-
Stage 2	546	554	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.52	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	5.4	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	246	218	575	1074	-	-	1032	-	-
Stage 1	597	529	-	-	-	-	-	-	-
Stage 2	584	514	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	239	0	575	1074	-	-	1032	-	-
Mov Cap-2 Maneuver	239	0	-	-	-	-	-	-	-
Stage 1	590	0	-	-	-	-	-	-	-
Stage 2	574	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0.1	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1074	-	-	466	1032	-	-
HCM Lane V/C Ratio	0.008	-	-	0.021	0.013	-	-
HCM Control Delay (s)	8.4	0	-	12.9	8.5	-	-
HCM Lane LOS	A	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	-

Lanes, Volumes, Timings
10: Pleasant Street & Water Street

Jackson Square | Eric Papachristos
2030 No-Build AM Peak Hour

							Ø9
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	310	37	520	415	39	499	
Future Volume (vph)	310	37	520	415	39	499	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0		185	110		
Storage Lanes	1	0		1	1		
Taper Length (ft)	25				115		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	1.00						
Frt	0.986			0.850			
Flt Protected	0.957				0.950		
Satd. Flow (prot)	1767	0	1845	1538	1703	1881	
Flt Permitted	0.957				0.188		
Satd. Flow (perm)	1767	0	1845	1538	337	1881	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	4			451			
Link Speed (mph)	30		30			30	
Link Distance (ft)	483		558			554	
Travel Time (s)	11.0		12.7			12.6	
Confl. Peds. (#/hr)		2					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	1%	3%	3%	5%	6%	1%	
Adj. Flow (vph)	337	40	565	451	42	542	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	377	0	565	451	42	542	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		12			12	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2	1	1	2	
Detector Template	Left		Thru	Right	Left	Thru	
Leading Detector (ft)	20		100	20	20	100	
Trailing Detector (ft)	0		0	0	0	0	
Detector 1 Position(ft)	0		0	0	0	0	
Detector 1 Size(ft)	20		6	20	20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	

Lanes, Volumes, Timings
10: Pleasant Street & Water Street

Jackson Square | Eric Papachristos
2030 No-Build AM Peak Hour

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Turn Type	Prot		NA	pm+ov	pm+pt	NA	
Protected Phases	3		2	3	1	6	9
Permitted Phases				2	6		
Detector Phase	3		2	3	1	6	
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0	6.0	8.0	4.0
Minimum Split (s)	23.0		13.0	23.0	11.0	13.0	26.0
Total Split (s)	30.0		45.0	30.0	20.0	65.0	26.0
Total Split (%)	24.8%		37.2%	24.8%	16.5%	53.7%	21%
Maximum Green (s)	25.0		40.0	25.0	15.0	60.0	24.0
Yellow Time (s)	3.2		3.2	3.2	3.2	3.2	2.0
All-Red Time (s)	1.8		1.8	1.8	1.8	1.8	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag			Lag		Lead		
Lead-Lag Optimize?			Yes		Yes		
Vehicle Extension (s)	2.5		2.5	2.5	2.0	2.5	3.0
Recall Mode	None		Min	None	None	Min	None
Walk Time (s)							5.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	25.9		29.5	63.1	35.4	35.4	
Actuated g/C Ratio	0.36		0.41	0.88	0.49	0.49	
v/c Ratio	0.59		0.74	0.32	0.15	0.58	
Control Delay	26.7		25.0	0.8	9.0	14.7	
Queue Delay	0.0		0.0	0.0	0.0	0.0	
Total Delay	26.7		25.0	0.8	9.0	14.7	
LOS	C		C	A	A	B	
Approach Delay	26.7		14.3			14.3	
Approach LOS	C		B			B	

Intersection Summary

Area Type: Other

Cycle Length: 121

Actuated Cycle Length: 71.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 16.6

Intersection LOS: B

Intersection Capacity Utilization 60.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 10: Pleasant Street & Water Street

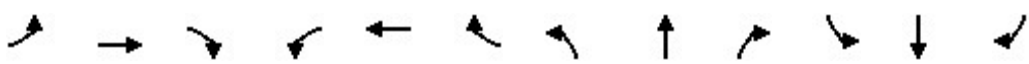
20 s	45 s	30 s	26 s
65 s			

2030 No-Build PM Peak

Lanes, Volumes, Timings

1: Commercial Street & Broad Street

Jackson Square | Eric Papachristos
2030 No-Build PM Peak Hour

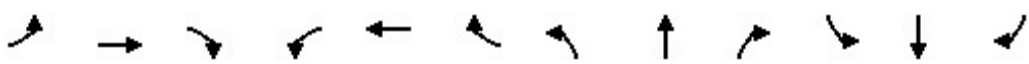
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	325	116	24	316	229	81	408	27	217	410	20
Future Volume (vph)	14	325	116	24	316	229	81	408	27	217	410	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		70	0		0	55		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			35		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.94	0.99	1.00		1.00		
Frt		0.966				0.850		0.991			0.993	
Flt Protected		0.998			0.997		0.950			0.950		
Satd. Flow (prot)	0	1822	0	0	1894	1615	1736	1880	0	1787	1869	0
Flt Permitted		0.979			0.887		0.508			0.153		
Satd. Flow (perm)	0	1787	0	0	1685	1515	922	1880	0	287	1869	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				142		4			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			212			184			373	
Travel Time (s)		8.3			4.8			4.2			8.5	
Confl. Peds. (#/hr)	20					20	6		4	4		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	4%	0%	0%	1%	1%	0%
Adj. Flow (vph)	14	332	118	24	322	234	83	416	28	221	418	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	464	0	0	346	234	83	444	0	221	438	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
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	20	6		20	6	
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	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings

1: Commercial Street & Broad Street

Jackson Square | Eric Papachristos
2030 No-Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			6			4		3	8	
Permitted Phases	2			6		6	4			8		
Detector Phase	2	2		6	6	6	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	8.0	8.0		5.0	8.0	
Minimum Split (s)	28.0	28.0		28.0	28.0	28.0	14.0	14.0		11.0	14.0	
Total Split (s)	28.0	28.0		28.0	28.0	28.0	26.0	26.0		16.0	42.0	
Total Split (%)	32.9%	32.9%		32.9%	32.9%	32.9%	30.6%	30.6%		18.8%	49.4%	
Maximum Green (s)	20.0	20.0		20.0	20.0	20.0	20.0	20.0		10.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0	4.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0			8.0	8.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.2			20.2	20.2	20.2	20.2		36.1	36.1	
Actuated g/C Ratio		0.27			0.27	0.27	0.27	0.27		0.48	0.48	
v/c Ratio		0.95			0.77	0.46	0.34	0.88		0.67	0.49	
Control Delay		59.8			41.4	14.2	29.8	49.9		25.7	17.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		59.8			41.4	14.2	29.8	49.9		25.7	17.2	
LOS		E			D	B	C	D		C	B	
Approach Delay		59.8			30.4			46.7			20.1	
Approach LOS		E			C			D			C	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 75.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 37.3

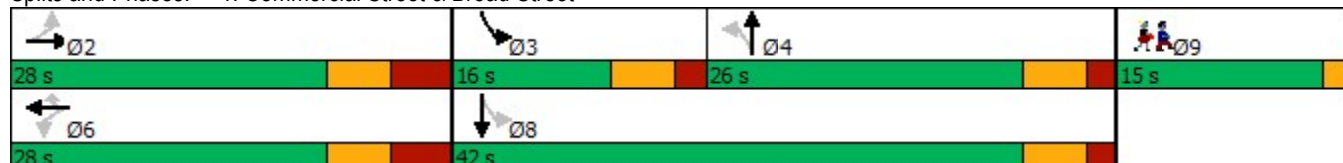
Intersection LOS: D

Intersection Capacity Utilization 87.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Commercial Street & Broad Street



Lane Group	Ø9
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	13.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	3.0
Flash Dont Walk (s)	10.0
Pedestrian Calls (#/hr)	27
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

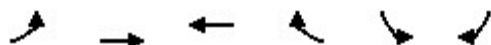
Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	511	20	36	531	45	42
Future Vol, veh/h	511	20	36	531	45	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	2	4	0
Mvmt Flow	555	22	39	577	49	46
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	577	0	1221	566
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	655	-
Critical Hdwy	-	-	4.1	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.2	-	3.536	3.3
Pot Cap-1 Maneuver	-	-	1006	-	197	528
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	513	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1006	-	186	528
Mov Cap-2 Maneuver	-	-	-	-	186	-
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	484	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		25.2	
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	271	-	-	1006	-	
HCM Lane V/C Ratio	0.349	-	-	0.039	-	
HCM Control Delay (s)	25.2	-	-	8.7	0	
HCM Lane LOS	D	-	-	A	A	
HCM 95th %tile Q(veh)	1.5	-	-	0.1	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	509	500	11	6	14
Future Vol, veh/h	27	509	500	11	6	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	92	92	92	92	92	92
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	29	553	543	12	7	15
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	555	0	-	0	1160	549
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	611	-
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	1026	-	-	-	218	539
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	546	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1026	-	-	-	209	539
Mov Cap-2 Maneuver	-	-	-	-	209	-
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	546	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		15.5		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1026	-	-	-	366	
HCM Lane V/C Ratio	0.029	-	-	-	0.059	
HCM Control Delay (s)	8.6	0	-	-	15.5	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	40	0	0	36	0
Future Vol, veh/h	0	40	0	0	36	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	92	92	92	92	92	92
Heavy Vehicles, %	0	4	0	0	0	0
Mvmt Flow	0	43	0	0	39	0
Major/Minor	Minor2		Major2			
Conflicting Flow All	39	39	-	-	-	0
Stage 1	39	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.4	6.24	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	-	-	-	-
Pot Cap-1 Maneuver	978	1027	-	-	-	0
Stage 1	989	-	-	-	-	0
Stage 2	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	978	1027	-	-	-	-
Mov Cap-2 Maneuver	978	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	8.7		0			
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	SBT				
Capacity (veh/h)	1027	-				
HCM Lane V/C Ratio	0.042	-				
HCM Control Delay (s)	8.7	-				
HCM Lane LOS	A	-				
HCM 95th %tile Q(veh)	0.1	-				

Lanes, Volumes, Timings
6: Water Street & Commercial Street

Jackson Square | Eric Papachristos
2030 No-Build PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	19	450	418	19	15	63
Future Volume (vph)	19	450	418	19	15	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	50	0
Storage Lanes	0			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994		0.891	
Flt Protected		0.998			0.990	
Satd. Flow (prot)	0	1896	1889	0	1676	0
Flt Permitted		0.998			0.990	
Satd. Flow (perm)	0	1896	1889	0	1676	0
Link Speed (mph)		25	30		30	
Link Distance (ft)		459	471		274	
Travel Time (s)		12.5	10.7		6.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	20	479	445	20	16	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	499	465	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	50.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	450	418	19	15	63
Future Vol, veh/h	19	450	418	19	15	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	479	445	20	16	67
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	465	0	-	0	974	455
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	519	-
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	1107	-	-	-	282	609
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	601	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1107	-	-	-	275	609
Mov Cap-2 Maneuver	-	-	-	-	275	-
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	601	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		13.8		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1107	-	-	-	494	
HCM Lane V/C Ratio	0.018	-	-	-	0.168	
HCM Control Delay (s)	8.3	0	-	-	13.8	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	

Lanes, Volumes, Timings
7: Commercial Street & Broad Street/High Street

Jackson Square | Eric Papachristos

2030 No-Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	261	240	14	149	228	39	13	300	111	33	291	271
Future Volume (vph)	261	240	14	149	228	39	13	300	111	33	291	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	45		45	0		0	85		0
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	200			125			25			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.98		0.98		0.99			1.00	0.95
Frt		0.992				0.850		0.965				0.850
Flt Protected	0.950			0.950				0.998			0.995	
Satd. Flow (prot)	1752	1879	0	1805	1881	1568	0	1759	0	0	1797	1583
Flt Permitted	0.519			0.483				0.889			0.763	
Satd. Flow (perm)	951	1879	0	902	1881	1530	0	1566	0	0	1377	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				147		14				288
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		459			279			471			428	
Travel Time (s)		10.4			6.3			10.7			9.7	
Confl. Peds. (#/hr)	8		22	22		8	18		12	12		18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	0%	0%	0%	1%	3%	0%	1%	8%	25%	3%	2%
Adj. Flow (vph)	278	255	15	159	243	41	14	319	118	35	310	288
Shared Lane Traffic (%)												
Lane Group Flow (vph)	278	270	0	159	243	41	0	451	0	0	345	288
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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	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	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	0.0
Detector 1 Queue (s)	0.0	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	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	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings
7: Commercial Street & Broad Street/High Street

Jackson Square | Eric Papachristos

2030 No-Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA	Free	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			4			8	5
Permitted Phases	2			6		Free	4			8		8
Detector Phase	5	2		1	6		4	4		8	8	5
Switch Phase												
Minimum Initial (s)	10.0	39.0		10.0	39.0		12.0	12.0		12.0	12.0	10.0
Minimum Split (s)	15.0	45.0		15.0	45.0		18.0	18.0		18.0	18.0	15.0
Total Split (s)	15.0	45.0		15.0	45.0		35.0	35.0		35.0	35.0	15.0
Total Split (%)	12.6%	37.8%		12.6%	37.8%		29.4%	29.4%		29.4%	29.4%	12.6%
Maximum Green (s)	10.0	39.0		10.0	39.0		29.0	29.0		29.0	29.0	10.0
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0			6.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	3.0
Recall Mode	Max	Max		Max	Max		None	None		None	None	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	50.4	39.3		50.4	39.3	114.2		29.2			29.2	40.3
Actuated g/C Ratio	0.44	0.34		0.44	0.34	1.00		0.26			0.26	0.35
v/c Ratio	0.57	0.42		0.33	0.38	0.03		1.10			0.98	0.40
Control Delay	26.3	32.3		20.5	31.9	0.0		113.5			87.7	3.4
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	26.3	32.3		20.5	31.9	0.0		113.5			87.7	3.4
LOS	C	C		C	C	A		F			F	A
Approach Delay		29.3			24.9			113.5			49.3	
Approach LOS		C			C			F			D	

Intersection Summary

Area Type: Other

Cycle Length: 119

Actuated Cycle Length: 114.2

Natural Cycle: 115

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 52.8

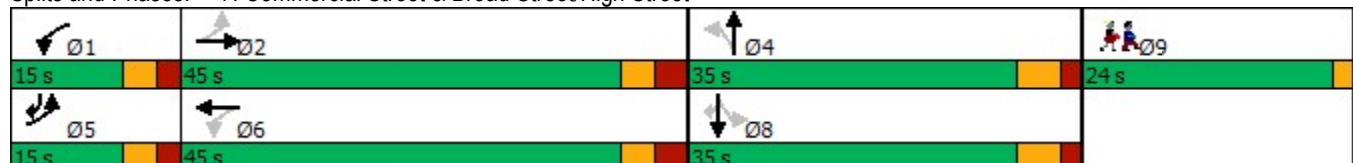
Intersection LOS: D

Intersection Capacity Utilization 94.9%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 7: Commercial Street & Broad Street/High Street



Lane Group	Ø9
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	20%
Maximum Green (s)	22.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	74
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	8	4	12	0	0	0	2	516	23	11	529	10
Future Vol, veh/h	8	4	12	0	0	0	2	516	23	11	529	10
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	98	92	98	92	92	92	98	98	92	92	98	98
Heavy Vehicles, %	0	2	8	2	2	2	0	0	2	2	1	10
Mvmt Flow	8	4	12	0	0	0	2	527	25	12	540	10
Major/Minor	Minor2						Major1		Major2			
Conflicting Flow All	1113	1125	545				550	0	0	552	0	0
Stage 1	569	569	-				-	-	-	-	-	-
Stage 2	544	556	-				-	-	-	-	-	-
Critical Hdwy	6.4	6.52	6.28				4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	5.4	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.372				2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	233	205	527				1030	-	-	1018	-	-
Stage 1	570	506	-				-	-	-	-	-	-
Stage 2	586	513	-				-	-	-	-	-	-
Platoon blocked, %							-	-		-	-	
Mov Cap-1 Maneuver	228	0	527				1030	-	-	1018	-	-
Mov Cap-2 Maneuver	228	0	-				-	-	-	-	-	-
Stage 1	568	0	-				-	-	-	-	-	-
Stage 2	576	0	-				-	-	-	-	-	-
Approach	EB						NB		SB			
HCM Control Delay, s	16.2						0		0.2			
HCM LOS	C											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1030	-	-	346	1018	-	-					
HCM Lane V/C Ratio	0.002	-	-	0.072	0.012	-	-					
HCM Control Delay (s)	8.5	0	-	16.2	8.6	-	-					
HCM Lane LOS	A	A	-	C	A	-	-					
HCM 95th %tile Q(veh)	0	-	-	0.2	0	-	-					

Lanes, Volumes, Timings
10: Pleasant Street & Water Street

Jackson Square | Eric Papachristos
2030 No-Build PM Peak Hour

							Ø9
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	422	44	592	432	78	612	
Future Volume (vph)	422	44	592	432	78	612	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0		185	110		
Storage Lanes	1	0		1	1		
Taper Length (ft)	25				115		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	0.99			0.98	1.00		
Frt	0.987			0.850			
Flt Protected	0.957				0.950		
Satd. Flow (prot)	1770	0	1900	1599	1736	1881	
Flt Permitted	0.957				0.123		
Satd. Flow (perm)	1755	0	1900	1564	225	1881	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	4			394			
Link Speed (mph)	30		30			30	
Link Distance (ft)	483		558			554	
Travel Time (s)	11.0		12.7			12.6	
Confl. Peds. (#/hr)	4			2	2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	1%	5%	0%	1%	4%	1%	
Adj. Flow (vph)	435	45	610	445	80	631	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	480	0	610	445	80	631	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		12			12	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2	1	1	2	
Detector Template	Left		Thru	Right	Left	Thru	
Leading Detector (ft)	20		100	20	20	100	
Trailing Detector (ft)	0		0	0	0	0	
Detector 1 Position(ft)	0		0	0	0	0	
Detector 1 Size(ft)	20		6	20	20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	

Lanes, Volumes, Timings
10: Pleasant Street & Water Street

Jackson Square | Eric Papachristos
2030 No-Build PM Peak Hour

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Turn Type	Prot		NA	pm+ov	pm+pt	NA	
Protected Phases	3		2	3	1	6	9
Permitted Phases				2	6		
Detector Phase	3		2	3	1	6	
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0	6.0	8.0	7.0
Minimum Split (s)	23.0		13.0	23.0	11.0	13.0	26.0
Total Split (s)	30.0		45.0	30.0	20.0	65.0	26.0
Total Split (%)	24.8%		37.2%	24.8%	16.5%	53.7%	21%
Maximum Green (s)	25.0		40.0	25.0	15.0	60.0	24.0
Yellow Time (s)	3.2		3.2	3.2	3.2	3.2	2.0
All-Red Time (s)	1.8		1.8	1.8	1.8	1.8	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag			Lag		Lead		
Lead-Lag Optimize?			Yes		Yes		
Vehicle Extension (s)	2.5		2.5	2.5	2.0	2.5	3.0
Recall Mode	None		Min	None	None	Min	None
Walk Time (s)							5.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							18
Act Effct Green (s)	26.6		35.6	62.1	44.9	44.9	
Actuated g/C Ratio	0.29		0.39	0.69	0.50	0.50	
v/c Ratio	0.92		0.82	0.37	0.34	0.67	
Control Delay	59.7		38.0	2.5	18.1	23.1	
Queue Delay	0.0		0.0	0.0	0.0	0.0	
Total Delay	59.7		38.0	2.5	18.1	23.1	
LOS	E		D	A	B	C	
Approach Delay	59.7		23.0			22.5	
Approach LOS	E		C			C	

Intersection Summary

Area Type: Other

Cycle Length: 121

Actuated Cycle Length: 90.3

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 30.7

Intersection LOS: C

Intersection Capacity Utilization 74.7%

ICU Level of Service D

Analysis Period (min) 15

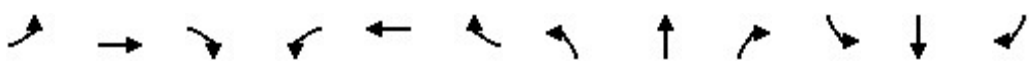
Splits and Phases: 10: Pleasant Street & Water Street

20 s	45 s	30 s	26 s
65 s			

2030 Build AM Peak

Lanes, Volumes, Timings
1: Commercial Street & Broad Street

Jackson Square | Eric Papachristos
2030 Build AM Peak Hour

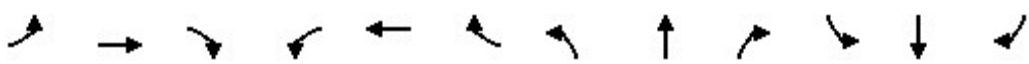
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↑	↗	↖	↗	↖	↖	↗	
Traffic Volume (vph)	16	238	125	13	317	216	149	379	9	168	374	12
Future Volume (vph)	16	238	125	13	317	216	149	379	9	168	374	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		70	0		0	55		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			35		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.96						
Frt		0.955				0.850		0.997			0.995	
Flt Protected		0.998			0.998		0.950			0.950		
Satd. Flow (prot)	0	1728	0	0	1878	1599	1770	1829	0	1805	1872	0
Flt Permitted		0.970			0.974		0.523			0.230		
Satd. Flow (perm)	0	1679	0	0	1833	1540	974	1829	0	437	1872	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				141		1			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			212			184			373	
Travel Time (s)		8.3			4.8			4.2			8.5	
Confl. Peds. (#/hr)	8					8						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	5%	5%	0%	1%	1%	2%	3%	28%	0%	1%	0%
Adj. Flow (vph)	17	251	132	14	334	227	157	399	9	177	394	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	400	0	0	348	227	157	408	0	177	407	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
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	20	6		20	6	
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	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings

1: Commercial Street & Broad Street

Jackson Square | Eric Papachristos
2030 Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			6			4		3	8	
Permitted Phases	2			6		6	4			8		
Detector Phase	2	2		6	6	6	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	8.0	8.0		5.0	8.0	
Minimum Split (s)	28.0	28.0		28.0	28.0	28.0	14.0	14.0		11.0	14.0	
Total Split (s)	28.0	28.0		28.0	28.0	28.0	26.0	26.0		16.0	42.0	
Total Split (%)	32.9%	32.9%		32.9%	32.9%	32.9%	30.6%	30.6%		18.8%	49.4%	
Maximum Green (s)	20.0	20.0		20.0	20.0	20.0	20.0	20.0		10.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0	4.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0			8.0	8.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.0			20.0	20.0	19.7	19.7		35.1	35.1	
Actuated g/C Ratio		0.29			0.29	0.29	0.29	0.29		0.51	0.51	
v/c Ratio		0.79			0.66	0.42	0.56	0.78		0.43	0.43	
Control Delay		35.1			28.7	11.0	30.5	35.4		12.8	12.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		35.1			28.7	11.0	30.5	35.4		12.8	12.3	
LOS		D			C	B	C	D		B	B	
Approach Delay		35.1			21.7			34.1			12.5	
Approach LOS		D			C			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 69.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 25.0

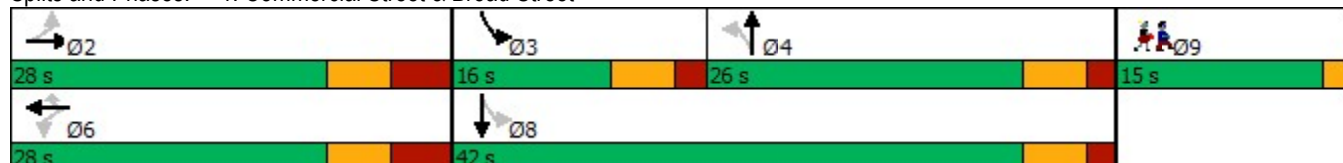
Intersection LOS: C

Intersection Capacity Utilization 80.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Commercial Street & Broad Street



Lane Group	Ø9
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	13.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	3.0
Flash Dont Walk (s)	10.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	371	551	3	10	25
Future Vol, veh/h	5	371	551	3	10	25
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	403	599	3	11	27
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	602	0	-	0	1014	601
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	413	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	975	-	-	-	264	500
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	668	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	975	-	-	-	262	500
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	668	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		15		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	975	-	-	-	397	
HCM Lane V/C Ratio	0.006	-	-	-	0.096	
HCM Control Delay (s)	8.7	0	-	-	15	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

Intersection

Int Delay, s/veh 6.9

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations

Traffic Vol, veh/h 0 82 0 0 22 0

Future Vol, veh/h 0 82 0 0 22 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 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 89 0 0 24 0

Major/Minor

Minor2

Major2

Conflicting Flow All - 24 - 0

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 1052 - 0

Stage 1 0 - - 0

Stage 2 0 - - 0

Platoon blocked, % - -

Mov Cap-1 Maneuver - 1052 - -

Mov Cap-2 Maneuver - - - -

Stage 1 - - - -

Stage 2 - - - -

Approach

EB

SB

HCM Control Delay, s 8.7 0

HCM LOS A

Minor Lane/Major Mvmt

EBLn1

SBT

Capacity (veh/h) 1052 -

HCM Lane V/C Ratio 0.085 -

HCM Control Delay (s) 8.7 -

HCM Lane LOS A -

HCM 95th %tile Q(veh) 0.3 -

Lanes, Volumes, Timings
6: Water Street & Commercial Street

Jackson Square | Eric Papachristos
2030 Build AM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	421	339	0	82	50
Future Volume (vph)	0	421	339	0	82	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	50	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	1900	1900	0	1805	1615
Flt Permitted					0.950	
Satd. Flow (perm)	0	1900	1900	0	1805	1615
Link Speed (mph)		25	30		30	
Link Distance (ft)		459	471		274	
Travel Time (s)		12.5	10.7		6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	458	368	0	89	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	458	368	0	89	54
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	33.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↗
Traffic Vol, veh/h	0	421	339	0	82	50
Future Vol, veh/h	0	421	339	0	82	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	458	368	0	89	54
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	826	368
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	458	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	345	682
Stage 1	0	-	-	0	704	-
Stage 2	0	-	-	0	641	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	345	682
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	641	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		15.9	
HCM LOS					C	
Minor Lane/Major Mvmt	EBT		WBT		SBLn1	SBLn2
Capacity (veh/h)	-		-		345	682
HCM Lane V/C Ratio	-		-		0.258	0.08
HCM Control Delay (s)	-		-		19	10.7
HCM Lane LOS	-		-		C	B
HCM 95th %tile Q(veh)	-		-		1	0.3

Lanes, Volumes, Timings
7: Commercial Street & Broad Street/High Street

Jackson Square | Eric Papachristos
2030 Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	262	113	12	91	264	86	16	389	111	45	222	279
Future Volume (vph)	262	113	12	91	264	86	16	389	111	45	222	279
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	45		45	0		0	85		0
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	200			125			25			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					0.98		0.99			1.00	
Frt		0.986				0.850		0.971				0.850
Flt Protected	0.950			0.950				0.998			0.992	
Satd. Flow (prot)	1752	1759	0	1752	1900	1599	0	1738	0	0	1869	1599
Flt Permitted	0.532			0.675				0.985			0.704	
Satd. Flow (perm)	980	1759	0	1245	1900	1565	0	1716	0	0	1326	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				147		11				288
Link Speed (mph)		30			30			30				30
Link Distance (ft)		459			279			471				428
Travel Time (s)		10.4			6.3			10.7				9.7
Confl. Peds. (#/hr)	2					2			2	2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	50%	3%	0%	1%	0%	4%	11%	0%	1%	1%
Adj. Flow (vph)	270	116	12	94	272	89	16	401	114	46	229	288
Shared Lane Traffic (%)												
Lane Group Flow (vph)	270	128	0	94	272	89	0	531	0	0	275	288
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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	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	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	0.0
Detector 1 Queue (s)	0.0	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	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	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings
7: Commercial Street & Broad Street/High Street

Jackson Square | Eric Papachristos
2030 Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA	Free	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			4			8	5
Permitted Phases	2			6		Free	4			8		8
Detector Phase	5	2		1	6		4	4		8	8	5
Switch Phase												
Minimum Initial (s)	10.0	39.0		10.0	39.0		12.0	12.0		12.0	12.0	10.0
Minimum Split (s)	15.0	45.0		15.0	45.0		18.0	18.0		18.0	18.0	15.0
Total Split (s)	15.0	45.0		15.0	45.0		35.0	35.0		35.0	35.0	15.0
Total Split (%)	12.6%	37.8%		12.6%	37.8%		29.4%	29.4%		29.4%	29.4%	12.6%
Maximum Green (s)	10.0	39.0		10.0	39.0		29.0	29.0		29.0	29.0	10.0
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0			6.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	3.0
Recall Mode	Max	Max		Max	Max		None	None		None	None	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	50.0	39.0		50.0	39.0	95.0		29.0			29.0	45.0
Actuated g/C Ratio	0.53	0.41		0.53	0.41	1.00		0.31			0.31	0.47
v/c Ratio	0.45	0.18		0.13	0.35	0.06		1.00			0.68	0.32
Control Delay	13.0	17.9		9.6	20.9	0.1		73.1			38.9	2.8
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	13.0	17.9		9.6	20.9	0.1		73.1			38.9	2.8
LOS	B	B		A	C	A		E			D	A
Approach Delay		14.6			14.5			73.1			20.4	
Approach LOS		B			B			E			C	

Intersection Summary

Area Type: Other

Cycle Length: 119

Actuated Cycle Length: 95

Natural Cycle: 125

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 32.2

Intersection LOS: C

Intersection Capacity Utilization 101.8%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 7: Commercial Street & Broad Street/High Street

 Ø1	 Ø2	 Ø4	 Ø9
15 s	45 s	35 s	24 s
 Ø5	 Ø6	 Ø8	
15 s	45 s	35 s	

Lane Group	Ø9
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	20%
Maximum Green (s)	22.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Intersection													
Int Delay, s/veh	1.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕						↕			↕		
Traffic Vol, veh/h	31	3	31	0	0	0	37	507	51	26	466	34	
Future Vol, veh/h	31	3	31	0	0	0	37	507	51	26	466	34	
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	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	0	2	0	2	2	2	0	3	2	2	2	0	
Mvmt Flow	34	3	34	0	0	0	40	551	55	28	507	37	
Major/Minor	Minor2						Major1		Major2				
Conflicting Flow All	1241	1268	526				544	0	0	606	0	0	
Stage 1	582	582	-				-	-	-	-	-	-	
Stage 2	659	686	-				-	-	-	-	-	-	
Critical Hdwy	6.4	6.52	6.2				4.1	-	-	4.12	-	-	
Critical Hdwy Stg 1	5.4	5.52	-				-	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	5.52	-				-	-	-	-	-	-	
Follow-up Hdwy	3.5	4.018	3.3				2.2	-	-	2.218	-	-	
Pot Cap-1 Maneuver	195	168	556				1035	-	-	972	-	-	
Stage 1	563	499	-				-	-	-	-	-	-	
Stage 2	518	448	-				-	-	-	-	-	-	
Platoon blocked, %							-	-		-	-		
Mov Cap-1 Maneuver	176	0	556				1035	-	-	972	-	-	
Mov Cap-2 Maneuver	176	0	-				-	-	-	-	-	-	
Stage 1	530	0	-				-	-	-	-	-	-	
Stage 2	496	0	-				-	-	-	-	-	-	
Approach	EB						NB		SB				
HCM Control Delay, s	23.3						0.5		0.4				
HCM LOS	C												
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR						
Capacity (veh/h)	1035	-	-	267	972	-	-						
HCM Lane V/C Ratio	0.039	-	-	0.265	0.029	-	-						
HCM Control Delay (s)	8.6	0	-	23.3	8.8	-	-						
HCM Lane LOS	A	A	-	C	A	-	-						
HCM 95th %tile Q(veh)	0.1	-	-	1	0.1	-	-						

Lanes, Volumes, Timings
10: Pleasant Street & Water Street

Jackson Square | Eric Papachristos
2030 Build AM Peak Hour

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	319	66	583	380	39	529	
Future Volume (vph)	319	66	583	380	39	529	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0		185	110		
Storage Lanes	1	0		1	1		
Taper Length (ft)	25				115		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	1.00						
Frt	0.977			0.850			
Flt Protected	0.960				0.950		
Satd. Flow (prot)	1751	0	1845	1538	1703	1881	
Flt Permitted	0.960				0.199		
Satd. Flow (perm)	1751	0	1845	1538	357	1881	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	8			386			
Link Speed (mph)	30		30			30	
Link Distance (ft)	483		558			554	
Travel Time (s)	11.0		12.7			12.6	
Confl. Peds. (#/hr)		2					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	1%	3%	3%	5%	6%	1%	
Adj. Flow (vph)	347	72	634	413	42	575	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	419	0	634	413	42	575	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		12			12	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2	1	1	2	
Detector Template	Left		Thru	Right	Left	Thru	
Leading Detector (ft)	20		100	20	20	100	
Trailing Detector (ft)	0		0	0	0	0	
Detector 1 Position(ft)	0		0	0	0	0	
Detector 1 Size(ft)	20		6	20	20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	

Lanes, Volumes, Timings
10: Pleasant Street & Water Street

Jackson Square | Eric Papachristos
2030 Build AM Peak Hour

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Turn Type	Prot		NA	pm+ov	pm+pt	NA	
Protected Phases	3		2	3	1	6	9
Permitted Phases				2	6		
Detector Phase	3		2	3	1	6	
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0	6.0	8.0	4.0
Minimum Split (s)	23.0		13.0	23.0	11.0	13.0	26.0
Total Split (s)	30.0		45.0	30.0	20.0	65.0	26.0
Total Split (%)	24.8%		37.2%	24.8%	16.5%	53.7%	21%
Maximum Green (s)	25.0		40.0	25.0	15.0	60.0	24.0
Yellow Time (s)	3.2		3.2	3.2	3.2	3.2	2.0
All-Red Time (s)	1.8		1.8	1.8	1.8	1.8	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag			Lag		Lead		
Lead-Lag Optimize?			Yes		Yes		
Vehicle Extension (s)	2.5		2.5	2.5	2.0	2.5	3.0
Recall Mode	None		Min	None	None	Min	None
Walk Time (s)							5.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	25.2		39.7	72.1	46.0	46.0	
Actuated g/C Ratio	0.31		0.49	0.89	0.57	0.57	
v/c Ratio	0.77		0.70	0.29	0.14	0.54	
Control Delay	37.2		22.5	0.8	8.5	13.0	
Queue Delay	0.0		0.0	0.0	0.0	0.0	
Total Delay	37.2		22.5	0.8	8.5	13.0	
LOS	D		C	A	A	B	
Approach Delay	37.2		13.9			12.7	
Approach LOS	D		B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 121
 Actuated Cycle Length: 81.2
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 18.2
 Intersection LOS: B
 Intersection Capacity Utilization 62.5%
 ICU Level of Service B
 Analysis Period (min) 15

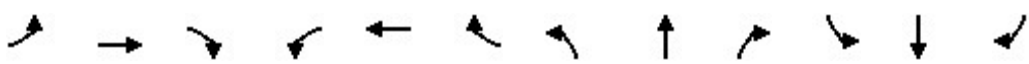
Splits and Phases: 10: Pleasant Street & Water Street

20 s	45 s	30 s	26 s
65 s			

2030 Build PM Peak

Lanes, Volumes, Timings
1: Commercial Street & Broad Street

Jackson Square | Eric Papachristos
2030 Build PM Peak Hour

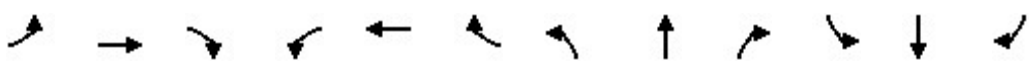
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	320	144	26	275	233	137	422	33	216	438	20
Future Volume (vph)	14	320	144	26	275	233	137	422	33	216	438	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		70	0		0	55		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			35		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.94	0.99	1.00		1.00		
Frt		0.959				0.850		0.989			0.994	
Flt Protected		0.999			0.996		0.950			0.950		
Satd. Flow (prot)	0	1809	0	0	1892	1615	1736	1875	0	1787	1871	0
Flt Permitted		0.982			0.836		0.495			0.153		
Satd. Flow (perm)	0	1777	0	0	1588	1515	898	1875	0	287	1871	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				163		4			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			212			184			373	
Travel Time (s)		8.3			4.8			4.2			8.5	
Confl. Peds. (#/hr)	20					20	6		4	4		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	4%	0%	0%	1%	1%	0%
Adj. Flow (vph)	14	327	147	27	281	238	140	431	34	220	447	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	488	0	0	308	238	140	465	0	220	467	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
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	20	6		20	6	
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	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings

1: Commercial Street & Broad Street

Jackson Square | Eric Papachristos
2030 Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			6			4		3	8	
Permitted Phases	2			6		6	4			8		
Detector Phase	2	2		6	6	6	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	8.0	8.0		5.0	8.0	
Minimum Split (s)	28.0	28.0		28.0	28.0	28.0	14.0	14.0		11.0	14.0	
Total Split (s)	28.0	28.0		28.0	28.0	28.0	26.0	26.0		16.0	42.0	
Total Split (%)	32.9%	32.9%		32.9%	32.9%	32.9%	30.6%	30.6%		18.8%	49.4%	
Maximum Green (s)	20.0	20.0		20.0	20.0	20.0	20.0	20.0		10.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0	4.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0			8.0	8.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.2			20.2	20.2	20.2	20.2		36.1	36.1	
Actuated g/C Ratio		0.27			0.27	0.27	0.27	0.27		0.48	0.48	
v/c Ratio		1.00			0.73	0.46	0.59	0.93		0.66	0.52	
Control Delay		70.0			39.3	12.4	38.7	56.4		25.6	17.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		70.0			39.3	12.4	38.7	56.4		25.6	17.9	
LOS		E			D	B	D	E		C	B	
Approach Delay		70.0			27.6			52.3			20.3	
Approach LOS		E			C			D			C	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 75.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 40.8

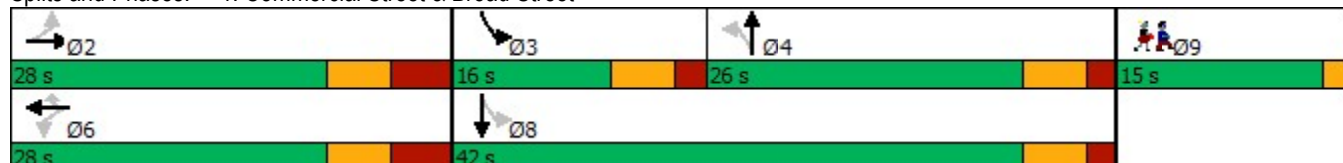
Intersection LOS: D

Intersection Capacity Utilization 90.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Commercial Street & Broad Street



Lane Group	Ø9
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	18%
Maximum Green (s)	13.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	3.0
Flash Dont Walk (s)	10.0
Pedestrian Calls (#/hr)	27
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	47	470	526	20	9	21
Future Vol, veh/h	47	470	526	20	9	21
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, %	0	1	2	0	0	0
Mvmt Flow	51	511	572	22	10	23
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	594	0	-	0	1196	583
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	613	-
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	992	-	-	-	208	516
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	544	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	992	-	-	-	193	516
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	544	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		16.6		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	992	-	-	-	344	
HCM Lane V/C Ratio	0.051	-	-	-	0.095	
HCM Control Delay (s)	8.8	0	-	-	16.6	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3	

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖	
Traffic Vol, veh/h	0	88	0	0	57	0
Future Vol, veh/h	0	88	0	0	57	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	92	92	92	92	92	92
Heavy Vehicles, %	0	4	0	0	0	0
Mvmt Flow	0	96	0	0	62	0
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	62	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.24	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.336	-	-	-	-
Pot Cap-1 Maneuver	0	997	-	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	997	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	9		0			
HCM LOS	A					
Minor Lane/Major Mvmt	EBLn1	SBT				
Capacity (veh/h)	997	-				
HCM Lane V/C Ratio	0.096	-				
HCM Control Delay (s)	9	-				
HCM Lane LOS	A	-				
HCM 95th %tile Q(veh)	0.3	-				

Lanes, Volumes, Timings
6: Water Street & Commercial Street

Jackson Square | Eric Papachristos
2030 Build PM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	454	420	0	59	110
Future Volume (vph)	0	454	420	0	59	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	50	0
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	1900	1900	0	1805	1615
Flt Permitted					0.950	
Satd. Flow (perm)	0	1900	1900	0	1805	1615
Link Speed (mph)		25	30		30	
Link Distance (ft)		459	471		274	
Travel Time (s)		12.5	10.7		6.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	483	447	0	63	117
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	483	447	0	63	117
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	35.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↗
Traffic Vol, veh/h	0	454	420	0	59	110
Future Vol, veh/h	0	454	420	0	59	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	483	447	0	63	117
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	930	447
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	299	616
Stage 1	0	-	-	0	649	-
Stage 2	0	-	-	0	625	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	299	616
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	625	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		15		
HCM LOS				C		
Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2		
Capacity (veh/h)	-	-	299	616		
HCM Lane V/C Ratio	-	-	0.21	0.19		
HCM Control Delay (s)	-	-	20.2	12.2		
HCM Lane LOS	-	-	C	B		
HCM 95th %tile Q(veh)	-	-	0.8	0.7		

Lanes, Volumes, Timings
7: Commercial Street & Broad Street/High Street

Jackson Square | Eric Papachristos
2030 Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	226	16	129	258	39	18	322	132	33	291	275
Future Volume (vph)	243	226	16	129	258	39	18	322	132	33	291	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	45		45	0		0	85		0
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	200			125			25			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.98		0.98		0.99			1.00	0.95
Fr _t		0.990				0.850		0.962				0.850
Fl _t Protected	0.950			0.950				0.998			0.995	
Satd. Flow (prot)	1752	1874	0	1805	1881	1568	0	1751	0	0	1797	1583
Fl _t Permitted	0.478			0.501				0.824			0.723	
Satd. Flow (perm)	876	1874	0	935	1881	1530	0	1445	0	0	1304	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				147		15				293
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		459			279			471			428	
Travel Time (s)		10.4			6.3			10.7			9.7	
Confl. Peds. (#/hr)	8		22	22		8	18		12	12		18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	0%	0%	0%	1%	3%	0%	1%	8%	25%	3%	2%
Adj. Flow (vph)	259	240	17	137	274	41	19	343	140	35	310	293
Shared Lane Traffic (%)												
Lane Group Flow (vph)	259	257	0	137	274	41	0	502	0	0	345	293
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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	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	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	0.0
Detector 1 Queue (s)	0.0	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	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	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings
7: Commercial Street & Broad Street/High Street

Jackson Square | Eric Papachristos
2030 Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA	Free	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			4			8	5
Permitted Phases	2			6		Free	4			8		8
Detector Phase	5	2		1	6		4	4		8	8	5
Switch Phase												
Minimum Initial (s)	10.0	39.0		10.0	39.0		12.0	12.0		12.0	12.0	10.0
Minimum Split (s)	15.0	45.0		15.0	45.0		18.0	18.0		18.0	18.0	15.0
Total Split (s)	15.0	45.0		15.0	45.0		35.0	35.0		35.0	35.0	15.0
Total Split (%)	12.6%	37.8%		12.6%	37.8%		29.4%	29.4%		29.4%	29.4%	12.6%
Maximum Green (s)	10.0	39.0		10.0	39.0		29.0	29.0		29.0	29.0	10.0
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0			6.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	3.0
Recall Mode	Max	Max		Max	Max		None	None		None	None	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	50.4	39.3		50.4	39.3	114.2		29.2			29.2	40.3
Actuated g/C Ratio	0.44	0.34		0.44	0.34	1.00		0.26			0.26	0.35
v/c Ratio	0.56	0.40		0.28	0.42	0.03		1.32			1.04	0.40
Control Delay	26.0	32.0		19.9	32.8	0.0		195.8			102.3	3.4
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	26.0	32.0		19.9	32.8	0.0		195.8			102.3	3.4
LOS	C	C		B	C	A		F			F	A
Approach Delay		28.9			25.9			195.8			56.9	
Approach LOS		C			C			F			E	

Intersection Summary

Area Type: Other

Cycle Length: 119

Actuated Cycle Length: 114.2

Natural Cycle: 125

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.32

Intersection Signal Delay: 76.5

Intersection LOS: E

Intersection Capacity Utilization 100.6%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 7: Commercial Street & Broad Street/High Street

 Ø1	 Ø2	 Ø4	 Ø9
15 s	45 s	35 s	24 s
 Ø5	 Ø6	 Ø8	
15 s	45 s	35 s	

Lane Group	Ø9
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	20%
Maximum Green (s)	22.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	74
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	34	4	35	0	0	0	30	568	47	36	531	41
Future Vol, veh/h	34	4	35	0	0	0	30	568	47	36	531	41
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	98	92	98	92	92	92	98	98	92	92	98	98
Heavy Vehicles, %	0	2	8	2	2	2	0	0	2	2	1	10
Mvmt Flow	35	4	36	0	0	0	31	580	51	39	542	42
Major/Minor	Minor2						Major1		Major2			
Conflicting Flow All	1309	1334	563				584	0	0	631	0	0
Stage 1	641	641	-				-	-	-	-	-	-
Stage 2	668	693	-				-	-	-	-	-	-
Critical Hdwy	6.4	6.52	6.28				4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	5.4	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.372				2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	177	154	514				1001	-	-	951	-	-
Stage 1	528	469	-				-	-	-	-	-	-
Stage 2	513	445	-				-	-	-	-	-	-
Platoon blocked, %							-	-		-	-	
Mov Cap-1 Maneuver	158	0	514				1001	-	-	951	-	-
Mov Cap-2 Maneuver	158	0	-				-	-	-	-	-	-
Stage 1	503	0	-				-	-	-	-	-	-
Stage 2	482	0	-				-	-	-	-	-	-
Approach	EB						NB		SB			
HCM Control Delay, s	26.1						0.4		0.6			
HCM LOS	D											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1001	-	-	244	951	-	-					
HCM Lane V/C Ratio	0.031	-	-	0.306	0.041	-	-					
HCM Control Delay (s)	8.7	0	-	26.1	8.9	-	-					
HCM Lane LOS	A	A	-	D	A	-	-					
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.1	-	-					

Lanes, Volumes, Timings
10: Pleasant Street & Water Street

Jackson Square | Eric Papachristos
2030 Build PM Peak Hour

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	425	90	645	417	78	634	
Future Volume (vph)	425	90	645	417	78	634	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0		185	110		
Storage Lanes	1	0		1	1		
Taper Length (ft)	25				115		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	0.99			0.98	1.00		
Frt	0.976			0.850			
Flt Protected	0.960				0.950		
Satd. Flow (prot)	1750	0	1900	1599	1736	1881	
Flt Permitted	0.960				0.121		
Satd. Flow (perm)	1736	0	1900	1564	221	1881	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	8			349			
Link Speed (mph)	30		30			30	
Link Distance (ft)	483		558			554	
Travel Time (s)	11.0		12.7			12.6	
Confl. Peds. (#/hr)	4			2	2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	1%	5%	0%	1%	4%	1%	
Adj. Flow (vph)	438	93	665	430	80	654	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	531	0	665	430	80	654	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		12			12	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2	1	1	2	
Detector Template	Left		Thru	Right	Left	Thru	
Leading Detector (ft)	20		100	20	20	100	
Trailing Detector (ft)	0		0	0	0	0	
Detector 1 Position(ft)	0		0	0	0	0	
Detector 1 Size(ft)	20		6	20	20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	

Lanes, Volumes, Timings
10: Pleasant Street & Water Street

Jackson Square | Eric Papachristos
2030 Build PM Peak Hour

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Turn Type	Prot		NA	pm+ov	pm+pt	NA	
Protected Phases	3		2	3	1	6	9
Permitted Phases				2	6		
Detector Phase	3		2	3	1	6	
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0	6.0	8.0	7.0
Minimum Split (s)	23.0		13.0	23.0	11.0	13.0	26.0
Total Split (s)	30.0		45.0	30.0	20.0	65.0	26.0
Total Split (%)	24.8%		37.2%	24.8%	16.5%	53.7%	21%
Maximum Green (s)	25.0		40.0	25.0	15.0	60.0	24.0
Yellow Time (s)	3.2		3.2	3.2	3.2	3.2	2.0
All-Red Time (s)	1.8		1.8	1.8	1.8	1.8	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag			Lag		Lead		
Lead-Lag Optimize?			Yes		Yes		
Vehicle Extension (s)	2.5		2.5	2.5	2.0	2.5	3.0
Recall Mode	None		Min	None	None	Min	None
Walk Time (s)							5.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							18
Act Effct Green (s)	25.8		41.7	67.5	51.3	51.3	
Actuated g/C Ratio	0.27		0.43	0.70	0.53	0.53	
v/c Ratio	1.12		0.81	0.35	0.34	0.65	
Control Delay	112.1		36.6	2.8	17.8	22.1	
Queue Delay	0.0		0.0	0.0	0.0	0.0	
Total Delay	112.1		36.6	2.8	17.8	22.1	
LOS	F		D	A	B	C	
Approach Delay	112.1		23.3			21.6	
Approach LOS	F		C			C	

Intersection Summary

Area Type: Other

Cycle Length: 121

Actuated Cycle Length: 96

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.12

Intersection Signal Delay: 42.8

Intersection LOS: D

Intersection Capacity Utilization 80.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 10: Pleasant Street & Water Street

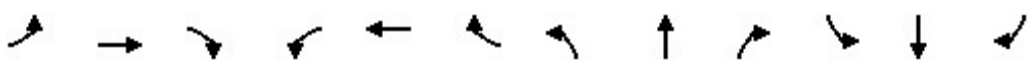
 Ø1	 Ø2	 Ø3	 Ø9
20 s	45 s	30 s	26 s
 Ø6			
65 s			

2030 Build Mitigation PM Peak

Lanes, Volumes, Timings

1: Commercial Street & Broad Street

Jackson Square | Eric Papachristos
2030 Build Mitigation PM Peak Hour

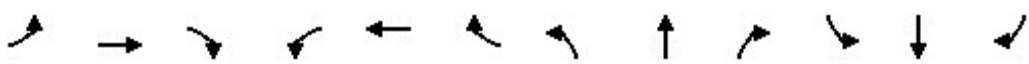
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑	↗	↖	↗	↖	↖	↗	
Traffic Volume (vph)	14	320	144	26	275	233	137	422	33	216	438	20
Future Volume (vph)	14	320	144	26	275	233	137	422	33	216	438	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		70	0		0	55		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			35		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.95	0.99	1.00		1.00		
Frt		0.959				0.850		0.989			0.994	
Flt Protected		0.999			0.996		0.950			0.950		
Satd. Flow (prot)	0	1809	0	0	1892	1615	1736	1875	0	1787	1871	0
Flt Permitted		0.984			0.905		0.495			0.142		
Satd. Flow (perm)	0	1781	0	0	1720	1528	899	1875	0	267	1871	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				165		4			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			212			184			373	
Travel Time (s)		8.3			4.8			4.2			8.5	
Confl. Peds. (#/hr)	20					20	6		4	4		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	4%	0%	0%	1%	1%	0%
Adj. Flow (vph)	14	327	147	27	281	238	140	431	34	220	447	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	488	0	0	308	238	140	465	0	220	467	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
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	20	6		20	6	
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	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings

1: Commercial Street & Broad Street

Jackson Square | Eric Papachristos
2030 Build Mitigation PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			6			4		3	8	
Permitted Phases	2			6		6	4			8		
Detector Phase	2	2		6	6	6	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0	20.0	8.0	8.0		5.0	8.0	
Minimum Split (s)	28.0	28.0		28.0	28.0	28.0	14.0	14.0		11.0	14.0	
Total Split (s)	34.0	34.0		34.0	34.0	34.0	28.0	28.0		13.0	41.0	
Total Split (%)	37.8%	37.8%		37.8%	37.8%	37.8%	31.1%	31.1%		14.4%	45.6%	
Maximum Green (s)	26.0	26.0		26.0	26.0	26.0	22.0	22.0		7.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0	4.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0			8.0	8.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		26.2			26.2	26.2	22.2	22.2		35.3	35.3	
Actuated g/C Ratio		0.32			0.32	0.32	0.27	0.27		0.44	0.44	
v/c Ratio		0.82			0.55	0.39	0.57	0.90		0.89	0.57	
Control Delay		39.4			28.7	10.3	38.4	53.1		56.4	22.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		39.4			28.7	10.3	38.4	53.1		56.4	22.0	
LOS		D			C	B	D	D		E	C	
Approach Delay		39.4			20.7			49.7			33.0	
Approach LOS		D			C			D			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 81

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 35.8

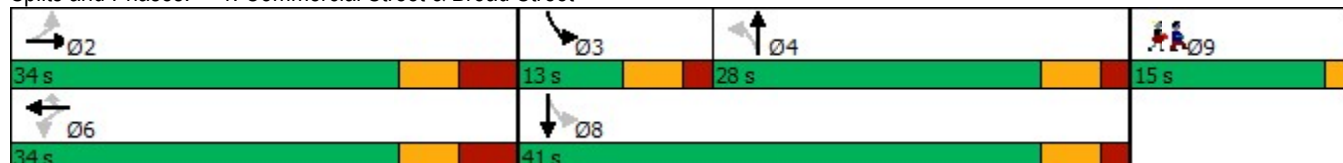
Intersection LOS: D

Intersection Capacity Utilization 90.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Commercial Street & Broad Street



Lane Group	Ø9
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	15.0
Total Split (s)	15.0
Total Split (%)	17%
Maximum Green (s)	13.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	3.0
Flash Dont Walk (s)	10.0
Pedestrian Calls (#/hr)	27
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
7: Commercial Street & Broad Street/High Street

Jackson Square | Eric Papachristos
2030 Build Mitigation PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	226	16	129	258	39	18	322	132	33	291	275
Future Volume (vph)	243	226	16	129	258	39	18	322	132	33	291	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	45		45	0		0	85		0
Storage Lanes	1		0	1		1	0		0	0		1
Taper Length (ft)	200			125			25			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.98		0.98		0.99			1.00	0.96
Frt		0.990				0.850		0.962				0.850
Flt Protected	0.950			0.950				0.998			0.995	
Satd. Flow (prot)	1752	1874	0	1805	1881	1568	0	1752	0	0	1797	1583
Flt Permitted	0.462			0.485				0.929			0.793	
Satd. Flow (perm)	847	1874	0	905	1881	1530	0	1630	0	0	1431	1513
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				140		15				293
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		459			279			471			428	
Travel Time (s)		10.4			6.3			10.7			9.7	
Confl. Peds. (#/hr)	8		22	22		8	18		12	12		18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	0%	0%	0%	1%	3%	0%	1%	8%	25%	3%	2%
Adj. Flow (vph)	259	240	17	137	274	41	19	343	140	35	310	293
Shared Lane Traffic (%)												
Lane Group Flow (vph)	259	257	0	137	274	41	0	502	0	0	345	293
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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	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	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	0.0
Detector 1 Queue (s)	0.0	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	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	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings
7: Commercial Street & Broad Street/High Street

Jackson Square | Eric Papachristos
2030 Build Mitigation PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA	Free	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			4			8	5
Permitted Phases	2			6		Free	4			8		8
Detector Phase	5	2		1	6		4	4		8	8	5
Switch Phase												
Minimum Initial (s)	10.0	39.0		10.0	39.0		12.0	12.0		12.0	12.0	10.0
Minimum Split (s)	15.0	45.0		15.0	45.0		18.0	18.0		18.0	18.0	15.0
Total Split (s)	15.0	45.0		15.0	45.0		41.0	41.0		41.0	41.0	15.0
Total Split (%)	12.0%	36.0%		12.0%	36.0%		32.8%	32.8%		32.8%	32.8%	12.0%
Maximum Green (s)	10.0	39.0		10.0	39.0		35.0	35.0		35.0	35.0	10.0
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0			6.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	3.0
Recall Mode	Max	Max		Max	Max		None	None		None	None	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	50.4	39.3		50.4	39.3	120.2		35.3			35.3	46.3
Actuated g/C Ratio	0.42	0.33		0.42	0.33	1.00		0.29			0.29	0.39
v/c Ratio	0.60	0.42		0.30	0.45	0.03		1.03			0.82	0.38
Control Delay	30.6	35.3		22.7	36.3	0.0		89.9			58.6	3.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	30.6	35.3		22.7	36.3	0.0		89.9			58.6	3.1
LOS	C	D		C	D	A		F			E	A
Approach Delay		32.9			28.9			89.9			33.1	
Approach LOS		C			C			F			C	

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 120.2

Natural Cycle: 125

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 45.7

Intersection LOS: D

Intersection Capacity Utilization 100.6%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 7: Commercial Street & Broad Street/High Street

 Ø1	 Ø2	 Ø4	 Ø9
15 s	45 s	41 s	24 s
 Ø5	 Ø6	 Ø8	
15 s	45 s	41 s	

Lane Group	Ø9
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	19%
Maximum Green (s)	22.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	74
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
10: Pleasant Street & Water Street

Jackson Square | Eric Papachristos
2030 Build Mitigation PM Peak Hour

							Ø9
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	425	90	645	417	78	634	
Future Volume (vph)	425	90	645	417	78	634	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0		185	110		
Storage Lanes	1	0		1	1		
Taper Length (ft)	25				115		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	0.99			0.98	1.00		
Frt	0.976			0.850			
Flt Protected	0.960				0.950		
Satd. Flow (prot)	1750	0	1900	1599	1736	1881	
Flt Permitted	0.960				0.085		
Satd. Flow (perm)	1740	0	1900	1564	155	1881	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	9			416			
Link Speed (mph)	30		30			30	
Link Distance (ft)	483		558			554	
Travel Time (s)	11.0		12.7			12.6	
Confl. Peds. (#/hr)	4			2	2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	1%	5%	0%	1%	4%	1%	
Adj. Flow (vph)	438	93	665	430	80	654	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	531	0	665	430	80	654	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		12			12	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1		2	1	1	2	
Detector Template	Left		Thru	Right	Left	Thru	
Leading Detector (ft)	20		100	20	20	100	
Trailing Detector (ft)	0		0	0	0	0	
Detector 1 Position(ft)	0		0	0	0	0	
Detector 1 Size(ft)	20		6	20	20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	

Lanes, Volumes, Timings
10: Pleasant Street & Water Street

Jackson Square | Eric Papachristos
2030 Build Mitigation PM Peak Hour

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Turn Type	Prot		NA	pm+ov	pm+pt	NA	
Protected Phases	3		2	3	1	6	9
Permitted Phases				2	6		
Detector Phase	3		2	3	1	6	
Switch Phase							
Minimum Initial (s)	8.0		8.0	8.0	6.0	8.0	7.0
Minimum Split (s)	23.0		13.0	23.0	11.0	13.0	26.0
Total Split (s)	38.0		46.0	38.0	11.0	57.0	26.0
Total Split (%)	31.4%		38.0%	31.4%	9.1%	47.1%	21%
Maximum Green (s)	33.0		41.0	33.0	6.0	52.0	24.0
Yellow Time (s)	3.2		3.2	3.2	3.2	3.2	2.0
All-Red Time (s)	1.8		1.8	1.8	1.8	1.8	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag			Lag		Lead		
Lead-Lag Optimize?			Yes		Yes		
Vehicle Extension (s)	2.5		2.5	2.5	2.0	2.5	3.0
Recall Mode	None		Min	None	None	Min	None
Walk Time (s)							5.0
Flash Dont Walk (s)							19.0
Pedestrian Calls (#/hr)							18
Act Effct Green (s)	33.7		41.9	75.6	50.4	50.4	
Actuated g/C Ratio	0.33		0.41	0.73	0.49	0.49	
v/c Ratio	0.92		0.86	0.34	0.47	0.71	
Control Delay	58.5		44.1	1.7	26.6	28.5	
Queue Delay	0.0		0.0	0.0	0.0	0.0	
Total Delay	58.5		44.1	1.7	26.6	28.5	
LOS	E		D	A	C	C	
Approach Delay	58.5		27.4			28.3	
Approach LOS	E		C			C	

Intersection Summary

Area Type: Other

Cycle Length: 121

Actuated Cycle Length: 103.2

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 34.7

Intersection LOS: C

Intersection Capacity Utilization 80.5%

ICU Level of Service D

Analysis Period (min) 15

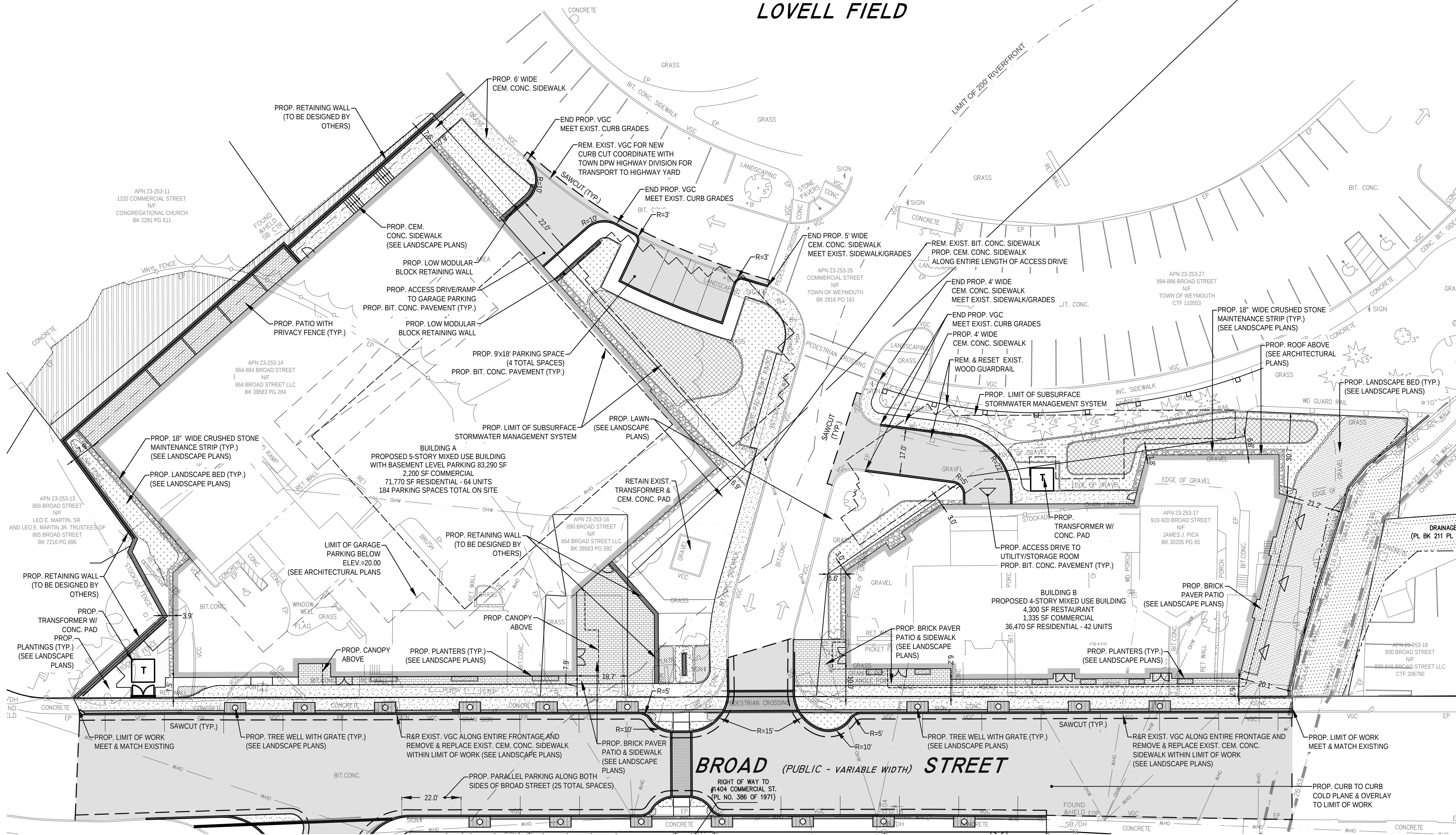
Splits and Phases: 10: Pleasant Street & Water Street

			
11 s	46 s	38 s	26 s
			
57 s			

Appendix F

Site Plan

MASSACHUSETTS STATE PLANE
COORDINATE SYSTEM



ABBREVIATIONS	
FTE	FIRST FLOOR ELEVATION
BIT CONC.	BITUMINOUS CONCRETE PAVEMENT
CCB	CAPE COD BERM
EP	EDGE OF PAVEMENT
BC	BITUMINOUS CONCRETE CURB
(AM)	AS MEASURED
RET WALL	RETAINING WALL
CONC.	CONCRETE
RCP	REINFORCED CONCRETE PIPE
ETW	EDGE OF TRAVEL WAY
MTL	METAL BERM
VCC	VERTICAL CONCRETE CURB
CMP	CORRUGATED METAL PIPE

LEGEND	
SURVEY SYMBOLS	
•	REBAR
◊	ANGLE IRON
CB/DH	CONCRETE BOUND WITH DRILL HOLE
SB	STONE BOUND
SB/DH	STONE BOUND
UTILITY SYMBOLS	
CHIMNEY	CHIMNEY
EH	ELECTRIC HAND HOLE
GP	GUY POLE
HW	HVAC UNIT
BL	BUILDING LIGHT W/MAST
TR	TRANSFORMER
WG	WATER GATE
EXH	EXHAUST VENT
AV	AIR VENT
DS	DRAINAGE SUMP
EMH	ELECTRIC MANHOLE
SMH	SEWER MANHOLE
DMH	DRAIN MANHOLE
TMH	TELEPHONE MANHOLE
CBN	DRAINAGE CATCH BASIN
DT	DOOR WAY THRESHOLD
HY	HYDRANT
PIV	POST INDICATOR VALVE
UP	UTILITY POLE
YL	YARD LIGHT
RR	RIP RAP
B	BOLLARD
FA	FIRE ALARM
DT	DECIDUOUS TREE
CF	CONIFEROUS TREE

LINE DESIGNATORS	
WM	WATER MAIN
HR	HANDRAIL
JB	JERSEY BARRIER
GR	GUARD RAIL
RT	RAILROAD TRACKS
OWH	OVERHEAD WIRES
GL	GAS LINE
WS	WATER SERVICE
UE	UNDERGROUND ELECTRIC
SDL	STORM DRAIN LINE
SSL	SANITARY SEWER LINE
DSW	DRAINAGE SWALE
CLF	CHAIN LINK FENCE
LA	LAWN AREA
LB	LANDSCAPE BEDS/AREAS
PA	PAVERS
CCS	CEM. CONC. SIDEWALK

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JACKSON SQUARE
WEYMOUTH, MA

SITE PLAN REVIEW

REVISIONS

DATE	ISSUE	REVISION

DRAWING INFORMATION

ISSUE: SITE PLAN REVIEW

DATE: AUGUST 4, 2023

PROJECT #: 22034

SCALE: 1" = 20'

DRAWING TITLE

SITE LAYOUT
PLAN
BUILDINGS A&B

DRAWING NUMBER

C-1

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LEGEND

SURVEY SYMBOLS

- REBAR
- ✓ ANGLE IRON
- CB/DH □ CONCRETE BOUND WITH DRILL HOLE
- SB □ STONE BOUND
- SB/DH □ STONE BOUND

UTILITY SYMBOLS

- CHIMNEY
- ⊗ ELECTRIC HAND HOLE
- ⊗ GUY POLE
- GW GUY WIRE
- HVAC UNIT
- ☀ BUILDING LIGHT W/MAST
- ☾ BUILDING LIGHT
- TRANSFORMER
- ⊗ WATER GATE
- EXH ⊗ EXHAUST VENT
- ⊗ AIR VENT
- ⊗ DRAINAGE SUMP
- EHM ELECTRIC MANHOLE
- SMH SEWER MANHOLE
- DMH DRAIN MANHOLE
- ⊗ TMH TELEPHONE MANHOLE
- CBN DRAINAGE CATCH BASIN
- ⊠ DOOR WAY THRESHOLD
- ⊗ HYDRANT
- ⊗ POST INDICATOR VALVE
- ⊗ UTILITY POLE
- ⊗ YARD LIGHT

- ⊗ RIP RAP
- B BOLLARD
- ⊠ SIGN
- ⊠ FA FIRE ALARM
- ⊗ DECIDUOUS TREE
- ⊗ CONIFEROUS TREE

LINE DESIGNATORS

- W — WATER MAIN
- — — HANDRAIL
- — — JERSEY BARRIER
- — — GUARD RAIL
- — — RAILROAD TRACKS
- OHW — OVERHEAD WIRES
- G — GAS LINE
- WS — WATER SERVICE
- e — UNDERGROUND ELECTRIC
- D — STORM DRAIN LINE
- S — SANITARY SEWER LINE
- ← — DRAINAGE SWALE
- X — CHAIN LINK FENCE

- LAWN AREA
- ⊗ LANDSCAPE BEDS/AREAS
- PAVERS
- ⊗ CEM. CONC. SIDEWALK

JACKSON SQUARE
WEYMOUTH, MA
SITE PLAN REVIEW

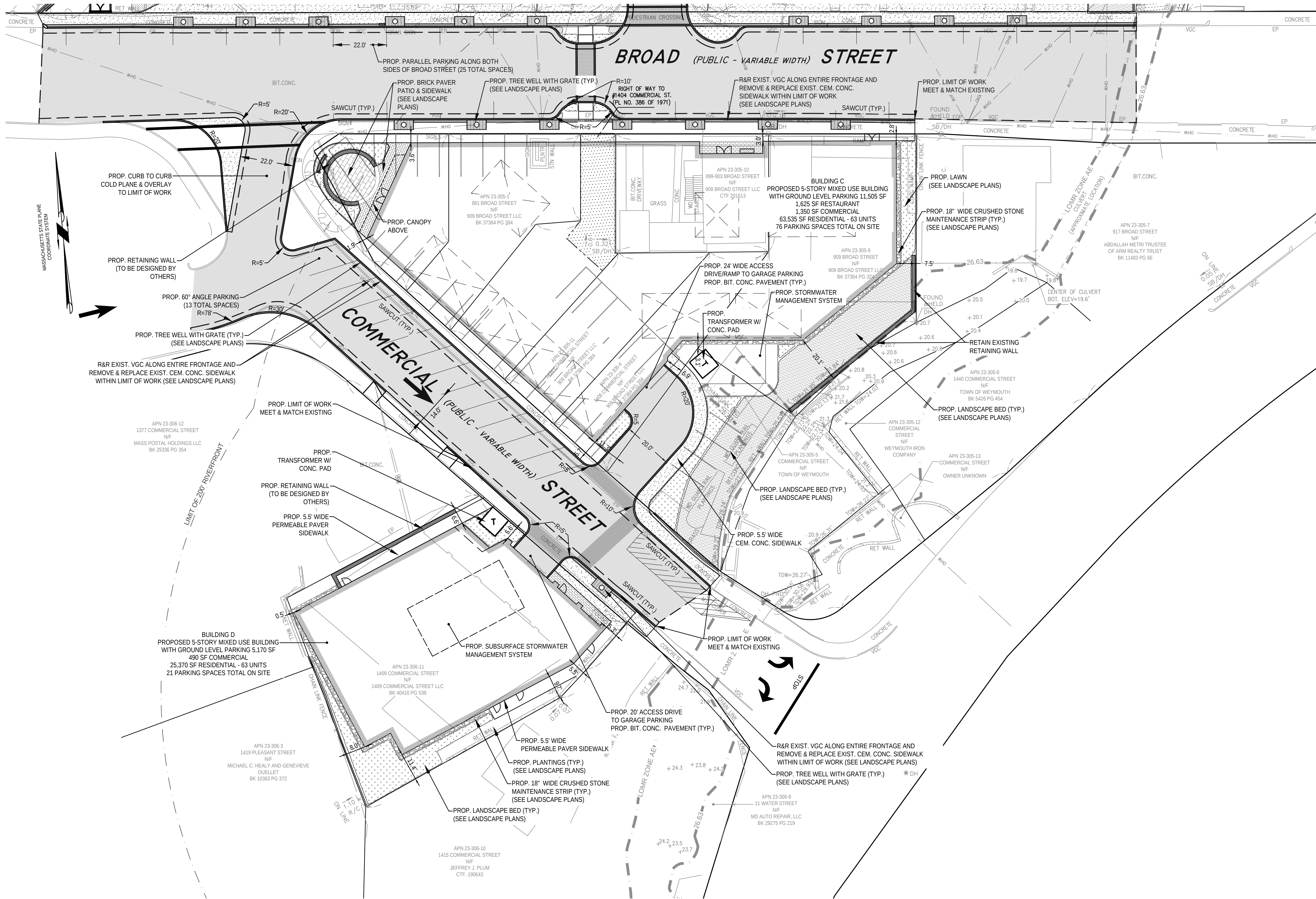
COMMONWEALTH OF MASSACHUSETTS
BRADLEY C
MCKENZIE
CIVIL
No. 36917
REGISTERED
PROFESSIONAL ENGINEER

DRAWING TITLE

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