Ashmont TOD 2

Dorchester, Massachusetts

Expanded Project Notification Form

August 14, 2014

submitted to the **Boston Redevelopment Authority**
submitted by **Trinity Ashmont Two Limited Partnership**

prepared by **Fort Point Associates, Inc.**

in association with **The Architectural Team, Inc.**
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Fort Point Associates, Inc.
Urban Planning Environmental Consulting Project Permitting

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PROJECT SUMMARY

CHAPTER 1: PROJECT SUMMARY

1.1 PROJECT IDENTIFICATION

Project Name:	Ashmont TOD 2
Address/Location:	1971-1977 Dorchester Avenue and 4 Fuller Street, Dorchester, MA 02124
Assessor's Parcel Numbers:	1704328010, 1704330000, and 1704327000

1.2 PROJECT SITE

Trinity Ashmont Two Limited Partnership (the "Proponent") proposes to construct Ashmont TOD 2 (the "Project") on three adjacent parcels with a combined total area of 26,865 square feet (0.62 acre) located at 1971-1977 Dorchester Avenue and 4 Fuller Street (the "Site") in the Dorchester neighborhood of the City of Boston (the "City"). The Site is located approximately 300 feet from the MBTA's Ashmont Station and is bounded by Dorchester Avenue on the east, residential housing on the west, Fuller Street on the north, and Mercier Avenue on the south. The current land use on the Dorchester Avenue parcels is an automobile service center operating out of a large cinder block, industrial building surrounded by surface parking. The Fuller Street parcel lies on the northwest of the automobile service center and contains a two-family residence. See Figure 1-1, Locus Map and Figure 1-2, View of Existing Site.

1.3 PROJECT SUMMARY

The Proponent proposes to redevelop the underutilized Site to accommodate a mixed use, transit-oriented development (TOD) with commercial/retail and residential uses. Located a short walk from Ashmont Station and directly across the street from The Carruth, a successful TOD constructed by an affiliate of the Proponent in 2007, the Project will contribute to the positive momentum in the neighborhood that has followed significant investment by state, local, and private stakeholders. The Project will create up to 81 new housing units in a six-story building. Residential units will range from studios to one, two, and three bedroom units. Portions of the sixth floor units will include a loft.

The Project will feature active ground floor commercial/retail uses and 44 parking spaces (35 in an underground garage and 9 in a surface lot). One accessible van parking space and one accessible car parking space will be provided in the garage. No parking will be provided for the commercial/retail uses associated with the Project. Visitors that drive to the Site for the ground floor commercial/retail uses will utilize on-street parking in the vicinity of the Site. The existing curb cuts that service Ashmont Tire will be closed as part of the

Project, providing adequate space for six additional on-street parking spaces, including one accessible passenger loading space. Approximately 3,950 square feet (sf) of commercial/retail and 998 sf of amenity space is programmed in addition to streetscape improvements such as upgraded street trees, new lighting, and curb bump-outs on the south and north corners of the Dorchester Avenue and Fuller Street intersection. The southern bump-out will shorten the length of the Dorchester Avenue crosswalk and shield the new parking lane along the frontage of the Site. The northern bump-out will reduce the velocity of cars turning right onto Fuller Street from southbound Dorchester Avenue. The Project will feature approximately 3,907 sf of open space including a small roof deck for residents.

This mixed-use TOD will attract new residents to the neighborhood, activate the streetscape, and give the community a more human scale with new residential and commercial/retail spaces. The Project will increase pedestrian activity in the area as many residents and visitors will access the Site via the Massachusetts Bay Transportation Authority (MBTA) bus, train, and trolley services provided at nearby Ashmont Station, in addition to the Brockton Area Transit (BAT) busses that terminate at Ashmont Station.

The Project will incorporate multiple green building measures and will be Leadership in Energy and Environmental Design (LEED) certifiable as required by Article 37 of the City of Boston Zoning Code with a goal of LEED Silver. The Project's sustainable features will include high efficiency fixtures and mechanicals, use of environmentally preferable materials, and a small green roof. The full scope of sustainability strategies is discussed in thorough detail in Chapter 4, Sustainability.

Vehicular access to the Site will be provided from Fuller Street via a one-way internal driveway into an enclosed parking garage for residents, with nine additional parking spaces provided outside the garage. Given the Project's proximity to highly accessible transit services, the Project will provide 0.54 parking spaces per housing unit. To support growing trends and promote sustainable modes of transportation, more parking spaces will be provided for bicycles than vehicles. In sum, there will be 97 bicycle (81 spaces will be in a covered garage for residents and 16 spaces uncovered for visitors) and 44 vehicle parking spaces provided for residents and visitors. See Figure 1-3, Project Site Plan.

1.4 COMMUNITY PROCESS

To build on the success of the neighboring Carruth development, the Project Team has made sure community concerns are brought to the forefront and discussed. Prior to the start of construction of the Carruth, Trinity spent months meeting with the various neighborhood groups to make sure that their concerns were recognized and their input on that project's ground floor uses, design, and neighborhood context were addressed. As a result, there is overwhelming consensus that The Carruth has met all of the community's needs and has resulted in a project that is well regarded within the neighborhood.

The Ashmont TOD 2 Project Team has spent the past several months meeting formally and informally with the following neighborhood/community groups:

- St. Mark's Area Main Street – April 17, 2014
- Ashmont Adams – May 21, 2014 and August 7, 2014
- Ashmont Valley – June 17, 2014
- Ashmont Hill – June 26, 2014
- Peabody Slope – June 30, 2014
- Carruth Condo Board – July 9, 2014
- General Public Community Meeting – July 21, 2014

In addition, the Ashmont TOD 2 Project Team has also discussed the Project with representatives from the Boston City Council; Mayor Walsh's office; the Boston Redevelopment Authority; other City of Boston Agencies/Departments; State Legislators; State Agencies who will provide funding; and individual members of the community. All of the input gathered from the community, regulators, and officials has been worked into this Expanded Project Notification Form (EPNF).

1.5 PUBLIC AND COMMUNITY BENEFITS

The Project will provide a range of public and community benefits to promote community welfare, economic activity, improved pedestrian environments, and affordable housing options. The Proponent is familiar with the neighborhood, having been involved in the construction of The Carruth TOD, and is committed to providing continued momentum to the area following several investment projects undertaken by the State and the City, including the renovation of Ashmont Station. Public and community benefits of the Project include the following:

- The Project will allow for construction of residential housing, which will attract more residents to the area and increase diversity of the housing stock through the creation of up to 81 new residential units, including a total of 44 affordable units at up to 60% AMI and 37 market rate units aimed towards middle income residents at approximately 80–120% AMI;

- Affordable units provided at the Project will consist of a mix of unit sizes and will comply with state Department of Housing and Community Development and local Department of Neighborhood Development requirements;

- The Project will harmonize with the City's plans for the construction of new and affordable housing units as outlined in the Housing section from *Reports from Issues Working Groups for Mayor Martin J. Walsh's Transition Team*;

- The Project will improve the urban design characteristics of the area by constructing a human-scaled, transit-oriented building along Dorchester Avenue and transforming the use of an uninviting cinder-block structure on a commercial site;

- The pedestrian environment along Dorchester Avenue will be enhanced by improving aesthetics of the built environment, providing streetscape improvements, and creating a gateway to Peabody Square;
- The Project will activate the streetscape with ground-floor commercial/retail and community meeting space;
- The Project will result in increased potential and marketability for future development along the Dorchester Avenue corridor;
- The Project will facilitate Transit Oriented Development by increasing residential density in proximity to the multi-modal Ashmont Station and by accommodating bicycle storage on-site;
- The Project will support the City's goals for a sustainable future through the development of an energy-efficient and environmentally friendly building that will aim to be LEED Silver certifiable and will contain a green roof;
- The Project will result in increased property tax revenues to the City;
- The Project will create approximately 90 construction-related jobs, 5 full-time equivalent jobs, 15 part-time equivalent jobs, and will stimulate the local and regional economies. The Proponent has an extensive experience with the City's Residents Job Policy and will adhere to all standards set forth by the policy; and
- Additional on-street parking will be provided for the neighborhood as a result of the Project

1.6 SUMMARY OF REQUIRED PERMITS AND APPROVALS

The following table is a list of anticipated approvals for the Project.

Table 1-1: Anticipated Project Approvals

Agency	Approval
Local	
Boston Redevelopment Authority (BRA)	• Article 80B Large Project Review • Cooperation Agreement • Boston Residents Construction Employment Plan • Certificate of Compliance with Article 80
Boston Civic Design Commission	• Recommendation to the BRA Board
Zoning Board of Appeal	• Request for Zoning and Building Code Relief
Boston Landmarks Commission	• Article 85 Demolition Delay
Boston Transportation Department	• Transportation Access Plan Agreement • Construction Management Plan

Boston Water and Sewer Commission	• Site Plan Approval
Public Improvement Commission	• Specific Repair Plan Approval
Inspectional Services Department	• Building Permit • Certificate of Occupancy
State	
Massachusetts Department of Environmental Protection	• Notification Prior to Construction or Demolition • Source Registration for Emergency Generator

1.7 PROJECT TEAM

Proponent	Trinity Ashmont Two Limited Partnership c/o Trinity Financial 75 Federal Street, 4th Floor Boston, MA 02110 Contact: Mathieu Zahler Project Manager 617-720-8400 mzahler@trinityfinancial.com
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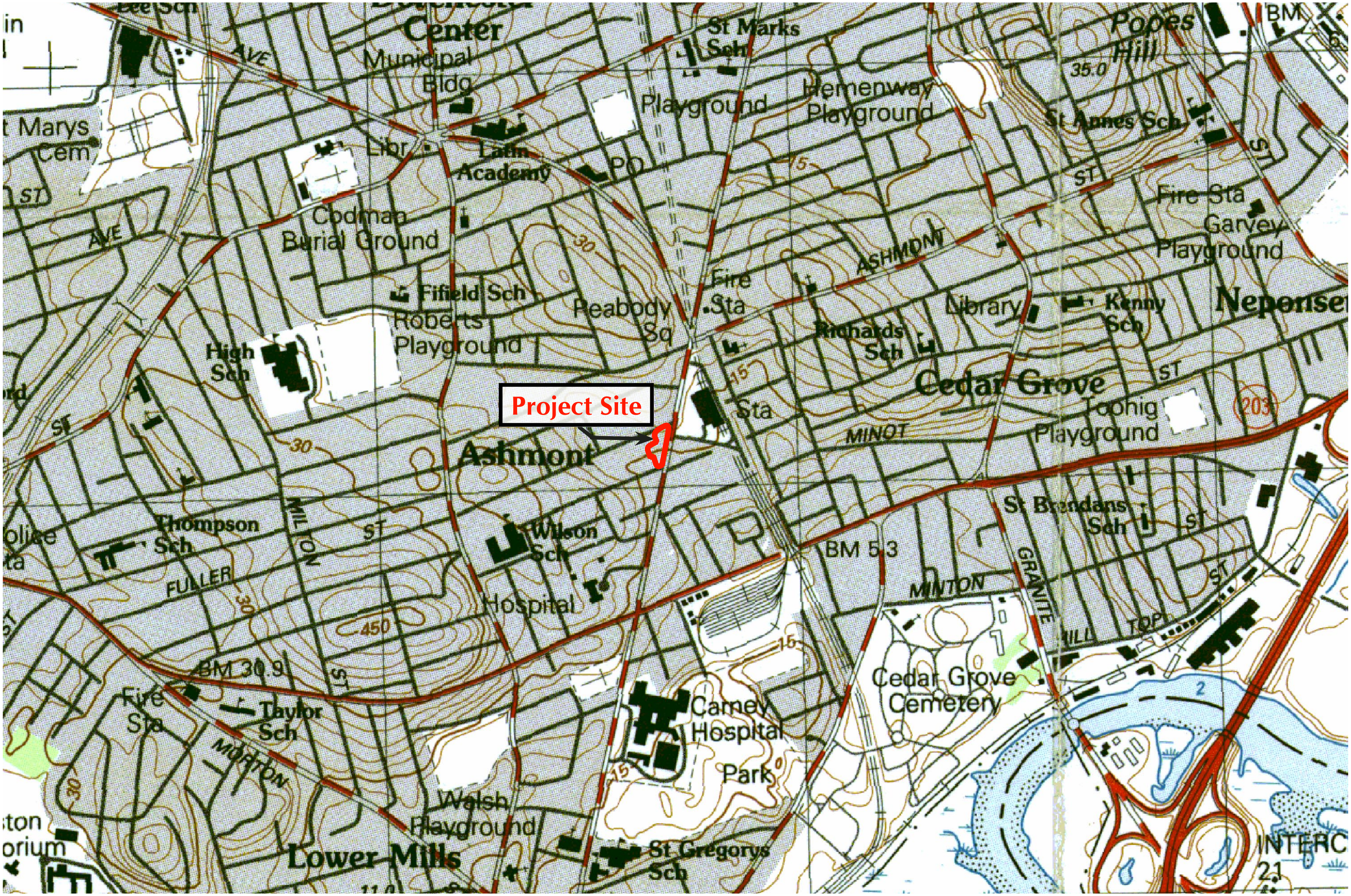
Civil Engineering	Kelly Engineering Group 0 Campanelli Drive Braintree, MA 02184 Contact: David Kelly, PE President 781-843-4333 dkelly@kellyengineeringgroup.com
Geotechnical/Environmental	McPhail Associates, LLC 2269 Massachusetts Avenue Cambridge, MA 02140 Contact: Amy Falconeiri Project Manager 617-868-1420 x335 AF@mcphailgeo.com

Sustainability	New Ecology, Inc. 15 Court Square, Suite 420 Boston, MA 02108 Contact: Lauren Baumann Vice President 617-557-1700 x23 baumann@newecology.org



Dorchester, Massachusetts

Figure 1–1
Locus Map
Source: USGS, 2009

Dorchester, Massachusetts

Figure 1-2
Aerial View of Existing Site
Source: Fort Point Associates, Inc., 2014

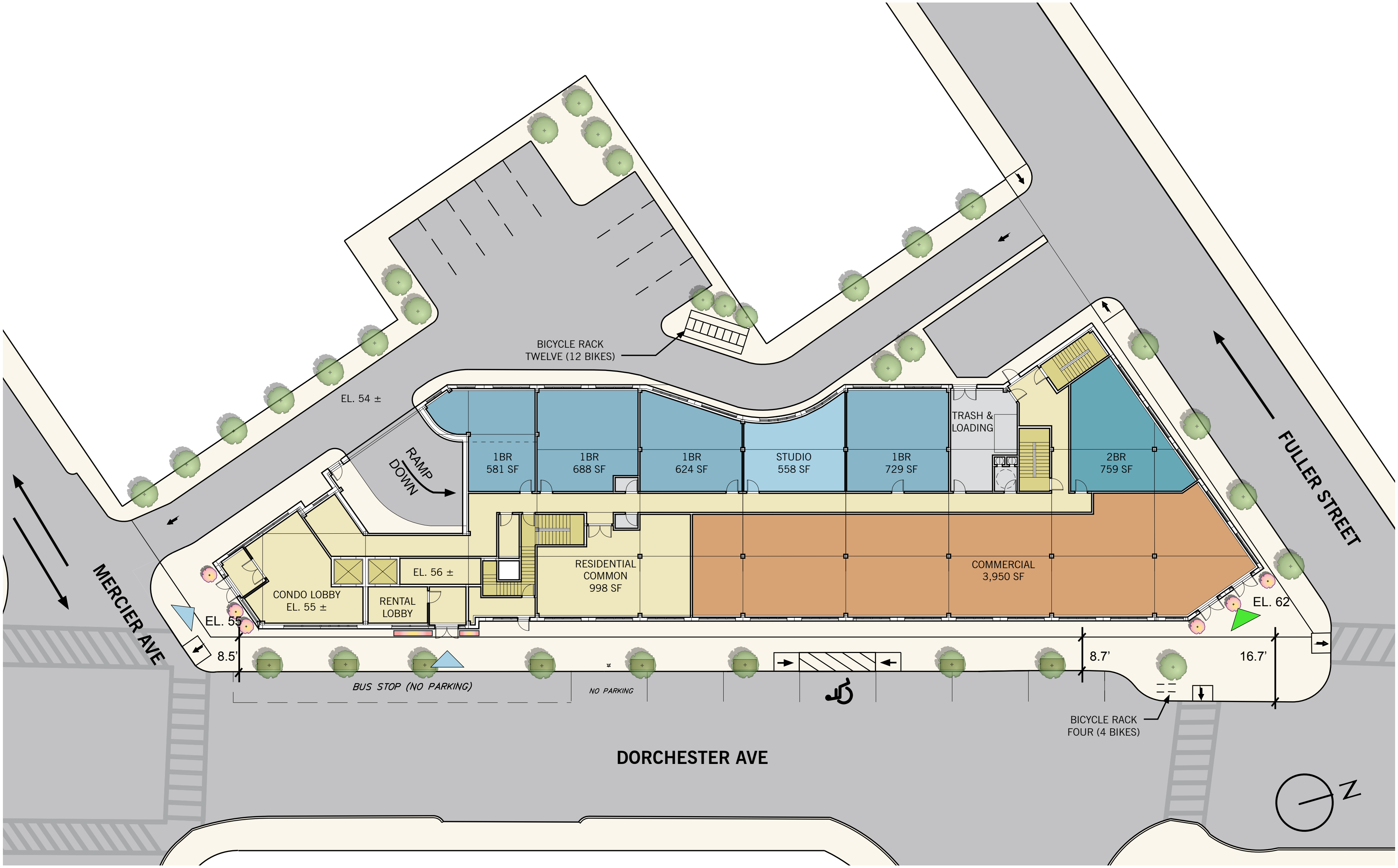


Figure 1-3
Project Site Plan
Source: The Architectural Team, Inc., 2014

Chapter 2

PROJECT DESCRIPTION

CHAPTER 2: PROJECT DESCRIPTION

2.1 PROJECT SITE AND SURROUNDINGS

The Project Site is made up of three adjacent parcels with a combined area of 26,865 square feet (0.62 acre) and is located at 1971-1977 Dorchester Avenue and 4 Fuller Street in the Dorchester neighborhood of Boston. The Site is currently occupied by Ashmont Tire, an automobile service center that operates out of a large cinder-block, industrial building surrounded by a surface parking lot and a two-family residence on the northwest side of the Site. Located directly opposite the recently constructed MBTA Ashmont Station, which provides intermodal train, bus, and trolley services for thousands of customers per day, the Site is well suited to benefit from a TOD to drive continued success and reinvestment in the area.

The Site is bound by Fuller Street on the north, Dorchester Avenue on the east, Mercier Avenue on the south, and private residences on the west. The streets extending off of Dorchester Avenue, including Mercier and Fuller, are generally characterized by two and three-story residential homes, while Dorchester Avenue provides a greater variety uses and buildings, including commercial spaces. See Figure 2-1, Oblique View of Existing Site, Figure 2-2, Existing Conditions Survey, and Figure 2-3 through 2-4, Existing Conditions Photographs.

2.2 PROPOSED PROJECT

The Project will provide residential and commercial space in a new six-story mixed-use TOD on a combined parcel of approximately 0.62 acre in size. The new building will contain approximately 106,606 square feet (sf), of which approximately 12,942 sf will be garage, 3,950 sf will be commercial/retail space, 16,325 sf will be residential common space, 71,309 sf will be residential units, and 1,364 will be a roof deck. A below-grade parking garage will include approximately 35 parking spaces, including 1 van accessible and 1 car accessible space. There will be an additional 9 surface parking spaces in the Site's rear. Covered bicycle parking will be available for residents in 81 spaces and there will be 16 publicly-accessible uncovered bicycle parking spaces. See Figure 2-5, Garage Plan and Figure 2-6, Ground Floor Plan.

The Project will strengthen the existing pedestrian environment along Dorchester Avenue, improve the urban design character of the neighborhood by activating an underutilized parcel, and provide a more diverse housing stock in the neighborhood to attract and retain residents. Approximately 3,950 sf of commercial/retail space on the ground floor will encourage economic activity and increase marketability of the area for future developers. In addition, the Project will provide a large percentage of affordable/workforce units (54% of all units), consistent with the goals of Mayor Walsh's administration. Table 2-1 outlines the Project program.

Table 2-1: Project Program

Project Element	Approximate Dimension
Residential	81 units / 71,309 sf
Studio	2 units
One Bedroom	26 units
Two Bedroom	33 units
Three Bedroom	3 units
Loft	17 units
Common Amenity	16,325 sf
Commercial/Retail	3,950 sf
Garage	12,942 sf
Mechanical/Electrical	2,080 sf
Gross Square Footage	**106,606**

2.2.1 GROUND FLOOR USES

The proposed ground floor uses include approximately 3,950 sf of commercial/retail space, approximately 5,480 sf of common amenity space, six residential units, two residential entrance lobbies, trash storage and pickup, and loading and circulation spaces. The building will front onto Dorchester Avenue and will provide an improved street wall and pedestrian environment for residents and visitors of the neighborhood. See Figure 2-6, Ground Floor Plan.

2.2.2 UPPER FLOOR USES

Floors two through six will contain the remaining 75 residential units. Each floor will have a mix of unit sizes, including studio, one, two, and three bedroom units. Seventeen loft style units will be provided on the sixth floor. A small roof deck of approximately 1,364 square feet will be accessible to residents. See Figure 2-7, Second Floor Plan; Figure 2-8, Third and Fourth Floors Plan; Figure 2-9, Fifth Floor Plan; Figure 2-10, Sixth Floor Plan; and Figure 2-11, Roof Plan.

2.2.3 PARKING AND ACCESS

Vehicular

Access will be provided to the parking garage and surface parking spaces by a single driveway located off Fuller Street, approximately 150 feet west of Dorchester Avenue. Loading ingress, egress, and service, including trash, recycling, and resident move-in/move-out and deliveries, will occur on-site along Fuller Street without impacting the public sidewalk, parking, or roadway. Vehicle egress will be provided by an exit only driveway to Mercier Avenue. The Project will provide 44 parking spaces on the Site. A total of 35 parking spaces will be located in a garage located beneath the ground floor of the building, with an additional 9 parking spaces located in a surface parking lot in the building's rear, resulting in a parking ratio of 0.54 spaces per residential unit. This parking ratio is consistent with TOD standards and the City's parking requirements.

Pedestrian/Bicycle

Primary pedestrian access will be provided off Dorchester Avenue at the south end of the Site. Bicycle parking spaces will outnumber vehicle parking spaces. Approximately 81 covered bicycle spaces will be provided for residents and 16 uncovered spaces will be provided for use by residents, visitors, and patrons of the commercial spaces. A large percentage of the Project's residents and visitors are anticipated to utilize nearby public transit options, walking, and cycling. Anticipated mode splits and trip generation projections are discussed in Chapter 5, Transportation.

Accessibility

All of the Project's main entrances will be located at ground level and will be universally accessible. One accessible van parking space and one accessible car parking space will be provided in the garage. One of the on-street parking spaces will be designed as an accessible loading zone.

2.2.4 TRANSIT ORIENTATED DEVELOPMENT

The Project is ideally situated to take advantage of nearby public transportation opportunities. The MBTA's Red Line Ashmont Branch, the Mattapan High Speed Trolley Line, and local and regional buses are located across Dorchester Street, approximately 300 feet away from the Project.

The Red Line is the longest of the MBTA's heavy rail lines, operating two branches totaling 20.5 miles and serving 22 stations. The Ashmont Line is the oldest and original line, serving Dorchester and then traveling in a northeasterly direction to a junction with the Braintree route in South Bay. Approximately 9,293[1] passengers utilize Ashmont Station to access the Red Line on a daily basis, ranking 22nd among all MBTA transit stations in terms of ridership.

In addition, Ashmont Station is a key bus hub serving the following lines: 18, 21, 22, 23, 24, 26, 27, 215, 217, 240, and the Brockton Area Transit Authority (BAT). Approximately 67,302[2] passengers utilize bus service operating out of Ashmont Station annually.

The MBTA Mattapan High-Speed Trolley Line service runs between Ashmont Station and Mattapan Square on an exclusive right-of-way. Red Line subway passengers transferring at Ashmont Station pay a fare for the Red Line, but ride the trolley for free. Approximately 4,637[3] passengers use the High-Speed Trolley Line service each day. See Table 2-2 for the General Characteristics of the Transit Service including service, hours of service, and frequency of service.

Table 2-2: General Characteristics of Transit Service

Provider	Service	Hours of Service (M-F)	Headway (Minutes)
MBTA	Red Line	5:24 a.m. – 12:30 a.m.	5 - 12
	Bus Rt. 18	6:30 a.m. – 6:20 p.m.	30
	Bus Rt. 21	5:30 a.m. – 12:32 a.m.	~15
	Bus Rt. 22	4:55 a.m. – 1:11 a.m.	~10
	Bus Rt. 23	5:09 a.m. – 1:26 a.m.	~10
	Bus Rt. 26	4:55 a.m. – 1:05 a.m.	15-30
	Bus Rt. 27	5:23 a.m. – 12:47 a.m.	30
	Bus Rt. 215	5:50 a.m. – 11:26 p.m.	~40
	Bus Rt. 217	6:40 a.m. – 5:43 p.m.	~40*
	Bus Rt. 240	5:41 a.m. – 12:42 a.m.	5-20
	M-Line	5:17 a.m. – 1:05 a.m.	5 - 12
BAT	Bus Rt. 12	4:50 a.m. – 11:25 p.m.	~20

*Bus runs two times in the morning and two times in the evening, not consistently throughout the day

The Project is well positioned to take advantage of the services outlined above. The Carruth, a TOD constructed across from the Project in 2007, has enjoyed considerable success utilizing these same transit amenities.

[1] Per MBTA's "Ridership and Service Statistics," Fourteenth Edition, 2014.
[2] Per MBTA's "Ridership and Service Statistics," Fourteenth Edition, 2014.
[3] Per MBTA's "Ridership and Service Statistics," Fourteenth Edition, 2014.

2.2.5 BICYCLE ACCOMODATION

The Boston Transportation Department (BTD) has established guidelines requiring projects subject to Transportation Access Plan Agreements (TAPAs) to provide secure covered bicycle parking for residents and employees, in addition to short-term bicycle racks for visitors. The Project will provide approximately 81 covered and secure bicycle storage spaces on-site within the building. Additional storage will be provided for 16 bicycles on outdoor racks accessible to visitors to the Site in accordance with BTD guidelines.

All bicycle racks, signs, and parking areas will conform to BTD guidelines and will be located in safe, secure locations. The Proponent will work with BTD staff to identify the most appropriate quantity and location for bicycle racks on the Project Site as part of the Transportation Access Plan Agreement process.

2.2.6 LANDSCAPING

Given the urban setting and the extensive pedestrian and vehicular traffic associated with Ashmont Station, the Project Team sought to find a unique way to connect the Site visually with The Carruth and by extension, reinforce the connection between Peabody Square and The Carruth. To this end, the Project Team proposes to create a tree-lined colonnade along the Dorchester Avenue property line and provide landscaped planters at the northern and southern ends of the Site. This lining of trees will also provide a greater tree canopy over the Project's hardscapes.

A small green roof containing native plantings will occupy approximately 600 square feet on the southwest area of the Project's roof.

2.3 COMPLIANCE WITH BOSTON ZONING CODE

The Project is subject to land use controls contained in the City of Boston Zoning Code (the "Code"). In accordance with Article 80B of the Code, the Project is subject to the requirements of Large Project Review because it exceeds 50,000 square feet of gross floor area. The Project will also be subject to review by the Boston Civic Design Commission under Article 28 and will be designed and constructed to be LEED-certifiable per Article 37, Green Buildings of the Code. A full description of its compliance with LEED credits is addressed in Chapter 4, Sustainability.

The Project is located within the Multifamily Residential/Local Services (MFR/LS) Subdistrict and Two-Family Residential (2F-5000) Subdistrict of the Dorchester Neighborhood District under Article 65 of the Boston Zoning Code. Zoning relief regarding uses and dimensional requirements will be sought from the Boston Zoning Board of Appeal. The Proponent anticipates zoning relief will be required for building height; floor area ratio (FAR); front, rear, and side yard setbacks; open space per unit; off-street parking; and commercial/retail uses. The parking, signage and design review for the Project will be determined as part of Large Project Review. The Project is located outside of the Restricted Parking Overlay District, the Groundwater Conservation Overlay District, and the Greenbelt Protection Overlay District.

Figure 2-1
Oblique View of Existing Site
Source: Fort Point Associates, Inc., 2014

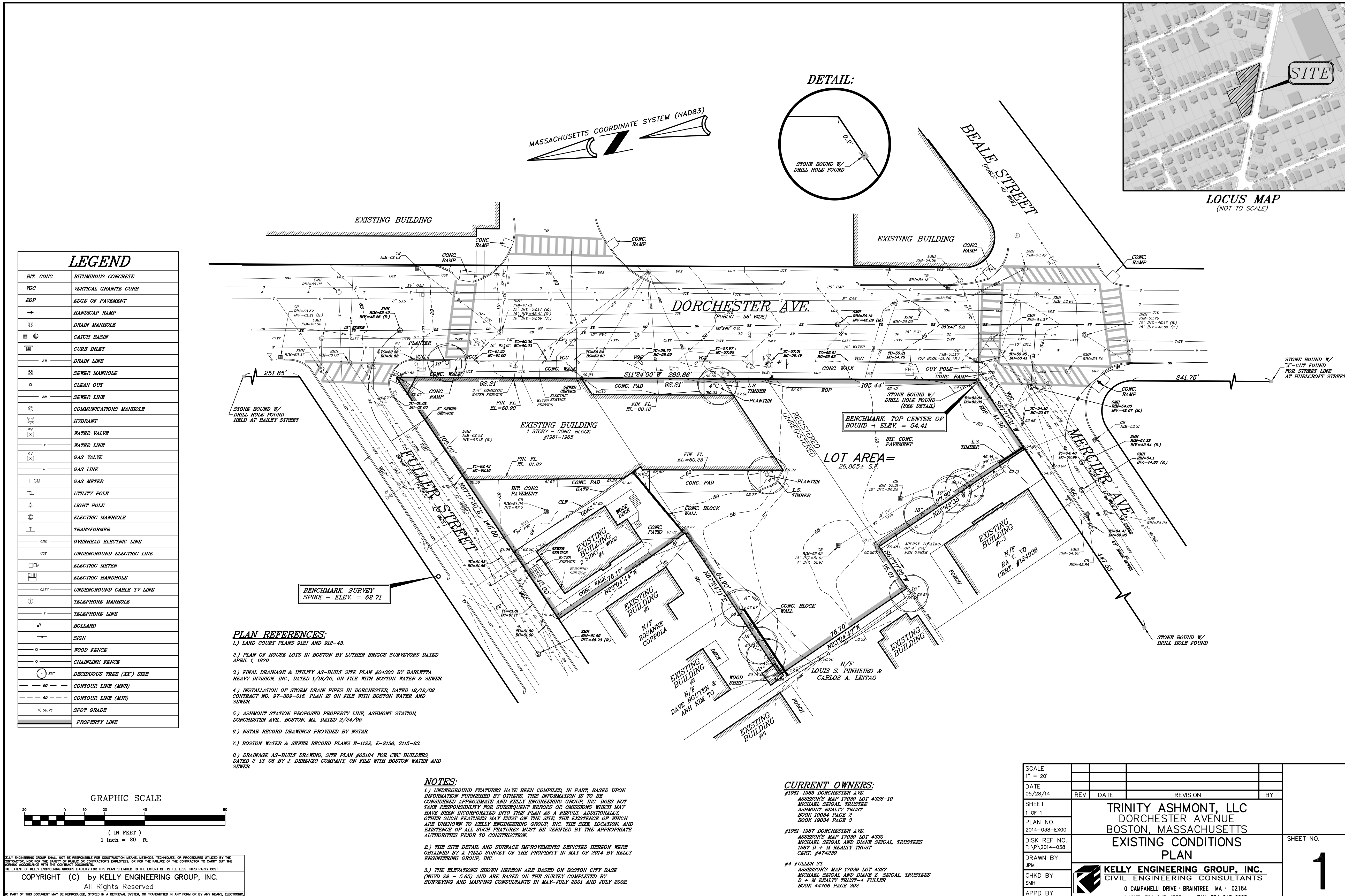


Figure 2-2
Existing Conditions Survey
Source: Kelly Engineering, 2014

view looking northeast from Mercier Avenue

view looking northwest from Mercier Avenue

Figure 2-3

Existing Conditions Photographs

Source: Fort Point Associates, Inc., 2014

view looking southeast fom the corner of Dorchester Avenue and Fuller Street

view looking southwest from Dorchester Avenue

Figure 2-4
Existing Conditions Photographs
Source: Fort Point Associates, Inc., 2014

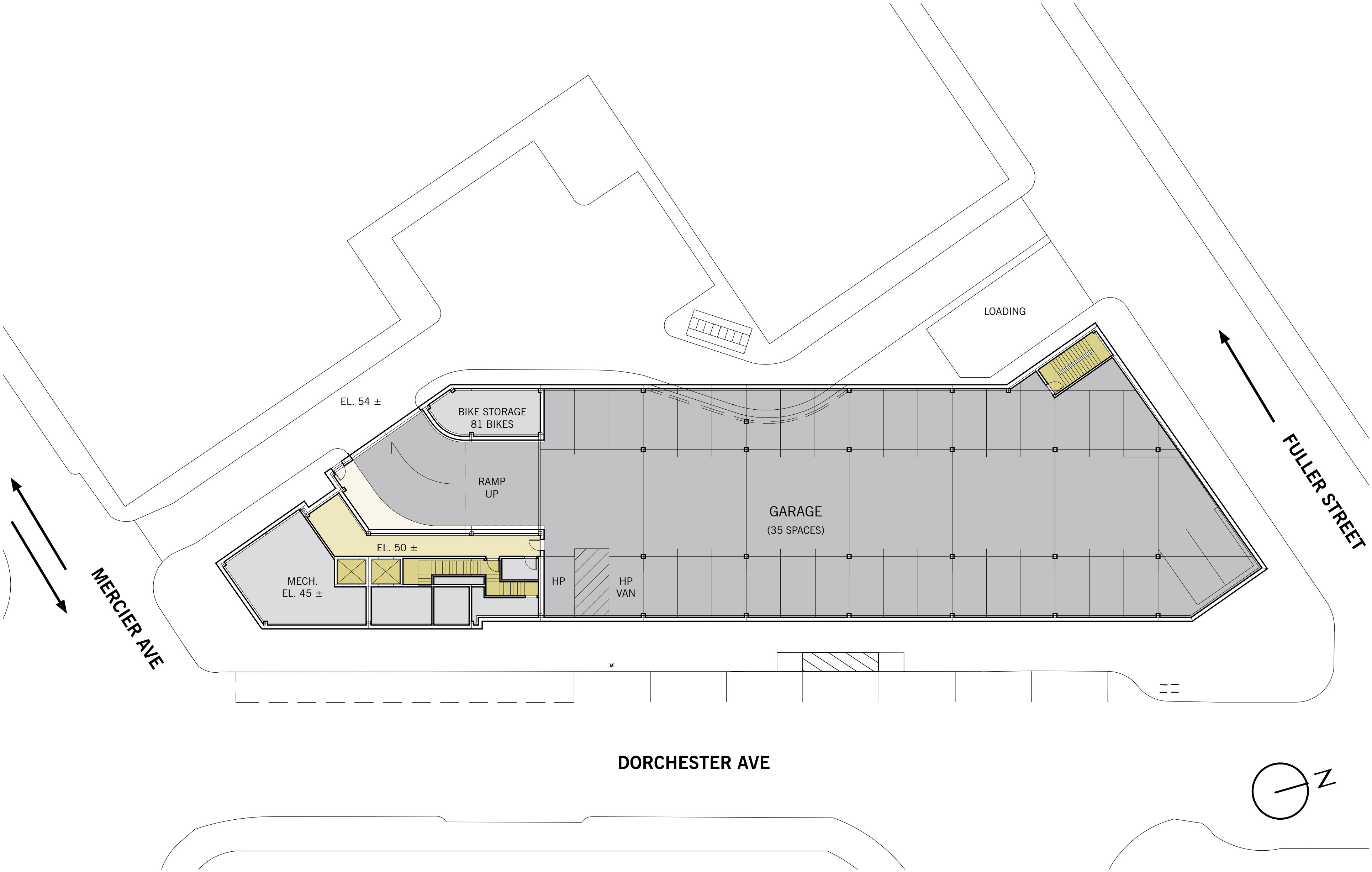


Figure 2-5
Garage Plan
Source: The Architectural Team, Inc., 2014

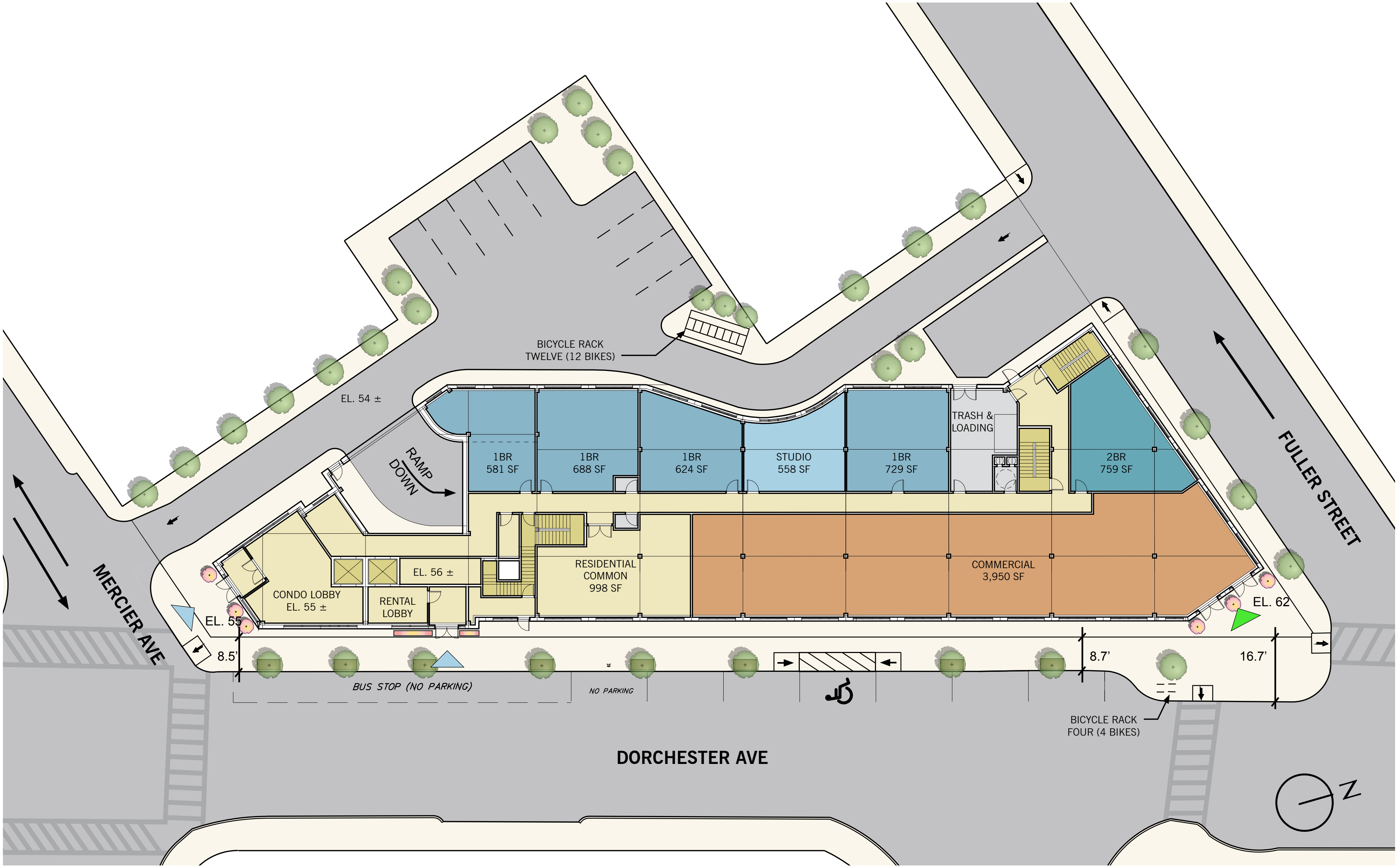


Figure 2-6
Ground Floor Plan
Source: The Architectural Team, Inc., 2014

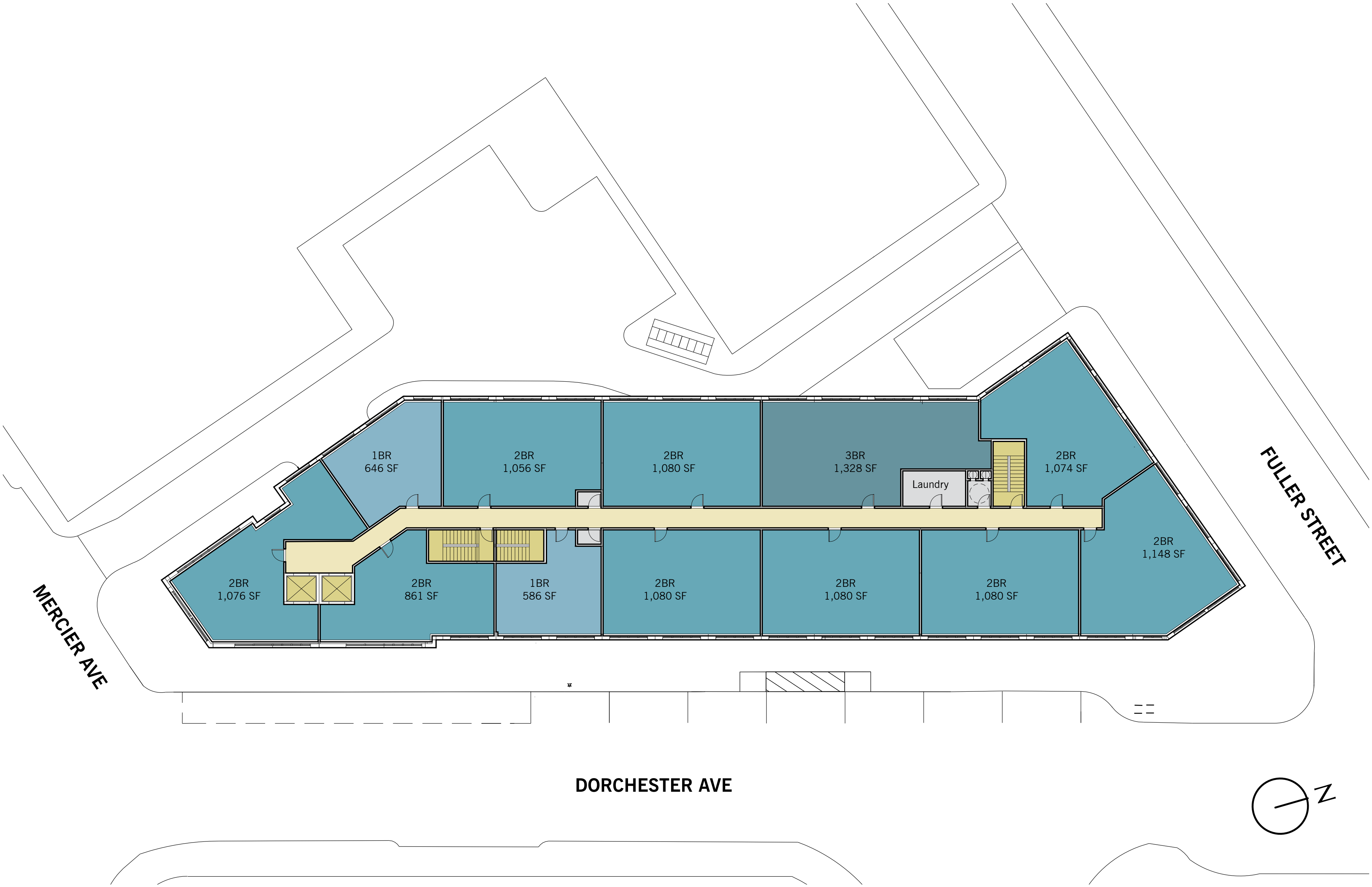


Figure 2-7
Second Floor Plan
Source: The Architectural Team, Inc., 2014

Figure 2-8
Third and Fourth Floors Plan
Source: The Architectural Team, Inc., 2014

Figure 2-9
Fifth Floor Plan
Source: The Architectural Team, Inc., 2014

Figure 2-10
Sixth Floor Plan
Source: The Architectural Team, Inc., 2014

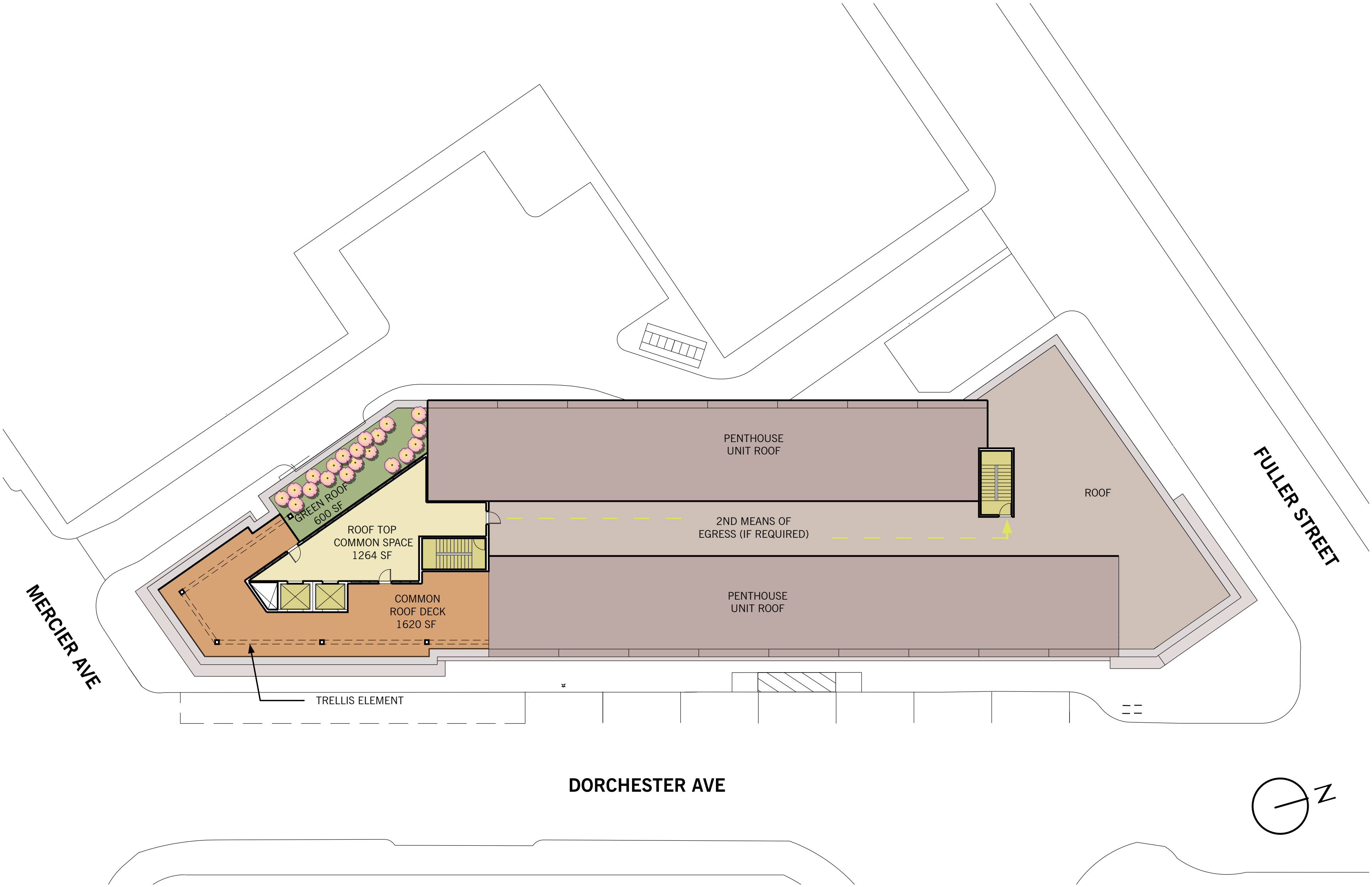


Figure 2-11
Roof Plan
Source: The Architectural Team, Inc., 2014

Chapter 3

URBAN DESIGN

CHAPTER 3: URBAN DESIGN

3.1 INTRODUCTION

The Project is located in the Dorchester Neighborhood of Boston, and is surrounded by a variety of uses. Side streets extending off of Dorchester Avenue to the north, west, and south of the Site contain a mix of one, two, and three family dwellings. To the east of the Site is The Carruth, a mixed-use building containing 116 apartments, and approximately 10,000 square feet (sf) of ground floor retail including a coffee shop, bank, real estate office, chiropractic services, a college prep center, and a restaurant. The Carruth was completed in 2007 by an affiliate of the Proponent, is located on MBTA property, and is directly adjacent to Ashmont Station. See Figures 3-1 and 3-2, Project Site Plan and Neighborhood Context, respectively.

The Project will include the construction of a six-story building housing up to 81 residential units, approximately 3,950 sf of ground floor commercial/retail space, and a 35-space parking garage situated on the combined parcel. An additional 9 surface parking spaces will be provided behind the proposed building for a total of 44 parking spaces.

Ashmont TOD 2 is a prime example of a TOD and seeks to build upon the TOD successes of The Carruth to further reduce dependence on automobiles, increase and enhance pedestrian and bicycle activity in the surrounding neighborhood, and boost transit ridership. The Project is specifically focused on extending the urban pedestrian experience in the surrounding neighborhood and further reducing the dependence on vehicles.

3.2 MASSING

The Project will be six stories in height and will provide an extension and reinforcement of the prominent edge created by The Carruth along Dorchester Avenue. The commercial/retail space will incorporate larger horizontal windows with horizontal muntins and mullions to enhance the sense of pedestrian scale and reinforce the difference in uses within the building. The residential portion of the building will incorporate large openings as well; however these openings will be squarer and include mullions and muntins that enhance the square nature of the openings.

The form of the building is primarily rectilinear that reduces in width to a wedge shape at the southern end of the Site at Mercier Avenue and grows in width as it turns the corner onto Fuller Street at the northern end of the Site. The wedge shape closest to Mercier Avenue serves two primary functions; to call attention to the façade and complete framing the view corridor established by The Carruth on the east side of Dorchester Avenue; and to enhance vehicular sight lines. The increase in the building's width at the corner of Fuller

Street is intended to anchor the commercial/retail space and create a direct relationship to the ground floor commercial/retail space at neighboring building, The Carruth.

In order to harmonize the scale of the building with the surrounding community and anchor the commercial/retail space and the two entries from the residential portion of the building, varying materials and colors will be incorporated. See Figures 3-3 through 3-8 for perspectives and elevations.

3.3 CHARACTER AND MATERIALS

The proposed materials for Ashmont TOD 2 will consist of a mix of brick masonry for the ground floor and the entire six story façade at the residential entries. The first floor retail entry and residential entries will be further enhanced by a series of cornices and/or entrance canopies to found the base of the building and reinforce the pedestrian scale. As noted above, the window muntin and mullion pattern will also be designed to enhance the pedestrian scale at the ground floor and likewise the mullion and muntin pattern will be more residential in scale to designate residential uses on the upper floors. The loft units at the sixth floor will borrow the language of the fenestration design from the residential flats and expand them vertically to accent the added height within these dwelling units and lighten the building's top. Another series of cornice lines will unify the balance of the top floor and help to set the edge of the loft units.

The residential portion of the building will incorporate more modern materials such as metal panel and or cement fiber rainscreen systems and will be a complimentary, lighter color. The façade of the building is designed to recall the industrial nature of Ashmont Tire, which has been a fixture in the neighborhood since the mid-1900s. The horizontal lines in the large fenestrations at the pedestrian scale will be designed to look like glazed garage doors. The square residential punched openings tie into the overall industrial look, which provides a residential scale due to number of muntins traditionally found in industrial or mill buildings.

3.4 LANDSCAPE AND STREETSCAPE

Given the urban setting and the extensive pedestrian and vehicular traffic associated with Ashmont Station, the Project Team sought to find a unique way to connect the Site visually with The Carruth, and by extension, reinforce the connection between Peabody Square and The Carruth. To this end, the Project Team proposes to create a tree-line colonnade along the Dorchester Avenue property line and provide landscaped planters at the northern and southern ends of the Site. The tree lining will also provide more canopy cover over the Project's hardscapes.

A small green roof containing native plantings will occupy approximately 600 square feet on the southwest area of the Project's roof. Though landscaping for the Project is not extensive due to the lot size and shape, the landscaping will provide simple yet elegant solutions for the betterment of the pedestrian experience and aesthetics along Dorchester Avenue.

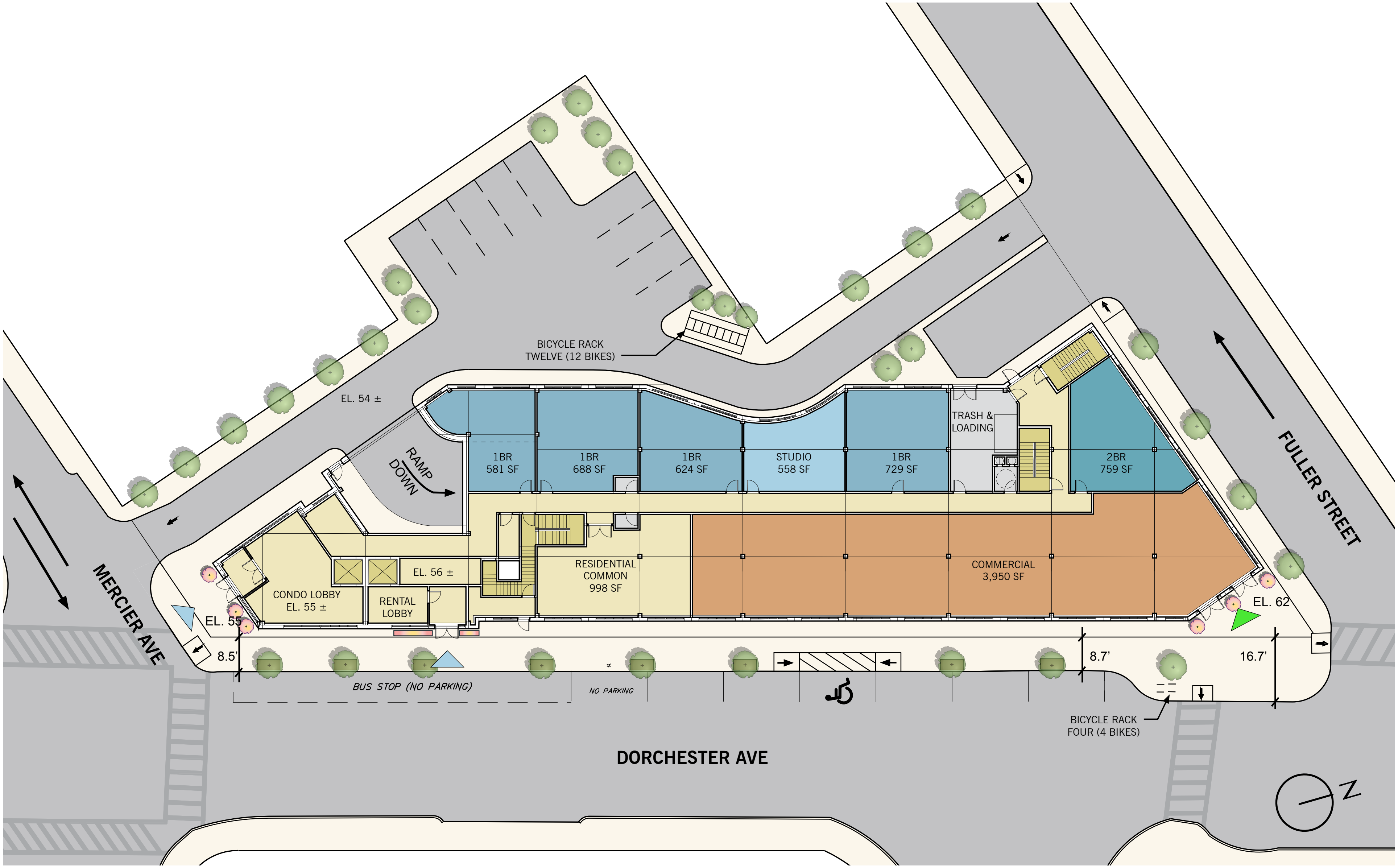


Figure 3-1
Project Site Plan
Source: The Architectural Team, 2014

Figure 3-2
Neighborhood Context
Source: Fort Point Associates, Inc., 2014

Figure 3-3
Perspective Looking South
Source: The Architectural Team, 2014

Figure 3-4
Perspective Looking North
Source: The Architectural Team, 2014

Figure 3-5
Perspective Looking West
Source: The Architectural Team, 2014

SOUTH ELEVATION

NORTH ELEVATION

Figure 3-6
North and South Elevations
Source: The Architectural Team, 2014

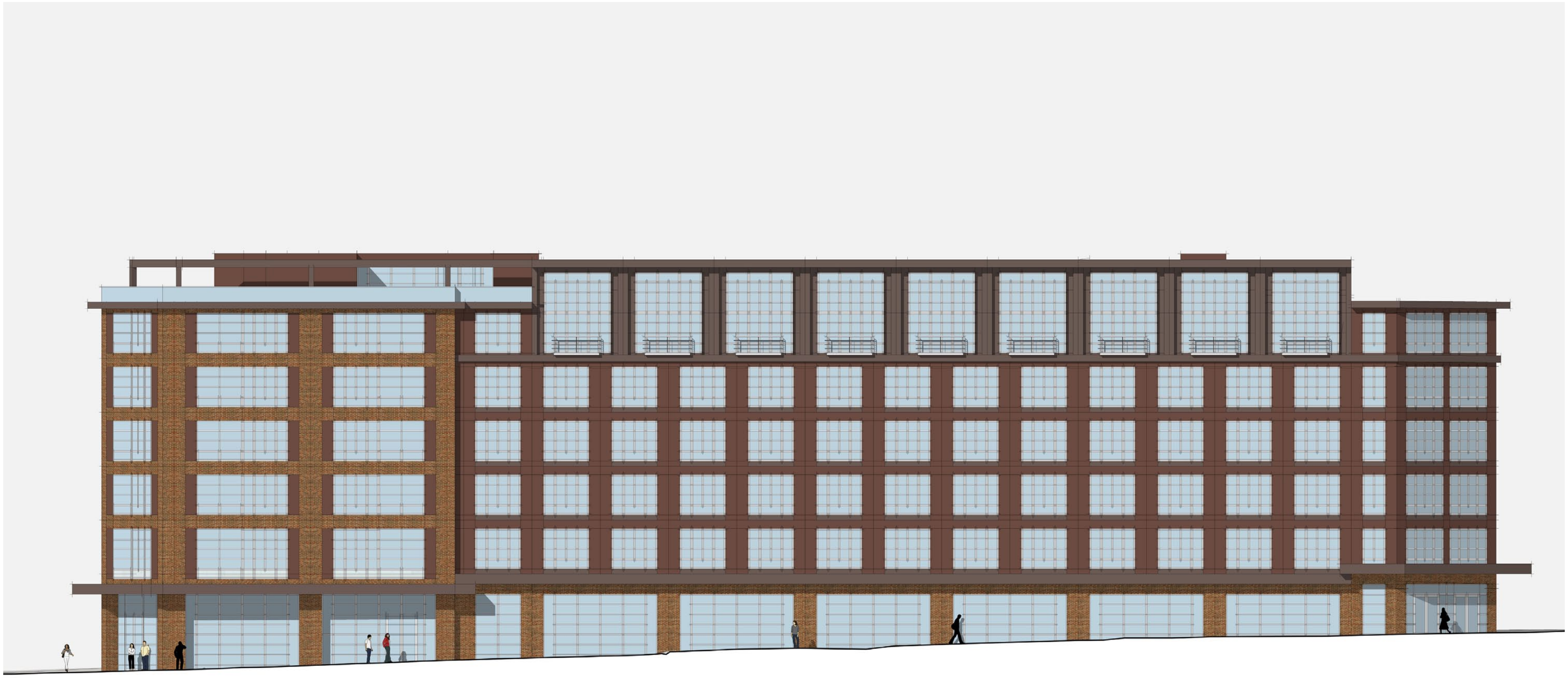


Figure 3-7
East Elevation
Source: The Architectural Team, 2014

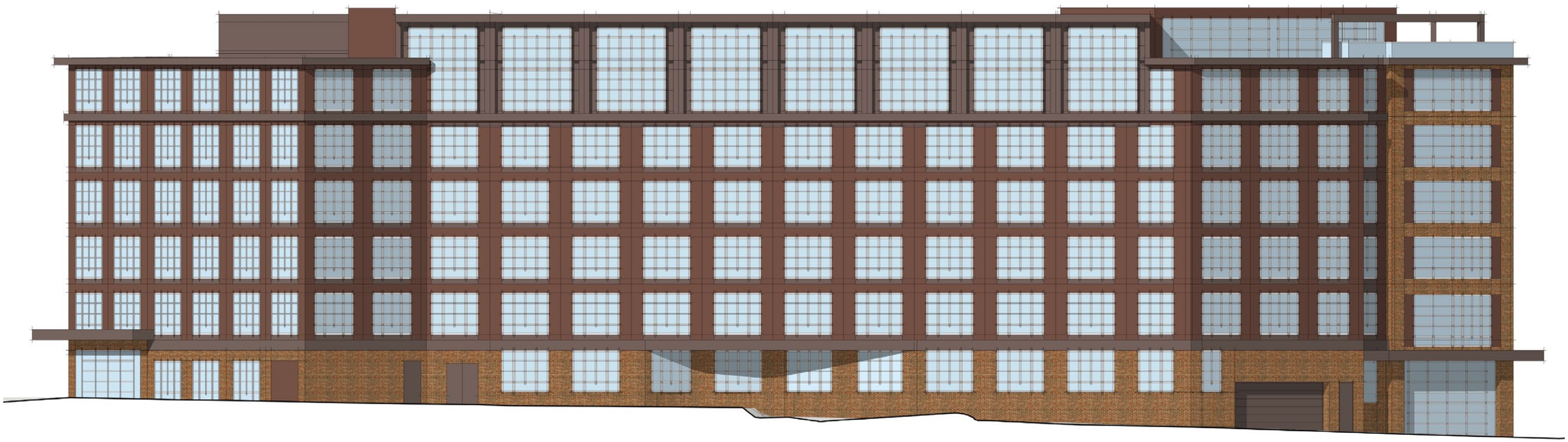


Figure 3-8
West Elevation
Source: The Architectural Team, Inc., 2014

Chapter 4

SUSTAINABILITY

CHAPTER 4: SUSTAINABILITY

4.1 SUSTAINABLE DESIGN

The Ashmont TOD 2 Project will incorporate multiple sustainability initiatives in its design, construction, and operation. The Project will meet the Boston Zoning Code's Article 37 requirement by achieving LEED Silver certifiability under the LEED for Homes Midrise rating system. The Proponent has retained New Ecology, Inc (NEI) as the green building consultant to facilitate the implementation and compliance process. The narrative below details the strategies by which the Project will meet various prerequisite and credit requirements under this rating system.

4.2 ARTICLE 37/LEED COMPLIANCE

4.2.1 INNOVATION AND DESIGN PROCESS

IDp1.1: Preliminary Rating

The current LEED for Homes Midrise checklist indicates the Project achieves the Silver level, with 56.5 credits and an additional 15 potential credits that will be confirmed as the Project design progresses.

IDp1.2: Energy Expertise for Midrise

The Project team will select a MEP engineering firm that has extensive experience in engineering midrise energy systems and components and ASHRAE 90.1 energy modeling.

IDc1.3: Professional Credentialed with Respect to LEED for Homes

Lauren Baumann of New Ecology, Inc. holds a LEED AP Homes credential and is an integrated member of the Project Team.

IDc 1.6: Trades Training for Midrise (Maybe)

The team intends to conduct thorough and thoughtful training sessions with the general contractor and targeted subcontractors to ensure an understanding of the green nature and requirements of the Project, and to provide an opportunity to discuss the best means and methods for implementation to ensure that the sustainability goals of the Project are achieved. NEI will facilitate these trainings and will track the amount of time spent with subcontractors. If the time needed exceeds 8 hours, the Project will qualify for this credit.

IDp 2.1/2.2: Quality Management for Durability

The Project team will evaluate potential durability risks during design through use of the LEED for Homes durability evaluation. All risks identified will be incorporated into design strategies and documented in the Project plans and specifications, as well as in the durability checklist. During construction, NEI will work with the contractor to use the durability checklist as an ongoing quality control mechanism to ensure that design features are properly implemented. NEI will attend monthly site meetings to inspect work for compliance with the durability checklist.

IDc3.1: Demolition Waste Diversion

The Project team will ensure that demolition waste generated from the demolition of the existing one story concrete structure is tracked separately from construction waste, and achieves a diversion rate of at least 50%**.**

4.2.2 LOCATIONS AND LINKAGES

LLc 2: Site Selection

The Project is a previously developed urban infill site whose location is above the 100-year floodplain (as defined by FEMA), is not habitat for threatened or endangered species, is not within 100-feet of water or wetlands, is not on land that was public parkland prior to acquisition, and is not on land with soils that are prime, unique, or of state significance.

LLc 3.2: Infill

The Project meets the definition of an infill development as previously developed parcels border it on 100% of its perimeter.

LLc 3.3: Brownfield Redevelopment for Midrise

The team is currently awaiting the results of the environmental assessment on the property, but expects that a Phase II assessment and remediation may be necessary given the Site's former automotive uses.

LLc4: Existing Infrastructure

The Project is in close proximity to existing gas, electric, and water and sewer lines (less than ½ mile as the credit requires).

LLc 5.3: Outstanding Community Resources/Transit for Midrise

The Ashmont TOD 2 Project is a TOD located less than 300 feet from the newly rebuilt (2011) Ashmont MBTA station. The station serves as a transportation hub for the area, with access to the Red Line, buses, and the Ashmont-Mattapan high speed rail. From there, residents will have affordable and convenient transportation options to education (including UMass-Boston) and employment opportunities in Boston and the surrounding metro area. Ashmont Station provides access to 12 bus routes, with more than 10 other bus routes within a ¼ mile walk of the Project Site.

LLc6: Access to Open Space

The Project is located within ½ mile of Dorchester Park, which contains 29 acres of publicly-accessible open space.

4.2.3 SUSTAINABLE SITES

SSp: 1.1: Erosion Controls During Construction

The Project team will develop a comprehensive erosion and sedimentation control plan which will include strategies to control the velocity and path of run-off from Site, protect sewer inlets, and provide wind and rain erosion control for stockpiles.

SSc 1.2: Minimize Disturbed Area of Site for Midrise

The Site is 0.62 acre (26,865 sf) and will contain 81 dwelling units, resulting in density of 131 units per acre, which significantly exceeds the requirement of 40 units per acre.

SSp 2.1: No Invasive Plants

The Project will not incorporate any invasive plantings.

SSc 2.2: Basic Landscaping Design

The Ashmont TOD 2 Project will have limited, targeted permeable areas for stormwater infiltration and planting. As such, the team will not be including turf in the landscape design. The Project will specify that mulch or soil amendments are added as appropriate, and that all compacted soils must be tilled at least 6 inches to meet credit requirements.

SSc 2.3: Limit Conventional Turf

The Ashmont TOD 2 Project will not include any turf in the landscape design.

SSc 2.4: Drought-Tolerant Plants

The landscape architect will specify that a minimum of 90% of all plantings for target planting areas are drought tolerant to meet credit requirements.

SSc 3.2: Reduce Roof Heat Island Effects for Midrise

White roofing materials with SRI of >78 will be installed to achieve this credit.

SSc 4.3: Stormwater Quality Control for Midrise (Maybe)

The Project team is currently exploring possible stormwater management design plans to achieve this credit.

SSc5: Nontoxic Pest Control

The Project will specify that all external cracks and joints will be sealed to reduce air and pest infiltration and all mechanical openings will include pest proof screens. In addition, solid concrete foundation walls will be incorporated.

SSc 6.3: Very High Density for Midrise

At a density of 131 units per acre, the Project is nearly double the requirements of 80 units per acre for this credit.

SSc 7.1: Public Transit

The Ashmont TOD 2 Project is located within ¼ mile of the Ashmont MBTA station, which serves as a transportation hub for the neighborhood. Residents will have easy access to the Red Line, buses, and the Ashmont-Mattapan high-speed rail. More than 12 bus routes depart from Ashmont Station, and more than 10 additional bus routes are within a ¼ mile of the site, providing thousands of trips per day.

SSc 7.2: Bicycle Storage

The Project will provide covered storage facilities for secure bicycle storage for residents to meet the requirements of this credit.

SSc 7.3: Parking Capacity/Low-Emitting Vehicles (Maybe)

The parking garage will include 2 preferred parking spaces with signage for Low Emitting Vehicles (5% of total parking capacity).

4.2.4 WATER EFFICIENCY

WEc2.1: High Efficiency Irrigation System

Irrigation for the targeted planted areas around the building will be provided by a high efficiency drip irrigation system with a controller and rain sensor.

WEc 3.1/3.2: High-Efficiency, Very High-Efficiency Fixtures and Fittings

High-efficiency plumbing fixtures will be installed in bathrooms and kitchens. These fixtures will include 1.28gpf toilets, 1.5gpm showerheads, 1.0gpm lavatory faucets, and 1.5gpm kitchen faucets.

WEc 3.3: Water Efficient Appliances for Midrise

Residents will be provided dishwashers that use ≤6 gallons per cycle, and washing machines, both in units and in common laundry areas will have a MEF ≥ 2.0 and WF < 5.5.

4.2.5 ENERGY AND ATMOSPHERE

EAp1.1: Minimum Energy Performance for Midrise

The Project team will design the Project to meet all of the mandatory prescriptive requirements as well as the minimum 15% energy cost savings performance threshold required by ASHRAE 90.1 for LEED Midrise compliance. The Project will achieve at least a 20% energy use reduction per ASHRAE 90.1 to ensure compliance with the Stretch Code.

EAp 1.2: Testing and Verification for Midrise

The Project team will include specific details in the drawings that set expectations for exterior envelope air sealing as well as unit by unit compartmentalization. The Proponent will also engage third party verification agents to conduct fundamental systems commissioning, duct leakage testing, and envelope air sealing and insulation inspections during construction.

EAp 1.3: Optimize Energy Performance for Midrise

The Project team will achieve a 20% reduction in energy cost and strive for a higher reduction in energy cost, per the ASHRAE 90.1-2007 performance standard. The team will accomplish this through building envelope efficiency and air sealing, high efficiency mechanical systems, energy star appliances, and efficient lighting technologies.

EAc7.2: Pipe Insulation

The Project will use R-4 insulation for all domestic hot water piping.

EAp11.1: Refrigerant Charge Test

A refrigerant charge test for the air conditioning systems in the building will be conducted to ensure they are poised for efficient operation.

EAc11.2: Appropriate HVAC Refrigerants

The Project will include no HCFC refrigerants in the mechanical systems.

4.2.6 MATERIALS AND RESOURCES

MRp1.1: Framing Order Waste Factor

The general contractor will be required to provide a framing order waste factor for any exterior or interior wood or metal walls that are built on the Site. Any off-Site fabrication will meet this prerequisite through the provision of shop drawings.

MRc1.5: Off-Site Fabrication (Maybe)

It is anticipated that the wood framed components of this Project will be constructed off-site utilizing panelization. This will be confirmed with the general contractor at the commencement of construction.

MRp2.1: FSC Certified Tropical Wood

There will be strict specification requirements that no tropical woods be used during construction, unless those tropical wood components are FSC certified.

MRc 2.2: Environmentally Preferable Products

The Ashmont TOD 2 Project team is committed to achieving a minimum of 3.5 EPP points through installation of the following materials:

All hard surface flooring materials will be SCS Floor Score certified;

All carpeting will be Green Label Plus certified;

All concrete mixes will include at least 30% fly ash;

All concrete mixes will include locally sourced aggregate material;

All gypsum board will contain required levels of post-industrial and post-consumer recycled content;

All paint will be low VOC; and

All sealants and adhesives will be low VOC.

MRp 3.1: Construction Waste Management Planning

The Project will implement a construction waste management plan and will provide monthly reports of Project-specific waste diversion.

MRc 3.2: Construction Waste Reduction

The Project team is committed to diverting at least 64% of the site-generated waste from landfill.

4.2.7 INDOOR ENVIRONMETNAL QUALITY

IEQp 2: Basic Combustion Venting

The Ashmont TOD 2 Project will provide CO monitors in each residential unit and will provide no unvented combustion equipment.

IEQp 4.1/4.2: Basic Outdoor Air Ventilation

The Project will design all ventilation to meet the ASHRAE 62.2 Standard and will provide heat recovery ventilation to meet the enhanced requirements for this credit.

IEQp4.2: Enhanced Outdoor Air Ventilation (Maybe)

The Project is exploring the options for providing heat recovery ventilation to meet the enhanced requirements for this credit.

IEQc 4.3: Third Party Performance Testing (Maybe)

The Project team is currently considering the third party verification to meet this credit's requirements.

IEQp 5.1: Basic Local Exhaust

The exhaust design will meet ASHRAE 62.2 requirements and the inclusion of heat recovery ventilation will ensure continuously operating exhaust ventilation in the bathrooms of the residential units.

IEQp 5.2: Enhanced Local Exhaust

The Project team is currently exploring options to potentially include heat recovery ventilation and continuously operating exhaust ventilation in the bathrooms of the residential units.

IEQc 5.3: Third Party Performance Testing (Maybe)

The Project team is considering third party verification to meet this credit's requirements.

IEQp 6.1: Room-by-Room Load Calculations

The MEP engineer will design the HVAC system using room by room heat load calculations and Manual D duct friction rate calculations.

IEQp7.1: Good Filters

The Project will use minimum MERV 8 filters in all air ducted handling equipment.

IEQc8.1: Contaminant Control (Maybe)

Meeting the requirements of this credit will be dependent on the construction timeline and whether the HVAC system will be utilized to provide heat during winter construction.

IEQc 8.2: Indoor Contaminant Control for Midrise

All primary entry ways from the garage and the street level will include a permanent walk-off mat that is at least 6′ in the direction of travel.

IEQp 9.1: Radon-Resistant Construction in High-Rise Areas

The Ashmont TOD 2 Project is located in a Zone 3 (low level risk) radon area.

IEQp 10.1/10.2: No HVAC in Garage, Minimize Pollutants from Garage

The Project will not include any residential HVAC ductwork within the garage space, and will meet all the air sealing requirements of credit 10.2 to minimize air transfer from the garage into the building.

IEQc 11: Environmental Tobacco Smoke Reduction

The Ashmont TOD 2 Project will be a non-smoking development and will meet the necessary requirements for this credit.

IEQp 12.1: Compartmentalization of Units

The design team will include specific details in the Project documents that outline requirements and construction approaches to achieving the compartmentalization requirement of 0.3 CFM50 per SF enclosure.

4.2.8 AWARENESS AND EDUCATION

AEp 1.1: Basic Operations Training

NEI will work with Trinity to develop a Project-specific green guide for tenants to educate them about the green features of the building and their unit. NEI will also train the Proponent's management team about the green features of the development, and each resident will receive a 1-hour tour of the building and their unit with the Proponent's staff, with specific focus on green features.

AEc 1.3: Public Awareness

The Project team will promote the green nature of the Project through a website, newspaper articles, and open houses.

AEc 2: Education of the Building Manager

NEI will thoroughly review the Operations & Maintenance manual provided by the general contractor to the management staff to ensure that all greening features are properly documented. NEI will meet with the building management staff to generally review the green features of the Project.

LEED for Homes Mid-rise Pilot Simplified Project Checklist

for Homes

Builder Name:	Trinity Ashmont Two, Limited Partnership
Project Team Leader (if different):	Mathieu Zahler, Trinity Ashmont Two Limited Partnership
Home Address (Street/City/State):	1971-1977 Dorchester Avenue & 4 Fuller Street, Dorchester, MA

Project Description:

Building type: *Mid-rise multi-family* # of stories: *6*

# of units: *81* Avg. Home Size Adjustment: *-8*

Adjusted Certification Thresholds

Certified: *37.0* Gold: *67.0*

Silver: *52.0* Platinum: *82.0*

Project Point Total		Final Credit Category Total Points			
Prelim: 56.5 + 15 maybe pts	Final: 16	ID: 0	SS: 7	EA: 7	EQ: 0
Certification Level		LL: 0	WE: 0	MR: 2	AE: 0
Prelim: Not Certified	Final: Not Certified	Min. Point Thresholds Not Met for Prelim. OR Final Rating			

date last updated :

last updated by :

Innovation and Design Process (ID)		(No Minimum Points Required)		Max Pts	Preliminary Y/Pts	Maybe	No	Final Y/Pts
1. Integrated Project Planning	1.1	Preliminary Rating		Prereq	Y			
	1.2	Energy Expertise for MID-RISE		Prereq	Y			
	1.3	Professional Credentialed with Respect to LEED for Homes		1	1	0		0
	1.4	Design Charrette		1	0	0	N	0
	1.5	Building Orientation for Solar Design		1	0	0	N	0
	1.6	Trades Training for MID-RISE		1	0	1		0
2. Durability Management Process	2.1	Durability Planning		Prereq	Y			
	2.2	Durability Management		Prereq	Y			
	2.3	Third-Party Durability Management Verification		3	0	0	N	0
3.Innovative or Regional Design	3.1	Innovation #1 *Demolition Waste Diversion*		1	1	0		0
	3.2	Innovation #2		1	0	0	N	0
	3.3	Innovation #3		1	0	0	N	0
	3.4	Innovation #4		1	0	0	N	0
		Sub-Total for ID Category:		11	2	1		0

Location and Linkages (LL)		(No Minimum Points Required)	OR	Max	Y/Pts	Maybe	No	Y/Pts
1. LEED ND	1	LEED for Neighborhood Development	LL2-6	10	0	0	N	0
2. Site Selection	2	Site Selection		2	2	0		0
3. Preferred Locations	3.1	Edge Development		1	0	0	N	0
	3.2	Infill	LL 3.1	2	2	0		0
	3.3	Brownfield Redevelopment for MID-RISE		1	1	0		0
4. Infrastructure	4	Existing Infrastructure		1	1	0		0
5. Community Resources/ Transit	5.1	Basic Community Resources for MID-RISE		1	0	0	N	0
	5.2	Extensive Community Resources for MID-RISE	LL 5.1, 5.3	2	0	0	N	0
	5.3	Outstanding Community Resources for MID-RISE	LL 5.1, 5.2	3	3	0		0
6. Access to Open Space	6	Access to Open Space		1	1	0		0
		Sub-Total for LL Category:		10	10	0		0

Sustainable Sites (SS)		(Minimum of 5 SS Points Required)	OR	Max	Y/Pts	Maybe	No	Y/Pts
1. Site Stewardship	1.1	Erosion Controls During Construction		Prerequisite	Y			
	1.2	Minimize Disturbed Area of Site for MID-RISE		1	1	0		0
2. Landscaping	2.1	No Invasive Plants		Prerequisite	Y			
	2.2	Basic Landscape Design	SS 2.5	1	1	0		0
	2.3	Limit Conventional Turf for MID-RISE	SS 2.5	2	2	0		2
	2.4	Drought Tolerant Plants for MID-RISE	SS 2.5	1	1	0		1
	2.5	Reduce Overall Irrigation Demand by at Least 20% for MID-RISE		3	0	0	N	0
3. Local Heat Island Effects	3.1	Reduce Site Heat Island Effects for MID-RISE		1	0	0	N	0
	3.2	Reduce Roof Heat Island Effects for MID-RISE		1	1	0		0
4. Surface Water Management	4.1	Permeable Lot for MID-RISE		2	0	0	N	0
	4.2	Permanent Erosion Controls		1	0	0	N	0
	4.3	Stormwater Quality Control for MID-RISE		2	0	2		0
5. Nontoxic Pest Control	5	Pest Control Alternatives		2	1	0		0
6. Compact Development	6.1	Moderate Density for MID-RISE		2	0	0	N	0
	6.2	High Density for MID-RISE	SS 6.1, 6.3	3	0	0	N	0
	6.3	Very High Density for MID-RISE	SS 6.1, 6.2	4	4	0		4
7. Alternative Transportation	7.1	Public Transit for MID-RISE		2	2	0		0
	7.2	Bicycle Storage for MID-RISE		1	1	0		0
	7.3	Parking Capacity/Low-Emitting Vehicles for MID-RISE		1	0	0		0
		Sub-Total for SS Category:		22	14	2		7

LEED for Homes Mid-rise Pilot Simplified Project Checklist (continued)

Water Efficiency (WE)		(Minimum of 3 WE Points Required)	OR	Max Pts	Preliminary Y/Pts	Maybe	No	Final Y/Pts
1. Water Reuse	1	Water Reuse for MID-RISE		5	0	0	N	0
2. Irrigation System	2.1	High Efficiency Irrigation System for MID-RISE	WE 2.2	2	2	0		0
	2.2	Reduce Overall Irrigation Demand by at Least 45% for MID-RISE		2	0	0	N	0
3. Indoor Water Use	3.1	High-Efficiency Fixtures and Fittings		3	1	0		0
	3.2	Very High Efficiency Fixtures and Fittings		6	4	0		0
	3.3	Water Efficient Appliances for MID-RISE		2	2	0		0
		Sub-Total for WE Category:		15	9	0		0

Energy and Atmosphere (EA)		(Minimum of 0 EA Points Required)	OR	Max	Y/Pts	Maybe	No	Y/Pts
1. Optimize Energy Performance	1.1	Minimum Energy Performance for MID-RISE		Prereq	Y			
	1.2	Testing and Verification for MID-RISE		Prereq	Y			
	1.3	Optimize Energy Performance for MID-RISE		34	7	3		7
7. Water Heating	7.1	Efficient Hot Water Distribution		2	0	0	N	0
	7.2	Pipe Insulation		1	1	0		0
11. Residential Refrigerant Management	11.1	Refrigerant Charge Test		Prereq	Y			
	11.2	Appropriate HVAC Refrigerants		1	1	0		0
		Sub-Total for EA Category:		38	9	3		7

Materials and Resources (MR)		(Minimum of 2 MR Points Required)	OR	Max	Y/Pts	Maybe	No	Y/Pts
1. Material-Efficient Framing	1.1	Framing Order Waste Factor Limit		Prereq	Y			
	1.2	Detailed Framing Documents	MR 1.5	1	0	0	N	0
	1.3	Detailed Cut List and Lumber Order	MR 1.5	1	0	0	N	0
	1.4	Framing Efficiencies	MR 1.5	3	0	0	N	0
	1.5	Off-site Fabrication		4	0	4		0
2. Environmentally Preferable Products	2.1	FSC Certified Tropical Wood		Prereq	Y			
	2.2	Environmentally Preferable Products		8	3.5	0		0
3. Waste Management	3.1	Construction Waste Management Planning		Prereq	Y			
	3.2	Construction Waste Reduction		3	2	0		2
		Sub-Total for MR Category:		16	5.5	4		2

Indoor Environmental Quality (EQ)		(Minimum of 6 EQ Points Required)	OR	Max	Y/Pts	Maybe	No	Y/Pts
2. Combustion Venting	2	Basic Combustion Venting Measures		Prereq	Y			
3. Moisture Control	3	Moisture Load Control		1	0	0	N	0
4. Outdoor Air Ventilation	4.1	Basic Outdoor Air Ventilation for MID-RISE		Prereq	Y			
	4.2	Enhanced Outdoor Air Ventilation for MID-RISE		2	0	2		0
	4.3	Third-Party Performance Testing for MID-RISE		1	0	1		0
5. Local Exhaust	5.1	Basic Local Exhaust		Prerequisite	Y			
	5.2	Enhanced Local Exhaust		1	1	0		0
	5.3	Third-Party Performance Testing		1	0	1		0
6. Distribution of Space Heating and Cooling	6.1	Room-by-Room Load Calculations		Prereq	Y			
	6.2	Return Air Flow / Room by Room Controls		1	0	0	N	0
	6.3	Third-Party Performance Test / Multiple Zones		2	0	0	N	0
7. Air Filtering	7.1	Good Filters		Prereq	Y			
	7.2	Better Filters	EQ 7.3	1	0	0	N	0
	7.3	Best Filters		2	0	0	N	0
8. Contaminant Control	8.1	Indoor Contaminant Control during Construction		1	0	1		0
	8.2	Indoor Contaminant Control for MID-RISE		2	1	0		0
	8.3	Preoccupancy Flush		1	0	0	N	0
9. Radon Protection	9.1	Radon-Resistant Construction in High-Risk Areas		Prereq	N/A		N/A	
	9.2	Radon-Resistant Construction in Moderate-Risk Areas		1	0	0	N	0
10. Garage Pollutant Protection	10.1	No HVAC in Garage for MID-RISE		Prereq	Y			
	10.2	Minimize Pollutants from Garage for MID-RISE	EQ 10.3	2	2	0		0
	10.3	Detached Garage or No Garage for MID-RISE		3	0	0	N	0
11. ETS Control	11	Environnmental Tobacco Smoke Reduction for MID-RISE		1	1	0		0
12. Compartmentalization of Units	12.1	Compartmentalization of Units		Prereq	Y			
	12.2	Enhanced Compartmentalization of Units		1	0	0	N	0
		Sub-Total for EQ Category:		21	5	5		0

Awareness and Education (AE)		(Minimum of 0 AE Points Required)		Max	Y/Pts	Maybe	No	Y/Pts
1. Education of the Homeowner or Tenant	1.1	Basic Operations Training		Prereq	Y			
	1.2	Enhanced Training		1	0	0	N	0
	1.3	Public Awareness		1	1	0		0
2. Education of Building Manager	2	Education of Building Manager		1	1	0		0
		Sub-Total for AE Category:		3	2	0		0

Figure 4-1
LEED Checklist
Source: The Architectural Team, 2014

Chapter 5

TRANSPORTATION

CHAPTER 5: TRANSPORTATION

5.1 INTRODUCTION

The Transportation Section of this Expanded Project Notification Form provides an assessment of existing and future traffic circulation and Site access for the proposed TOD, Ashmont TOD 2. The Project Site is located diagonally across the street (300 feet away) from the Ashmont Station on Dorchester Avenue between Fuller Street and Mercier Street (site of Ashmont Tire and a two-family residence) in Dorchester. Ashmont Station is a local and regional transit hub providing multi-modal access to subway, trolley, and bus services connecting Dorchester to South Boston, Downtown Boston, Forest Hills, Mattapan, Quincy, Randolph, and Brockton.

This assessment evaluates both the existing and projected traffic operations at key intersections in the vicinity of the Project Site with and without the proposed redevelopment. The evaluations will utilize data collected on June 5 and June 24, 2014 including traffic and pedestrian volume data and parking utilization and turnover counts, the projected generated uses of the development, and existing safety characteristics of the Site's surroundings to assess weekday morning and evening peak hour impacts associated with the development of Ashmont TOD 2.

5.1.1 PROJECT DESCRIPTION

The proposed Ashmont TOD 2 Project, on the Site of Ashmont Tire, will redevelop a 0.62 acre property with a mixed-use building providing up to 81 residential units on six floors and 3,950 square feet of retail and commercial space on the ground floor (the "Project"). Forty four (44) parking spaces will be provided in an underground garage and surface lot (approximately 0.54 spaces per residential unit). Secure, covered parking for 81 bicycles will be provided for residents, and 16 uncovered bicycle parking spaces will be provided for visitors.

The three existing driveway curb cuts that serve Ashmont Tire will be closed allowing approximately six parking stalls (including one accessible space) to be placed along the west curb line of Dorchester Avenue in front of the Project. Additional parking along this segment of Dorchester Avenue is needed to serve the nearby retail and commercial businesses.

Vehicles will circulate through the Site in a one-way pattern entering from Fuller Street and exiting onto Mercier Avenue. There are no curb cuts proposed on Dorchester Avenue. Access to the underground garage, surface parking lot, and waste collection will be provided via the internal circulation driveway. Trash and deliveries will be handled from a dedicated loading area adjacent to the Fuller Street driveway entrance.

The location of this development makes it a prime example of TOD. The proximity of the Project to the Ashmont Station multi-modal hub, the availability of quality public transportation, access to neighborhood services, and the walkability of the neighborhood reduces dependence on automobile travel and provides an opportunity for the Project to have a transformative effect on the community.

5.1.2 STUDY AREA

As shown on Figure 5-1, Project Area Intersections, the primary area of study encompasses Dorchester Avenue between Ashmont Street and Hurlcroft Avenue including the intersecting streets of Fuller Street, Mercier Avenue, and Beale Street, which was considered to be the area that the Project would have the greatest impact on transportation infrastructure.

Eleven hour turning movement vehicle, pedestrian, and bicycle counts were performed at the following locations:

- Dorchester Avenue and Talbot Avenue (with Tedeschi Food Shop);
- Dorchester Avenue and Ashmont Street;
- Dorchester Avenue and Bailey Street (with Ashmont Station and Dunkin Donuts);
- Dorchester Avenue at Fuller Street;
- Dorchester Avenue at Mercier Avenue and Beale Street; and
- Dorchester Avenue at Gallivan Boulevard.

5.1.3 METHODOLOGY

In accordance with BTD Transportation Access Plan Guidelines (2001) the Project Team conducted a transportation analysis for the Project. The analysis is summarized in the following sections:

- Section 5.2 comprises an inventory of existing transportation conditions, including roadway and intersection conditions; parking, transit, pedestrian and bicycle circulation; loading; and Site conditions.
- Section 5.3 evaluates future transportation conditions and assesses potential traffic impacts associated with the proposed development and other neighboring projects. Long-term impacts are evaluated for the year 2019, based on a five–year horizon from the 2014 base year. Expected roadway, parking, transit, pedestrian, and loading capacities and deficiencies are identified. This section includes the following scenarios:

  - o The No-Build Scenario (2019) includes general background growth and additional vehicular traffic associated with specific proposed or planned developments and roadway changes in the vicinity of the Site; and
  - o The Build Scenario (2019) includes specific travel demand forecasts for the project.
- Section 5.4 identifiers appropriate measures to mitigate Project-related impacts identified in Section 5.3. Also included in this section is an evaluation of short-term traffic impacts associated with construction activities.

5.1.4 CONCLUSIONS

This transportation study provides evidence that the proposed project will have minimal impacts for traffic and transportation in the surrounding neighborhood.

- The Project will replace an existing automobile-intensive use. The automobile traffic volumes generated by the Project will result in reductions in automobile trips to and from the Site for a typical weekday.
- Traffic on Dorchester Avenue has decreased since 2004 and this Project will have only a slight increased impact on traffic.
- Parking analysis shows that residential parking spaces are available at most times of the day on both Dorchester Avenue and surrounding streets of Fuller, Beale, and Mercier Avenue.

5.2 EXISTING CONDITIONS

The Project will be sited on three parcels of land that front onto Dorchester Avenue between Fuller Street to the north and Mercier Avenue on the south. The parcels encompass 26,865 square feet (0.62 acre) and are currently occupied by an automobile service provider, Ashmont Tire, and a two family residence. The existing Site has three curb cuts on Dorchester Avenue to access the five garage bay doors and one for access to an associated off-street parking lot. Curb cut access to the Site also exists on Fuller Street. Presently, the quantity of curb cuts on Dorchester Avenue and the presence of a bus stop impede the capacity of the curb in front of the Project to provide on-street parking for the community. A curb cut also exists on Mercier Avenue. The driveway straddles the property line and is used exclusively by the abutting property at 3 Mercier Avenue.

The Site is located approximately 625 feet south of Ashmont Street (Peabody Square) and opposite the southerly driveway of the Ashmont Station bus loop entrance.

5.2.1 EXISTING ROADWAY CONDITIONS

The following are general descriptions of the characteristics of the roadways within the study area.

Dorchester Avenue

Dorchester Avenue is a major north-south arterial connecting Pierce Square and Milton to the south with South Boston and Downtown Boston to the north. Within the vicinity of the Project, Dorchester Avenue serves a mix of commercial, retail, residential, and transit uses. Within the block of the Project Site, parking is prohibited on both sides of the roadway. Parking lanes are provided on the blocks to the north and south of the Project Site.

The Dorchester Avenue right-of-way adjacent to the Site has a width of 56 feet and operates as a two-way roadway, with one lane in each direction. Sharrow (shared bicycle use) pavement markings are indicated in the lanes. Sidewalks on each side of the roadway are approximately 8-feet wide.

Fuller Street

Fuller Street is a one-way single lane roadway between Dorchester Avenue and Morton Street. The direction of travel is from east to west from Dorchester Avenue to Morton Street. Fuller Street's primary uses are residential with parking lanes on each side. On-street parking is restricted to Dorchester residents. The Fuller Street right-of-way has a width of 40 feet and includes 6.5 foot wide sidewalks on each side. Fuller Street will provide primary access to the Project's internal circulation driveway.

Mercier Avenue

Mercier Avenue is a two-way roadway with a single lane in each direction running between Dorchester Avenue and Alicia Road. Mercier Avenue's primary uses are residential with parking lanes on each side. On-street parking is restricted to Dorchester residents. The Mercier Avenue right-of-way has a width of 40 feet and includes 7 feet wide sidewalks on each side.

Beale Street

Beale Street, located opposite Mercier Avenue, is a two-way roadway with a single lane in each direction. The roadway dead-ends at the MBTA rail corridor. A parking lane exists on the north side of the roadway. The roadway serves residential uses on the south side and mixed uses on the north side, including off-street parking lots.

Ashmont MBTA Station

The MBTA's Ashmont Station is situated on the east side of Dorchester Avenue between Ashmont Street on the north to Beale Street on the south. In the front of the station is The Carruth mixed-use TOD, which contains 116 residential units and ground floor retail uses.

Ashmont Station is served by a one-way bus loop with a south to north direction of travel. Entry to the station is provided opposite the Site and the exit is opposite Bailey Street. The Carruth development is also served by a one-way loop with a north to south direction of travel. The entry is opposite Bailey Street and the exit is opposite the Project Site.

5.2.2 EXISTING INTERSECTION CONDITIONS

Dorchester Avenue and Fuller Street

The intersection of Dorchester Avenue and Fuller Street is unsignalized. Fuller Street is a one-way westbound roadway. There are crosswalks across Fuller Street and Dorchester Avenue south of Fuller Street.

Dorchester Avenue and Mercier Avenue/Beale Street

The intersection of Dorchester Avenue with Mercier Avenue and Beale Street is unsignalized with the Mercier Avenue and Beale Street approaches stop controlled. Crosswalks are present on all four approaches to the intersection.

Peabody Square/Dorchester Avenue at Ashmont Street and Talbot Avenue

Dorchester Avenue at Talbot Avenue is a signalized intersection. The intersection also includes the driveway for a convenience store parking lot. There are crosswalks on all approaches to the intersection. Approaching the intersection, Talbot Avenue includes a right turn only lane with a no turn on red restriction. The southern approach of Dorchester Avenue has a left turn only lane to accommodate northbound turns onto Talbot Avenue. The northern approach of Dorchester Avenue has a left turn only lane approaching the intersection that is continued south of the intersection to accommodate southbound left turns onto Ashmont Street. Dorchester Avenue and Ashmont Street is also a signalized intersection. The west approach of Ashmont Street is one-way eastbound. The two lane east approach of Ashmont Street has right and left turn only lanes. There are crosswalks on three out of the four approaches to the intersection. There is not a crosswalk on the Dorchester Avenue northern approach. The two closely spaced signalized intersections operate using the same traffic signal controller.

Dorchester Avenue at Bailey Street and Ashmont Station Drive

The intersection of Dorchester Avenue at Bailey Street and Ashmont Station Drive is unsignalized. Bailey Street is a one-way eastbound roadway controlled by a stop sign. Ashmont Station Drive is the station's exit for buses and an entrance for a one-way driveway that parallels the Ashmont Station bus way providing access to The Carruth. The bus exit is controlled by a stop sign. The bus side of Ashmont Station Drive originates south of Fuller Street on Dorchester Avenue. The one-way street runs parallel in the opposite direction, terminating to the south of Dorchester Avenue. The end is controlled by a stop sign. The bus area and street are separated by a median and fence. There are crosswalks on three (3) approaches to the intersection. There is not a crosswalk on the northern approach of Dorchester Avenue.

5.2.3 ACCIDENT SUMMARY

Accident data available from MassDOT for the three most available recent years – 2010 to 2012 was collected and reviewed for the study area intersections. The total crashes, severity, manner of collision, and percentage that occurred during peak hours or wet/icy weather conditions for each intersection are presented in Table 5-1, Accident Summary. Morning and afternoon peak hours were determined to be 7:30 AM – 8:30 AM and 4:00 PM – 5:00 PM respectively. A copy of the crash data is included in the Transportation Appendix.

As indicated on Table 5-1, a total of 17 crashes occurred over the three-year period from 2010 to 2012 at the four study area intersections.

The MassDOT Crash rate Worksheet was used to determine the accident rate at each intersection in relation to the number of million travelling vehicles. The calculated accident rate is then compared to the published average accident rate for signalized or unsignalized intersections, as applicable, statewide and in MassDOT District 6. District 6 encompasses the metropolitan Boston area.

The calculated crash rates for the Project Site (Dorchester Avenue at Bailey Street 0.38, Dorchester Avenue at Fuller Street 0.20, and Dorchester Avenue at Mercier Avenue 0.08) are significantly lower than the MassDOT statewide and District 6 crash rates of 0.60 and 0.58 respectfully for unsignalized and signalized intersections (see Transportation Appendix, Section A-2: Crash Data).

Table 5-1: Crash Summary

Location	Number of Crashes			Severity				Manner of Collision					Percent During	
	Year	Total Crashes	Average per Year	PD[a]	PI[b]	NR[c]	F[d]	A[e]	RE[f]	HO[g]	Ped-Bike[h]	Other[j]	Peak Hours[k]	Wet/Icy Conditions
Dorchester Avenue at Ashmont Street	2010	3	2.33	1	2	0	0	0	2	1	0	0	33%	33%
	2011	1		1	0	0	0	0	0	0	0	1	0%	0%
	2012	3		1	1	1	0	0	1	0	1	1	0%	33%
Dorchester Avenue at Bailey Street &Ashmont T Station Drive	2010	3	2.00	1	1	1	0	1	1	0	0	1	0%	0%
	2011	1		0	0	1	0	0	0	1	0	0	0%	0%
	2012	2		2	0	0	0	0	1	1	0	0	0%	0%
Dorchester Avenue at Fuller Street	2010	1	1.00	0	0	1	0	0	1	0	0	0	0%	0%
	2011	1		1	0	0	0	0	1	0	0	0	0%	0%
	2012	1		0	0	1	0	0	0	0	0	1	0%	0%
Dorchester Avenue at Mercier Avenue & Beale Street	2010	1	0.33	0	0	1	0	0	1	0	0	0	100%	0%
	2011	0		0	0	0	0	0	0	0	0	0	0%	0%
	2012	0		0	0	0	0	0	0	0	0	0	0%	0%
Total	**ALL**	**17**	**1.4**	**7**	**4**	**6**	**0**	**1**	**8**	**3**	**1**	**4**	**12%**	**12%**

[a]Property Damage Only; [b]Personal Injury; [c]Not reported or unknown in term of severity; [d]Fatality; [e]Angle; [f]Rear end; [g]Head on; [h]Pedestrian or Cyclist; [j]Includes sideswipe, opposite direction; sideswipe, same direction; single vehicle crash; rear-to-rear; not reported; unknown; etc.; [k]Peak Hours include 7-9am and 4-6pm

More than half of the accidents are rear end type. This type of accident is primarily a result of stopped or turning vehicles struck from behind. In this area Dorchester Avenue has a relatively flat profile; therefore visibility is not a cause of the accident. However, because of the number of rear end crashes, speed may be a cause for the crashes.

5.2.4 EXISTING TRAFFIC CONDITIONS

Traffic Volume Data

Nitsch Engineering completed a data collection effort for the study intersections on June 5, 2014. Data collected included Turning Movement Counts (TMCs) for cars, bicycles, pedestrians, and heavy vehicles over an eleven hour period from 7:00 AM to 6:00 PM at the following intersections:

- Dorchester Avenue and Talbot Avenue (with Tedeschi Food Shop);
- Dorchester Avenue and Ashmont Street;
- Dorchester Avenue and Bailey Street (with Ashmont Station and Dunkin Donuts);

- Dorchester Avenue at Fuller Street;
- Dorchester Avenue at Mercier Avenue and Beale Street; and
- Dorchester Avenue at Gallivan Boulevard.

Based on the counts, the AM peak hour is from 7:30 AM to 8:30 AM and the PM peak hour is from 4:00 PM to 5:00 PM. The existing traffic counts are summarized in Figure 5-2, 2014 Existing Traffic Conditions.

Intersection Operations

The measure of how efficiently an intersection operates and processes vehicles is determined through an analysis of intersection Level of Service (LOS), which is based on average vehicle delay. Nitsch Engineering conducted a LOS analysis at the study area intersections using the procedures outlined in the 2010 Highway Capacity Manual (HCM)[1]. The intersections were analyzed using SYNCHRO Version 8 computer software, which conforms to MassDOT requirements. The HCM bases its LOS results on average delay experienced by vehicles at intersections. The HCM categorizes traffic with, LOS A representing minimum delays and good service, and LOS F representing significant delays and poor service. MassDOT considers, LOS A, B, C, and D as acceptable in urban/suburban areas, and LOS E and F as unacceptable. Table 5-2 shows the LOS criteria for signalized and un-signalized intersections.

Table 5-2: Level of Service Conditions for Intersections

Signalized Intersections		Un-signalized Intersections	
Level of Service[1]	Stopped Delay per Vehicle[1](Seconds)	Level of Service[1]	Stopped Delay per Vehicle[1](Seconds)
A	0 to 10	A	0 to 10
B	>10 to 20	B	>10 to 15
C	>20 to 35	C	>15 to 25
D	>35 to 55	D	>25 to 35
E	>55 to 80	E	>35 to 50
F	Over 80	F	Over 50

[1]Reference: 2010 Highway Capacity Manual, TRB

5.2.5 EXISTING TRAFFIC OPERATIONS

Nitsch Engineering analyzed the existing 2014 traffic operations at the study intersections. Table 5-3 summarizes the 2014 existing condition traffic operations.

[1]*2010 Highway Capacity Manual;* Transportation Research Board.

Table 5-3: Level of Service Summary – 2014 Existing Conditions

Intersection	Movement	Weekday Morning Peak Hour					Weekday Evening Peak Hour				
		V/C[1]	DELAY[2]	LOS[3]	50th Q[4]	95thQ[5]	V/C[1]	DELAY[2]	LOS[3]	50th Q[4]	95thQ[5]
Dorchester Avenue at Tedeschis/Talbot Avenue	Talbot Ave EB-T	0.03	25.1	C	4	20	0.07	25.4	C	8	30
	Talbot Ave EB-R	0.28	4.6	A	0	46	0.32	4.2	A	0	44
	Tedeschis WB-T	0.04	23.4	C	5	11	0.02	23.2	C	3	8
	Dorchester Ave NB-L	0.45	5.7	A	25	59	0.57	8.6	A	25	62
	Dorchester Ave NB-T	0.42	6.7	A	47	89	0.43	6.8	A	44	87
	Dorchester Ave SB-L	0.00	8.0	A	0	3	0.00	8.0	A	0	2
	Dorchester Ave SB-T	0.35	14.9	B	75	111	0.49	17.4	B	116	181
	Overall	0.66	8.5	A	-	-	0.70	10.2	B	-	-
Dorchester Avenue at Ashmont Street	Ashmont St EB-T	0.46	26.6	C	84	186	0.32	22.8	C	56	125
	Ashmont St WB-L	0.64	42.5	D	53	#161	0.70	42.8	D	80	#199
	Ashmont St WB-R	0.28	4.5	A	0	45	0.32	4.4	A	0	36
	Dorchester Ave NB-T	0.66	19.7	B	187	277	0.63	19.6	B	173	258
	Dorchester Ave SB-L	0.26	5.3	A	8	28	0.35	5.9	A	10	31
	Dorchester Ave SB-T	0.28	4.1	A	24	64	0.38	4.2	A	30	76
	Overall	0.66	0.0	B	-	-	0.70	15.6	B	-	-
Dorchester Avenue at Dunkin Donut Driveway	Dunkin Donut Driveway EB-LR	0.11	16.9	C	-	9	0.13	14.2	B	-	11
	Dorchester Ave NB-LTR	0.01	0.4	A	-	1	0.00	0.1	A	-	0
	Dorchester Ave SB-LTR	0.29	0.0	A	-	0	0.39	0.0	A	-	0
Dorchester Avenue at Ashmont T Station/Bailey Street	Bailey St EB-LTR	0.42	25.1	D	-	50	0.39	25.9	D	-	44
	Ashmont T Station WB-LTR	0.28	28.3	D	-	28	0.07	14.8	B	-	5
	Dorchester Ave NB-LTR	0.29	0.0	A	-	0	0.26	0.0	A	-	0
	Dorchester Ave SB-LTR	0.01	0.4	A	-	1	0.02	0.5	A	-	1
Dorchester Avenue at Fuller Street	Dorchester Ave NB-LT	0.72	20.2	C	-	160	0.70	20.4	C	-	144
	Dorchester Ave SB-TR	0.58	14.3	B	-	96	0.71	17.7	C	-	153
Dorchester Avenue at Bus Entrance	Dorchester Ave NB-LT	0.67	16.9	C	-	135	0.55	14.0	B	-	87
	Dorchester Ave SB-TR	0.54	15.6	C	-	82	0.54	14.2	B	-	83
Dorchester Avenue at Mercier Avenue/ Beale Street	Mercier Ave EB-LTR	0.28	23.4	C	-	28	0.16	21.0	C	-	14
	Beale St WB-LTR	0.07	18.3	C	-	6	0.10	15.8	C	-	8
	Dorchester Ave NB-LTR	0.01	0.2	A	-	1	0.01	0.2	A	-	0
	Dorchester Ave SB-LTR	0.00	0.0	A	-	0	0.01	0.2	A	-	0

[1] Volume to Capacity Ratio; [2] Vehicle Delay, measured in seconds; [3] Level Of Service; [4] 50th Percentile Queue (in feet); [5] 95th Percentile Queue (in feet) based upon 22 feet per vehicle; * = De facto Left Lane; # = volume exceeds capacity, queue may be longer; m = 95th percentile queue is metered by upstream signal; ~ = Volume exceeds capacity, queue is theoretically infinite, L= Left Turn Lane, R = Right Turn Lane, T + Through Lane

Table 5-3 shows that all intersections operate at acceptable levels of service (LOS) during both AM and PM peak hours under the existing conditions. All individual approaches at the intersection operate at LOS D or better.

5.2.6 EXISTING PARKING AND CURB USE

On-street parking and curbside use was inventoried along Dorchester Avenue between Hurlcroft Avenue and Ashmont Street. Fuller Street, Mercier Avenue, and Beale Street were also inventoried. Figure 5-3, Curb Use, indicates the curb side use and parking regulations within the study area. Two-hour regulated parking exists on the northerly segment of Dorchester Avenue, as expected, to serve retail and commercial uses in and emanating from Peabody Square. Residential permit parking predominates on Fuller Street, Mercier Avenue, Beale Street, and the southern segment of Dorchester Avenue.

A residential parking utilization and turnover assessment was performed on June 24, 2014 to determine the availability of parking at three intervals during the day; 8:00 AM, noon, and 4:00 PM. The indicated numbers of turnovers are for the periods between 8:00 AM and noon and again between noon and 4:00 PM.

Table 5-4: Resident Parking Utilization & Turnover

STUDY AREA	TIME	TOTAL # OF SPACES	# OF SPACES OCCUPIED	UTILIZATION (%)	# OF TURNOVERS	TURNOVER (%)
Dorchester Avenue	8:00 AM	11	5	45%	1	9%
	Noon	11	5	45%	1	9%
	4:00 PM	11	6	55%		
Beale Street	8:00 AM	13	12	92%	2	15%
	Noon	13	11	85%	0	0%
	4:00 PM	13	10	77%		
Fuller Street	8:00 AM	33	15	45%	3	9%
	Noon	33	14	42%	7	21%
	4:00 PM	33	9	27%		
Mercier Avenue	8:00 AM	24	8	33%	2	8%
	Noon	24	12	50%	5	21%
	4:00 PM	24	8	33%		

The parking counts were taken on Tuesday, June 24, 2014.Refer to Figure 5-3: Curb Use for the limits of the study area.

The results of this inventory indicate that residential area parking is available on the roadways surrounding the Project Site.

5.2.7 EXISTING PUBLIC TRANSPORTATION FACILITIES

The Site is adjacent to the MBTA's Ashmont Station, a multi-modal transit hub that provides Red Line subway service to Downtown Boston and Cambridge and High Speed Trolley service to Mattapan. In addition there are 10 bus routes currently operating from Ashmont that provide service to South Boston, Forest Hills, Mattapan, Quincy, Brockton, and Randolph. See Table 5-5, Bus Route Summary and Figure 5-4, Public Transportation, for available bus and other transportation services adjacent to the Project Site.

Table 5-5: Bus Route Summary

Route #	Start Point	End Point	Via	Weekday Frequency	Weekend Frequency
Within Peabody Square					
18	Ashmont Station (Red Line)	Andrew Station (Red Line)	Dorchester Ave	30 min, (peak), 60 min (off-peak)	60 min (Sat/Sun)
22	Ashmont Station (Red Line)	Ruggles Station (Orange Line)	Talbot Ave / Savin Hill Ave	5-10 min (peak), 15-20 min (off-peak)	15-20 min (Sat/Sun)
23	Ashmont Station (Red Line)	Ruggles Station (Orange Line)	Talbot Ave / Washington St	5-10 min (peak), 10-20 min (off-peak)	10-20 min (Sat), 15-20 min (Sun)
26	Ashmont Station (Red Line)	Ashmont Station (Red Line)	Talbot Ave / Washington St / Norfolk St	15 min, (peak), 30 min (off-peak)	30 min, (Sat), 60 min (Sun)
South of Peabody Square					
21	Ashmont Station (Red Line)	Forest Hills (Orange Line, C. Rail)	Dorchester Ave / Gallivan Blvd	5-10 min (peak), 15-20 min (off-peak)	45 min, (Sat), 60 min (Sun)
27	Ashmont Station (Red Line)	Mattapan Station (Red Line Trolley)	Dorchester Ave / River St	35 min, (peak), 60 min (off-peak)	40 min, (Sat), 60 min (Sun)
215	Ashmont Station (Red Line)	Quincy Center Station (Red Line, C. Rail)	Dorchester Ave / Gallivan Blvd	20 min, (peak), 30-60 min (off-peak)	35-40 min (Sat), 60 min (Sun)
217	Ashmont Station (Red Line)	Quincy Center Station (Red Line, C. Rail)	Dorchester Ave	45 min. (peak), 60-120 min (off-peak)	No Service
240	Ashmont Station (Red Line)	Crawford Square - Randolph	Dorchester Ave / Route 28	10-15 min (peak), 30-35 min (off-peak)	30 min (Sat), 70 min (Sun)
Brockton Area Transit (BAT) #12	Ashmont Station (Red Line)	BAT Centre - Brockton	Dorchester Ave / Route 28	15-20 min (peak), 45 min (off-peak)	40 min (Sat), No Sunday Service

5.2.8 EXISTING PEDESTRIAN FACILITIES

Sidewalks are provided on both sides of Dorchester Avenue, Fuller Street, and Mercier Avenue. Crosswalks are provided at key study intersections, and are generally in good condition and supply adequate capacity. Accessible ramps and crosswalks are provided at most study area intersections. The City began repainting crosswalks at the intersection of Beale Street and Dorchester Avenue in July 2014.

The pedestrian movements for this analysis were obtained on June 6, 2014 and are included in the Transportation Appendix. Figure 5-5, Existing Pedestrian Volumes AM Peak Hour, and Figure 5-6, Existing Pedestrian Volumes PM Peak Hour, illustrate the 2014 existing AM and PM peak-hour pedestrian movement counts.

5.2.9 EXISTING BICYCLE FACILITIES

The Project Site is conveniently located within 1 mile of the Neponset River Path, which provides approximately 2.5 miles of biking, walking, and jogging paths and extend southward via Truman Parkway to the Neponset River Reservation in Hyde Park, and northward to the Harborwalk.

The roadways adjacent to the Project Site with exception of Dorchester Avenue have no designated bicycle lanes or markings. Dorchester Avenue is marked for bicycles with shared road symbols and signage and is designated as an advanced-level bike route suitable for experienced and traffic confident cyclists on the 2010-2011 Boston Bikes Map. Fuller Street is designated as beginner-level bike route suitable for all types of cyclists including newer cyclists, cyclists with limited on-road experience, and/or children. Ashmont Street is designated as intermediate-level bike route suitable for riders with some on-road experience. There is no bike route level designation for Mercier Avenue.

The MBTA opened a dedicated bicycle parking facility across from the Site on Dorchester Avenue in the spring of 2014. This restricted access and locked facility will increase the usage of bikes in the area as commuters and residents become familiar with the availability of secure bike parking. Figure 5-7, Bicycle Volumes AM Peak Hour, and Figure 5-8, Bicycle Volumes PM Peak Hour, illustrate the 2014 existing AM and PM peak-hour bicycle turning movement counts. Detailed bicycle counts are provided in the Transportation Appendix.

5.2.10 EXISTING CAR SHARING FACILITIES

Car sharing, predominantly served by Zipcar in the Boston area, provides easy access to vehicular transportation for those who do not own cars. Vehicles are rented on an hourly or daily basis, and all vehicle costs (gas, maintenance, insurance, and parking) are included in the rental fee. Vehicles are checked out for a specific time period and returned to their designated location.

The nearby Zipcar service provides an important transportation option and reduces the need for private vehicle ownership. As shown on Figure 5-4, Public Transportation, and summarized in Table 5-6, Zipcar has three locations in the vicinity of the Project Site with a combined total of 16.

A drawback to the current Zipcar locations is that all the vehicles are parked off street. As part of this Project's creation of new parking along Dorchester Avenue, the Proponent will work with BTD and the car sharing provider to select a dedicated on street car sharing location.

Table 5-6: Zipcar Summary

Facility Location	Number of Vehicles
All Saints Church (Ashmont Street)	3
Dorchester Ave./Wrentham St.	8
Dorchester Ave./Banton St.	5
Total	**16**

5.3 FUTURE CONDITIONS

The current 2014 traffic data was compared with the data from The Carruth development in the Project Area (*Project Notification Form Ashmont Transit Oriented Development, November 2004*), and concluded that the traffic volumes in this area have decreased over the past ten years by as much as 20%. However, to be conservative and account for any new residential, commercial, or other developments, a background growth rate of 0.5% compounded annually was used to develop the future volumes for the analysis.

5.3.1 NO-BUILD CONDITIONS

Nitsch Engineering performed a design year traffic analysis to compare traffic operations without the proposed development. The analysis is based on a 5-year horizon from the current year, 2014. The 2019 No-Build traffic volumes were developed using the 0.5% background growth rate. Figure 5-9, No-Build 2019 Traffic Volumes, shows the 2019 No-Build Volumes used in the traffic analysis and Table 5-7 summarizes the result of the 2019 No-Build traffic analyses.

Table 5-7: Level of Service Summary – 2019 No-Build Condition

Intersection	Movement	Weekday Morning Peak Hour					Weekday Evening Peak Hour				
		V/C[1]	DELAY[2]	LOS[3]	50th Q[4]	95th Q[5]	V/C[1]	DELAY[2]	LOS[3]	50th Q[4]	95th Q[5]
Dorchester Avenue at Tedeschis/Talbot Avenue	Talbot Ave EB-T	0.03	25.3	C	4	20	0.07	25.9	C	9	31
	Talbot Ave EB-R	0.29	4.5	A	0	47	0.33	4.3	A	0	44
	Tedeschis WB-T	0.04	23.3	C	5	11	0.02	23.6	C	3	8
	Dorchester Ave NB-L	0.47	6.2	A	26	60	0.59	8.9	A	25	61
	Dorchester Ave NB-T	0.43	7.3	A	48	91	0.43	6.8	A	46	90
	Dorchester Ave SB-L	0.00	7.5	A	0	3	0.00	8.0	A	0	2
	Dorchester Ave SB-T	0.36	15.1	B	77	113	0.49	17.2	B	120	186
	Overall	0.67	8.7	A	-	-	0.74	10.3	B	-	-
Dorchester Avenue at Ashmont Street	Ashmont St EB-T	0.46	26.7	C	87	191	0.33	23.4	C	60	129
	Ashmont St WB-L	0.65	42.9	D	55	#168	0.74	46.5	D	85	#207
	Ashmont St WB-R	0.29	4.5	A	0	46	0.33	4.4	A	0	36
	Dorchester Ave NB-T	0.67	20.4	C	193	287	0.63	19.6	B	180	267
	Dorchester Ave SB-L	0.27	5.7	A	9	28	0.37	6.1	A	11	32
	Dorchester Ave SB-T	0.28	4.2	A	25	65	0.38	4.2	A	31	78
	Overall	0.67	17.2	B	-	-	0.74	16.1	B	-	-
Dorchester Avenue at Dunkin Donut Driveway	Dunkin Donut Driveway EB-LR	0.11	16.8	C	-	9	0.14	14.5	B	-	12
	Dorchester Ave NB-LTR	0.01	0.2	A	-	1	0.00	0.1	A	-	0
	Dorchester Ave SB-LTR	0.29	0.0	A	-	0	0.40	0.0	A	-	0
Dorchester Avenue at Ashmont T Station/Bailey Street	Bailey St EB-LTR	0.48	28.8	D	-	61	0.41	27.6	D	-	48
	Ashmont T Station WB-LTR	0.31	31.7	D	-	31	0.07	15.1	C	-	6
	Dorchester Ave NB-LTR	0.30	0.0	A	-	0	0.26	0.0	A	-	0
	Dorchester Ave SB-LTR	0.01	0.4	A	-	1	0.02	0.5	A	-	1
Dorchester Avenue at Fuller Street	Dorchester Ave NB-LT	0.75	21.4	C	-	174	0.72	21.7	C	-	157
	Dorchester Ave SB-TR	0.59	14.6	B	-	101	0.73	18.4	C	-	164
Dorchester Avenue at Bus Entrance	Dorchester Ave NB-LT	0.71	18.2	C	-	153	0.57	14.2	B	-	92
	Dorchester Ave SB-TR	0.56	16.3	C	-	89	0.55	14.4	B	-	87
Dorchester Avenue at Mercier Avenue/ Beale Street	Mercier Ave EB-LTR	0.31	25.2	D	-	32	0.18	21.9	C	-	16
	Beale St WB-LTR	0.07	19.2	C	-	6	0.10	16.2	C	-	8
	Dorchester Ave NB-LTR	0.01	0.1	A	-	1	0.01	0.2	A	-	0
	Dorchester Ave SB-LTR	0.00	0.0	A	-	0	0.01	0.2	A	-	0

[1] Volume to Capacity Ratio; [2] Vehicle Delay, measured in seconds; [3] Level Of Service; [4] 50th Percentile Queue (in feet); [5] 95th Percentile Queue (in feet) based upon 22 feet per vehicle; * = De facto Left Lane; # = volume exceeds capacity, queue may be longer; m = 95th percentile queue is metered by upstream signal; ~ = Volume exceeds capacity, queue is theoretically infinite, L= Left Turn Lane, R = Right Turn Lane, T + Through Lane

Table 5-7 shows that under the 2019 No-Build conditions, all intersections will continue to operate at acceptable LOS during AM and PM peak hours. All individual approaches at the intersection will operate at LOS D or better.

5.3.2 BUILD CONDITIONS

Site Access and Circulation

The Project will simplify and improve vehicular circulation and reduce vehicle turning conflicts along Dorchester Avenue by eliminating the existing driveway curb cuts along the frontage of the Project Site. Six on-street parking spaces will be created and buffer pedestrians travelling on the sidewalk.

All vehicular access to the residential parking and loading will be provided via a one-way entrance on Fuller Street. Egress from the Project Site will be via the Site driveway onto Mercier Avenue. All other existing vehicular access points will be closed. Primary pedestrian access to the residential lobby and retail and commercial businesses will be provided on Dorchester Avenue. Figure 1-3, Project Site Plan illustrates the proposed site access points. Elimination of the existing curb cuts on Dorchester Avenue will eliminate pedestrian and vehicle conflicts as well.

The proposed egress driveway is in close proximity to the intersection of Mercier Avenue with Dorchester Avenue. Therefore existing vehicles will have to wait for the intersection to be vacated to be able to exit and drive into the intersection.

The proposed improvements include a bump-out on the south and north corners of the Fuller Street and Dorchester Avenue intersection. The southern bump-out will shorten the crossing length of the Dorchester Avenue crosswalk and shield the new parking lane along the frontage of the Site. The northern bump-out will reduce the speed of cars turning right onto Fuller Street from southbound Dorchester Avenue.

Trip Generation

Nitsch Engineering used the Institute of Transportation Engineers (ITE) publication Trip Generation, 9th Edition to estimate the unadjusted vehicle trip rates for the proposed development. The proposed Ashmont TOD 2 development consists of three components:

- 3,950 square feet of ground floor retail and commercial space;
- 37 units of condominiums; and
- 44 units of rental apartments.

Trip generation rates for the retail and commercial space were based on Land Use Code (LUC) 826 (Specialty Retail Center to include commercial and restaurant uses as allowed by the Zoning Board of Appeal). Trip generation rates for the condominiums were based on LUC 230 (Residential Condominiums/Townhouse). Trip generation rates for the rental apartments were based on LUC 220 (Apartment). In line with the Project being a transit-oriented development, and coupled with the parking ratio of 0.54 spaces per unit, it is anticipated that only half of the units will own a car. Therefore, the trip generation rates were based on half of the residential units. The unadjusted vehicle trips calculated by the ITE trip generation rates were then converted into person trips using the 1995 National Personal Transportation Survey (NPTS) vehicle occupancy rate of 1.14 persons per vehicle. Table 5-8 summarized the total Site generated person trips for the daily and morning and evening peak hours.

Table 5-8: Site-Generated Person Trips

Time Period	Retail	Condo	Rental	Total
	Person Trips	Person Trips	Person Trips	Person Trips
Weekday Daily				
Enter	113	62	84	259
Exit	113	62	84	259
Total	226	124	168	518
Workday AM				
Enter	17	2	5	24
Exit	18	8	10	36
Total	35	10	15	60
Workday PM				
Enter	12	7	10	29
Exit	10	5	7	22
Total	22	12	17	51

As illustrated in Table 5-8, approximately 518 new daily trips (259 trips in and 259 trips out) are expected to be generated by the Project, with 60 new trips (24 in and 36 out) during the AM peak hour and 51 new trips (29 in and 22 out) during the PM peak hour (increase of approximately 1 trip per minute on Dorchester Avenue and the adjacent roadway network during the AM and PM peak periods).

BTD mode split and distribution information for Zone 9, which covers the Project location, was used to develop the proposed travel mode characteristics of the 518 daily trips. It is important to note that these anticipated travel mode splits reflects the Dorchester-wide perspective of BTD and have not been adjusted to reflect the specifics of this particular Site and, as such, are inherently skewed toward vehicle trips. As previously noted this Project is adjacent to a major public transit center and it is anticipated that a majority of residents and retail shoppers will walk or cycle to the Site. Table 5-9 summarizes the anticipated travel mode splits for the Project.

Table 5-9: Anticipated Travel Mode Characteristics

	Mode Split Percentages			
Time Period	**Walking/Bicycle**	**Transit**	**Auto**	**Vehicle Occupancy**
Weekday Daily				
	16%	13%	71%	1.14
Weekday AM Peak				
Enter	21%	13%	66%	1.14
Exit	13%	30%	57%	1.14
Weekday PM Peak				
Enter	13%	30%	57%	1.14
Exit	21%	13%	66%	1.14

To determine the estimated number of trips by each different travel mode and by either the residential or retail components of the project, the mode split percentages (from Table 5-9) is applied to the number of anticipated site generated trips (Table 5-8).

Non-Auto Site Generated Trips

The number of non-auto Site-generated trips (walking/bicycle and transit), was calculated by applying the types of mode splits found on Table 5-9 to the total site generated person-trips listed on Table 5-8. The results are summarized in Table 5-10.

Table 5-10: Non-Auto Site-Generated Trips

Time Period	Walking/Bicycle Trips			Transit Trips			Total Non-Auto Trips
	Retail	Condo	Rental	Retail	Condo	Rental	
Weekday Daily							
Enter	18	10	13	15	8	11	75
Exit	18	10	13	15	8	11	75
Total	36	20	26	30	16	22	150
Weekday AM							
Enter	4	1	1	2	1	1	10
Exit	2	1	2	5	3	3	16
Total	6	2	3	7	4	4	26
Weekday PM							
Enter	2	1	2	2	3	3	13
Exit	2	1	1	1	1	1	7
Total	4	2	3	3	4	4	20

Auto Trips

The number of auto trips arriving and departing the site by auto was calculated by applying the auto mode split to the person trips. In order to calculate the number of vehicle trips to the site, the local vehicle occupancy rate of 1.14 passengers per car was applied to the auto trips. However, to present a conservative analysis of the Project Site, the auto trips were not reduced by a vehicle occupancy rate. Table 5-11 summarizes the anticipated residential Site-generated auto trips for the Project.

Table 5-11: Residential Site-Generated Trips

Project Auto Trips			
Time Period	**Total Trips**		**Total Residential**
	Rental	**Condo**	
Weekday Daily			
Enter	60	44	104
Exit	60	44	104
Total	120	88	208
Weekday AM Peak			
Enter	3	1	4
Exit	6	5	11
Total	9	6	15
Weekday PM Peak			
Enter	6	4	10
Exit	4	3	7
Total	10	7	17

The trip generation of the proposed Project was also compared to that of the existing use on the Site (Ashmont Tire) the tire and auto repair business (ITE Trip Generation 9th Edition for approximately 9,000 square feet using LUC-848, Tire Store with 10 employees and 50 customers per an average day). The vehicle trips generated by this use are currently on the roadway network and reflected within the existing traffic counts at the study area intersections. Table 5-12 compares the vehicle trip generation associated with the proposed residential Project with that of the existing use.

Table 5-12: Proposed Site Trip Generation and Existing Use

Time Period	Use		Total New Residential
	Existing	Proposed	
Weekday Daily			
Enter	112	104	-8
Exit	112	104	-8
Total	224	208	-16
Weekday AM Peak			
Enter	16	4	-12
Exit	5	11	6
Total	21	15	-6
Weekday PM Peak			
Enter	5	10	5
Exit	16	7	-9
Total	21	17	-4

The Project Site will not provide any on-site customer parking spaces for the retail and commercial component of the development, and therefore no vehicle trips to the retail component of the Project will use the proposed Site driveway. The vehicle trips expected to be generated by the retail component of the Project were added to the study area roadways and intersections and are expected to utilize on-street parking where available to visit the Site.

Trips to the retail and commercial component will consist of new trips and trips drawn from existing traffic already traveling past the site that are referred to as "pass-by trips". For this Project, 25% of the total auto trips were estimated to be pass-by trips. Table 5-13, Retail Site-Generated Trips, summarizes the auto trips generated by the retail component of the Site.

Table 5-13: Retail Site-Generated Trips

Project Trips			
Time Period	**New Trips**	**Pass-By Trips**	**Total Trips**
Weekday Daily			
Enter	60	20	80
Exit	60	20	80
Total	120	40	160
Weekday AM Peak			
Enter	8	4	12
Exit	8	3	11
Total	16	7	23
Weekday PM Peak			
Enter	6	2	8
Exit	6	2	8
Total	12	4	16

Project Trip Distribution

The Project vehicle trips (from Tables 5-12 and 5-13) were distributed and assigned to the surrounding roadway network based on existing travel patterns at the study area intersections. The Project trip assignments are illustrated in Figure 5-10, Build 2019 Project Trips.

2019 Build Traffic Analysis

The assigned Project related trips were added to the 2019 No-Build peak hour traffic volumes to reflect the 2019 Build peak hour volumes. The analysis for the 2019 Build conditions uses the same methodology as the 2014 Existing and 2019 No-Build conditions analyses. Figure 5-11, Build 2019 Traffic Volumes, shows the 2019 Build Volumes used in the traffic analysis and Table 5-14 summarizes the result of the 2019 Build traffic analyses.

Table 5-14: Level of Service Summary – 2019 Build Condition

Intersection	Movement	Weekday Morning Peak Hour					Weekday Evening Peak Hour				
		V/C[1]	DELAY[2]	LOS[3]	50th Q[4]	95th Q[5]	V/C[1]	DELAY[2]	LOS[3]	50th Q[4]	95th Q[5]
Dorchester Avenue at Tedeschis/Talbot Avenue	Talbot Ave EB-T	0.03	25.6	C	4	20	0.07	25.9	C	9	31
	Talbot Ave EB-R	0.29	4.6	A	0	47	0.33	4.3	A	0	44
	Tedeschis WB-T	0.04	23.7	C	5	11	0.02	23.6	C	3	8
	Dorchester Ave NB-L	0.47	5.9	A	26	60	0.60	9.3	A	26	63
	Dorchester Ave NB-T	0.43	6.7	A	48	91	0.43	6.9	A	46	91
	Dorchester Ave SB-L	0.00	7.5	A	0	3	0.00	8.0	A	0	2
	Dorchester Ave SB-T	0.35	14.0	B	77	113	0.50	17.3	B	121	188
	Overall	0.68	8.6	A	-	-	0.77	10.4	B	-	-
Dorchester Avenue at Ashmont Street	Ashmont St EB-T	0.47	27.4	C	90	191	0.35	23.3	C	63	134
	Ashmont St WB-L	0.66	44.6	D	57	#166	0.77	50.0	D	87	#214
	Ashmont St WB-R	0.29	4.5	A	0	46	0.33	4.4	A	0	36
	Dorchester Ave NB-T	0.68	20.3	C	200	297	0.63	19.6	B	179	267
	Dorchester Ave SB-L	0.27	5.8	A	9	28	0.37	6.1	A	11	32
	Dorchester Ave SB-T	0.28	4.2	A	24	65	0.39	4.2	A	31	79
	Overall	0.68	17.5	B	-	-	0.79	17.1	B	-	-
Dorchester Avenue at Dunkin Donut Driveway	Dunkin Donut Driveway EB-LR	0.10	16.5	C	-	9	0.14	14.7	B	-	12
	Dorchester Ave NB-LTR	0.01	0.2	A	-	1	0.00	0.1	A	-	0
	Dorchester Ave SB-LTR	0.29	0.0	A	-	0	0.40	0.0	A	-	0
Dorchester Avenue at Ashmont T Station/Bailey Street	Bailey St EB-LTR	0.41	24.8	C	-	48	0.44	29.9	D	-	52
	Ashmont T Station WB-LTR	0.29	29.4	D	-	29.4	0.07	15.7	C	-	6
	Dorchester Ave NB-LTR	0.29	0.0	A	-	0	0.28	0.0	A	-	0
	Dorchester Ave SB-LTR	0.01	0.4	A	-	1	0.02	0.5	A	-	1
Dorchester Avenue at Fuller Street	Dorchester Ave NB-LT	0.75	21.2	C	-	173	0.73	22.1	C	-	159
	Dorchester Ave SB-TR	0.59	14.6	B	-	100	0.73	18.7	C	-	169
Dorchester Avenue at Bus Entrance	Dorchester Ave NB-LT	0.74	19.4	C	-	171	0.57	14.2	B	-	91
	Dorchester Ave SB-TR	0.58	16.9	C	-	94	0.56	14.5	B	-	88

Dorchester Avenue at Mercier Avenue/ Beale Street	Mercier Ave EB-LTR	0.33	25.6	D	-	35	0.16	19.4	C	-	14
	Beale St WB-LTR	0.07	19.0	C	-	6	0.10	16.5	C	-	9
	Dorchester Ave NB-LTR	0.01	0.2	A	-	1	0.01	0.2	A	-	0
	Dorchester Ave SB-LTR	0.00	0.0	A	-	0	0.01	0.2	A	-	0

1 Volume to Capacity Ratio; 2 Vehicle Delay, measured in seconds; 3 Level Of Service; 4 50th Percentile Queue (in feet); 5 95th Percentile Queue (in feet) based upon 22 feet per vehicle; * = De facto Left Lane; # = volume exceeds capacity, queue may be longer; m = 95th percentile queue is metered by upstream signal; ~ = Volume exceeds capacity, queue is theoretically infinite, L= Left Turn Lane, R = Right Turn Lane, T + Through Lane

As shown on Table 5-14, under the 2019 Build conditions all intersections will continue to operate at acceptable LOS (at LOS D or better) during AM and PM peak hours. All individual approaches at the intersections will also operate at LOS D or better.

A comparison of the delay, level of service, and queue length indicated in Table 5-7 (2019 No Build) and Table 5-14 (2019 Build) reveal that the proposed development has negligible impact to the majority of studied intersections. This is because the total projected trips generated by the Project are estimated to be less than those being generated by the existing operation at the Ashmont Tire.

Again all of the intersections and approaches will continue to operate at acceptable LOS after the development is built.

5.3.3 BICYCLE ACCOMMODATION

BTD has established guidelines requiring projects subject to Transportation Access Plan Agreements (TAPA) to provide secure bicycle parking for residents and employees and short-term bicycle racks for visitors. The Project will provide 81 covered and secure bicycle storage spaces on-site for residents. Additional storage will be provided for 16 bicycles in outdoor bicycle racks accessible to visitors to the site in accordance with BTD guidelines. All bicycle racks, signs, and parking areas will conform to BTD guidelines and be located in safe, secure locations. The Proponent will work with BTD to identify the most appropriate quantity and location for bicycle racks on the Project Site as part of the Transportation Access Plan Agreement (TAPA) process. Public bicycle racks are indicated on Figure 1-3, Project Site Plan, at the south side of the Fuller Street and Dorchester Avenue intersection.

5.4 TRANSPORTATION MITIGATION MEASURES

In response tooth existing transportation conditions and future needs, Ashmont TOD 2 has developed a comprehensive package of mitigation as part of the Project. This section describes the proposed strategies organized under the following four categories:

- Transportation infrastructure and operational improvements;
- Transportation Demand Management (TDM); and
- Short term impacts and construction management.

5.4.1 TRANSPORTATION INFRASTRUCTURE AND OPERATIONAL IMPROVEMENTS

The Proponent will develop a conceptual design for parking, bicycle, and pavement marking improvements along Dorchester Avenue that will conform to the BTD's Complete Streets initiative and will enhance the multi-modal connectivity throughout the Dorchester Avenue corridor. The improvements include the following:

- The existing parking regulation will be retained along the east side of Dorchester Avenue. Marked 7-foot wide lanes will be provided for on-street parking along the Project's side (west side) of the Dorchester Avenue;

- Two travel lanes will be provided, and lanes will be marked with sharrows to clearly define them as a facility that is shared by bicycles and vehicles;

- The existing sidewalk will be reconstructed along the site frontage and will enhance the pedestrian environment around the Project between Fuller Street and Mercier Avenue; and

- Six additional on-street parking spaces will be created by closing the existing curb cuts along Dorchester Avenue in front of the Site.

TRANSPORTATION DEMAND MANAGEMENT

The Project Proponent is committed to implementing TDM measures to reduce dependence on automobiles. TDM will be facilitated by the nature and location of the Project.

A supply of transit information (schedules, maps, and fare information) will be kept on-site and be made available to the residents and patrons of the Site. The Proponent will work with the City to develop a TDM program appropriate to the Project and consistent with its level of impact.

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

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

- **On Site Orientation and Information Packages**
  Orientation packets will be provided to new residents and tenants by the Proponent. The packets will contain information on available transportation choices, including transit routes/schedules and nearby Zipcar locations. The management will cooperate with residents and tenants to help facilitate transportation for new arrivals.

- **Electric Vehicle Charging Stations**
  The Proponent will explore the feasibility of providing electric vehicle charging stations on-site.

- **Cycling incentives and amenities**
  Bicycle storage will be provided in secure, sheltered areas for residents. To encourage bicycling as an alternative mode of transportation, secure bicycle storage will also be made available to employees of the commercial/retail portion of the Site. Public use bicycle racks for visitors will be placed near building entrances (subject to necessary approvals).

- **Information dissemination and Website**
  The website will include transportation-related information for residents, workers, and visitors.

5.4.2 SHORT TERM IMPACTS AND CONSTRUCTION MANAGEMENT

Development on tight sites in the City of Boston, combined with concerns for avoiding traffic congestion and hazards to pedestrian and vehicular traffic, has led to increasing requirements for sophisticated construction period traffic management plans, known as Construction Management Plans (CMPs), which need to be approved by BTD as a precondition to the issuance of a building permit for the development. The CMP will discuss and address the following in detail:

- Construction activity schedule;
- Construction staging area;
- Delivery schedule;
- Pedestrian and public safety;
- Perimeter protection;
- Employee parking;
- Material handling;
- Truck routes;
- Police details;
- Utilities;
- Construction noise;
- Construction air quality;
- Street cleaning and snow removal;

- Rodent control; and
- Site dewatering.

The CMP will also address the need for pedestrian detours, lane closures, and/or parking restrictions, if necessary, to accommodate a safe and secure work zone.

To minimize transportation impacts during the construction period, the following measures will be incorporated into the CMP:

- Construction workers will be encouraged to use public transportation and/or carpool;
- A subsidy for MBTA passes will be considered for full-time employees; and
- Secure spaces will be provided on-site for workers' supplies and tools so they do not have to be brought to the Site each day.

Figure 5-1
Project Area Intersections
Source: Fort Point Associates, Inc., 2014

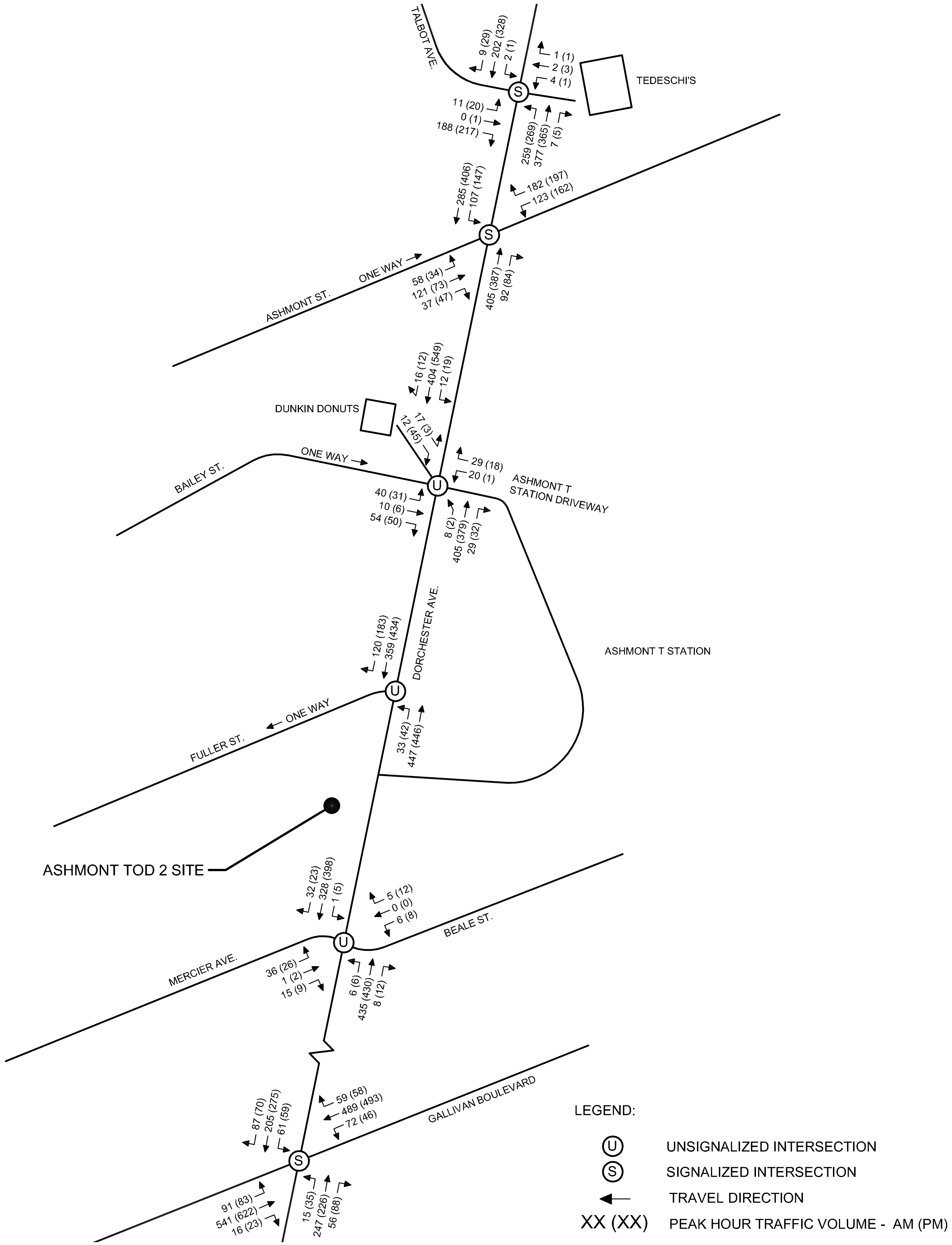


Figure 5-2
2014 Existing Trafic Conditions
Source: Nitsch Engineering, 2014

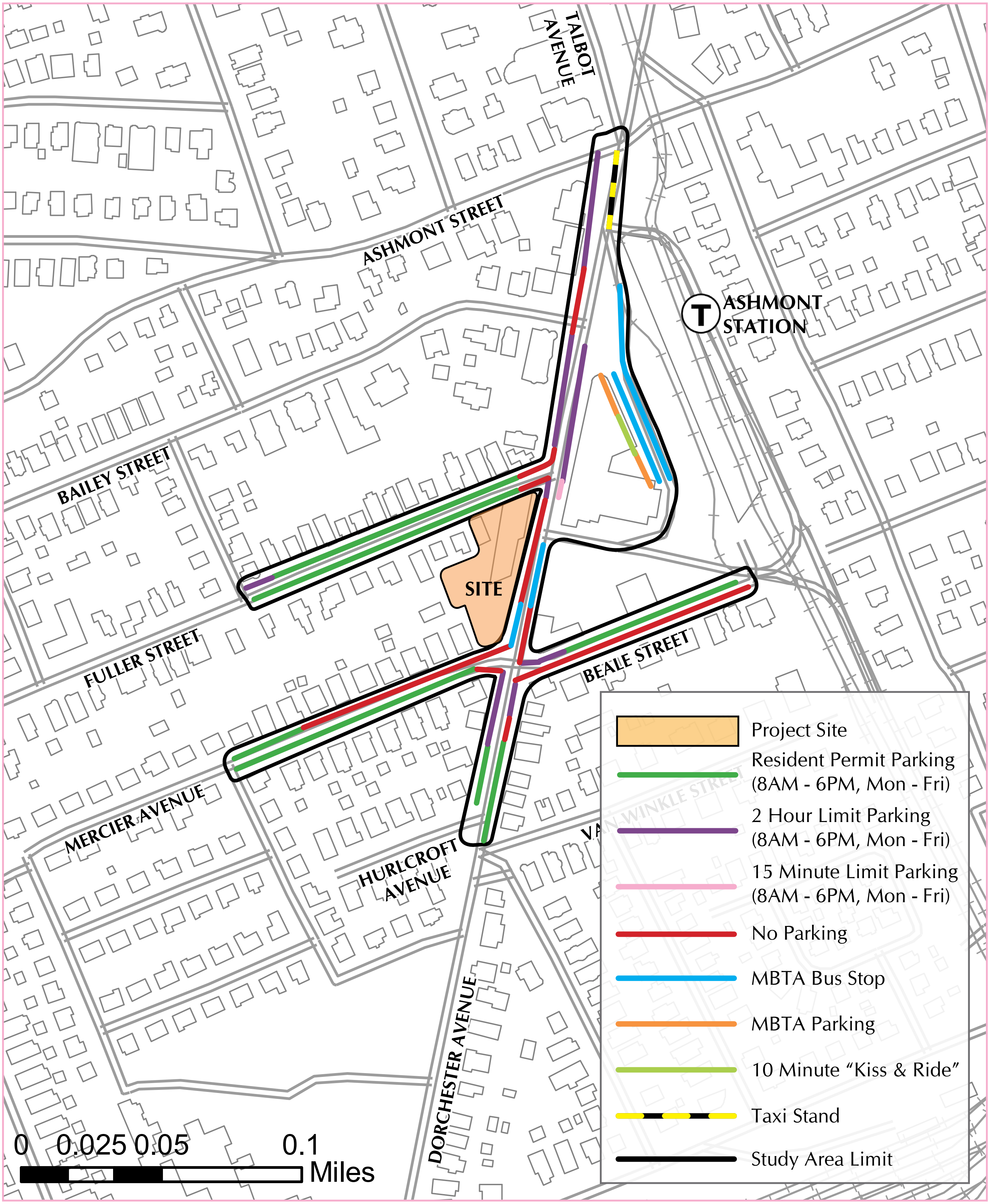


Figure 5-3
Curb Use
Source: Nitsch Engineering, 2014

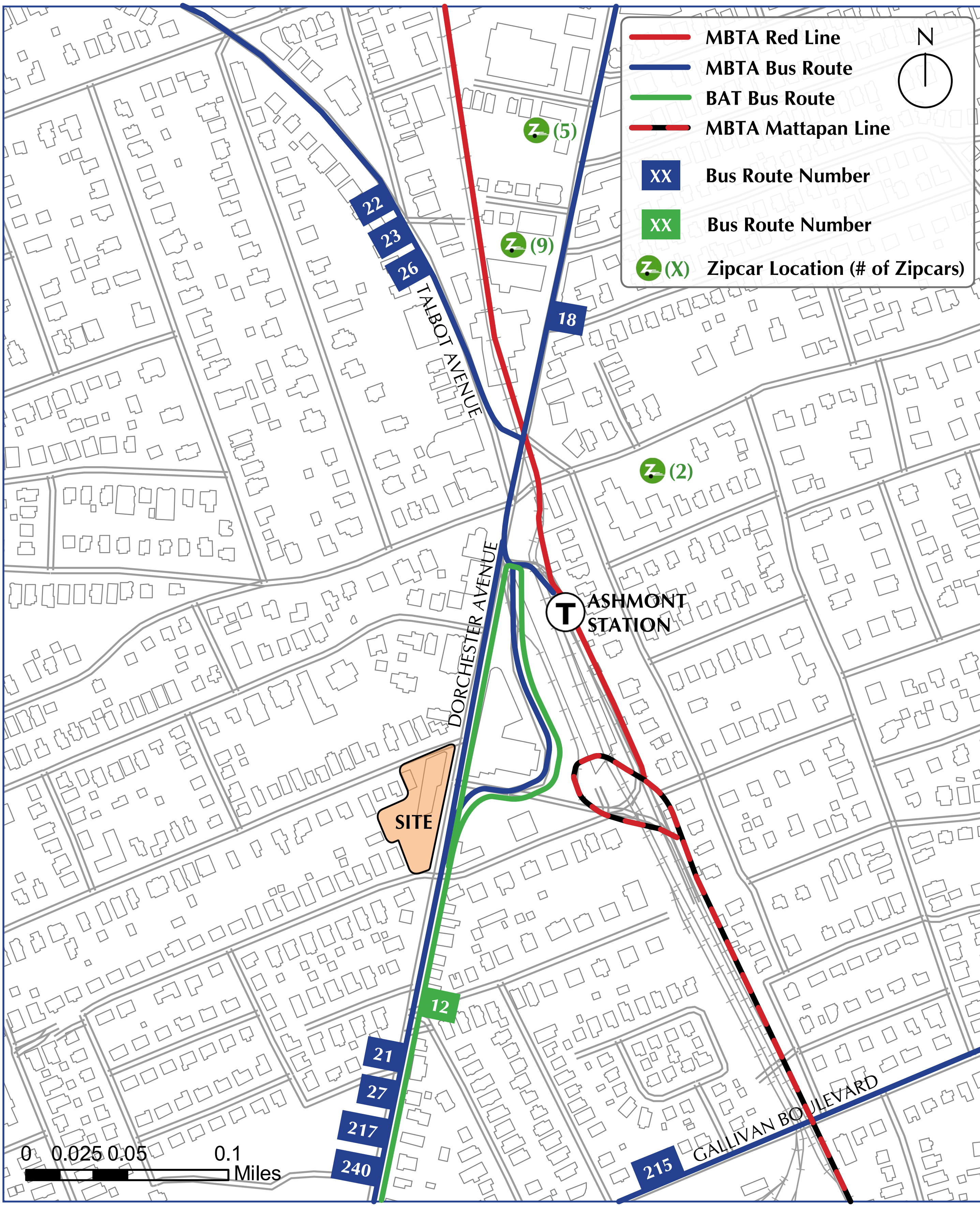


Figure 5-4
Public Transportation
Source: Fort Point Associates, Inc., 2014

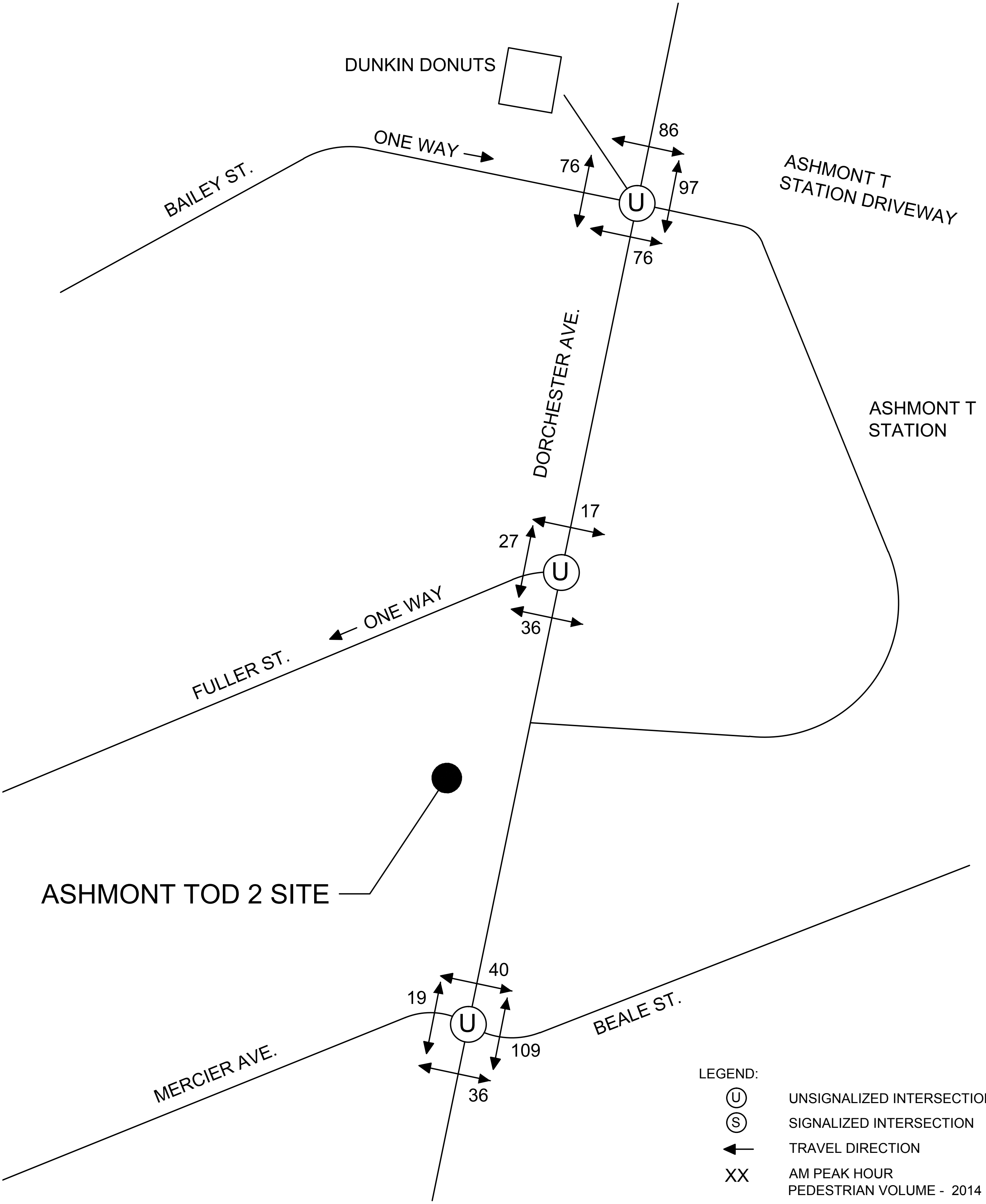


Figure 5-5
Existing Pedestrian Volumes AM Peak Hour
Source: Nitsch Engineering, 2014

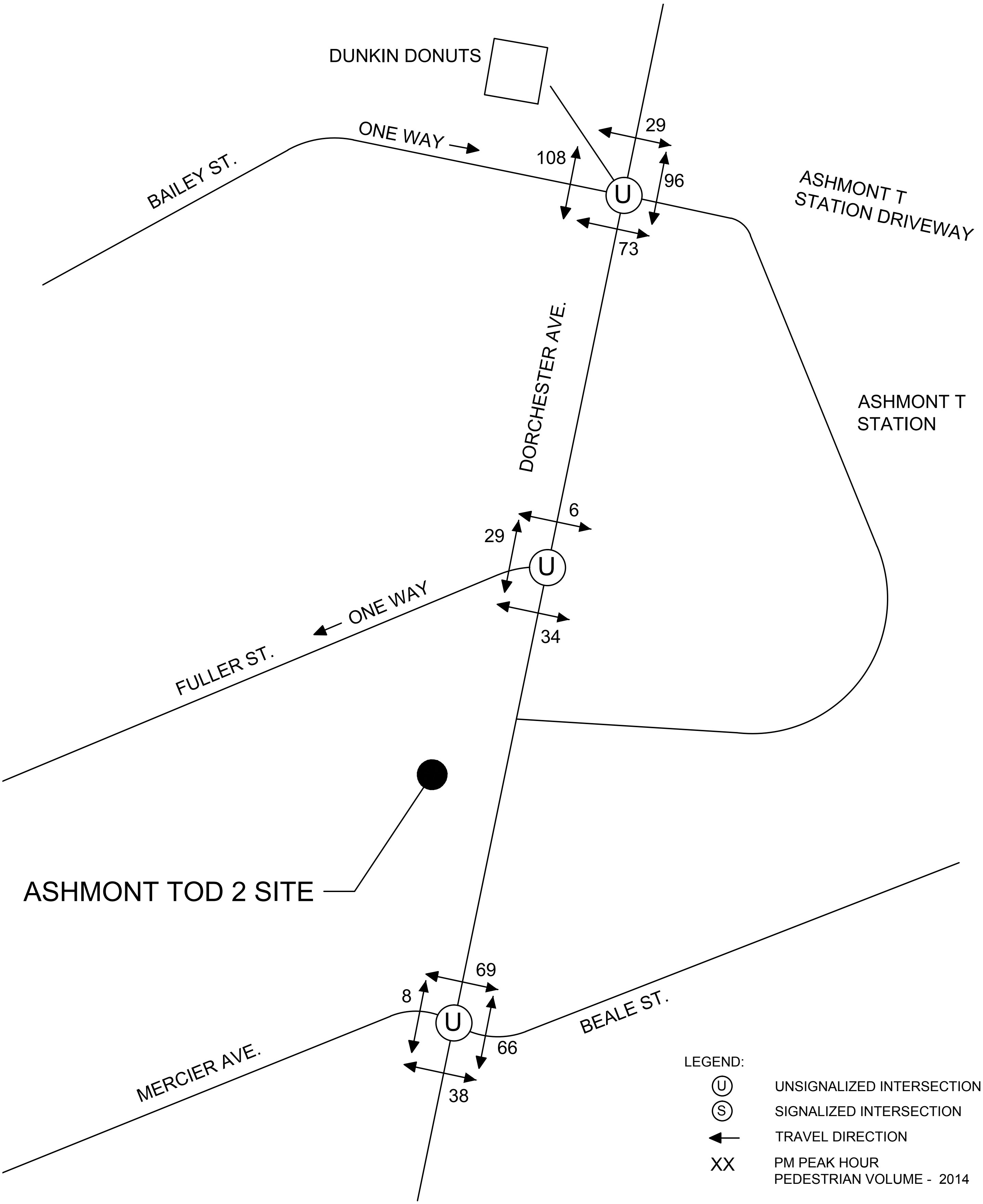


Figure 5-6
Existing Pedestrian Volumes PM Peak Hour
Source: Nitsch Engineering, 2014

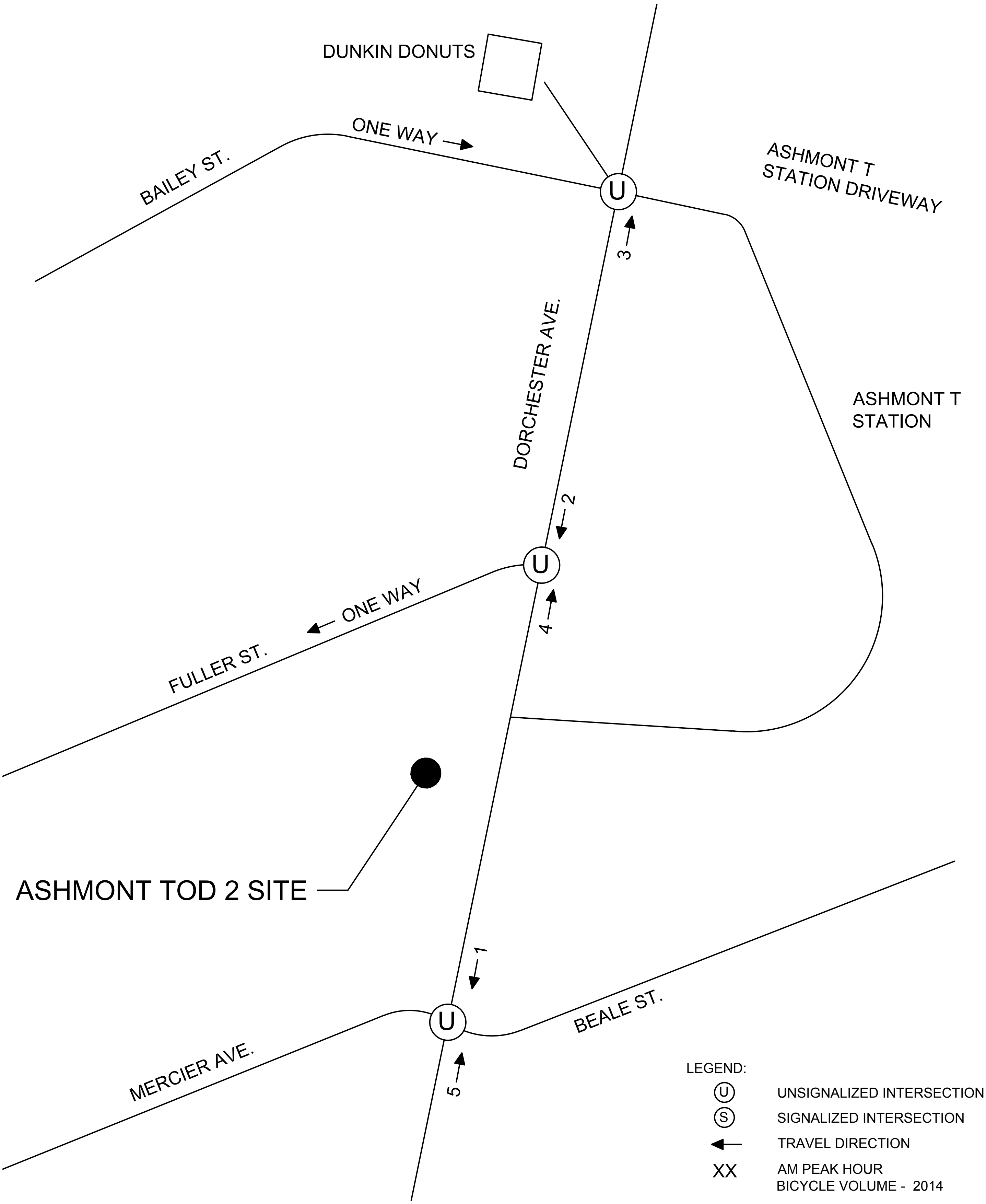


Figure 5-7
Bicycle Volumes AM Peak Hour
Source: Nitsch Engineering, 2014

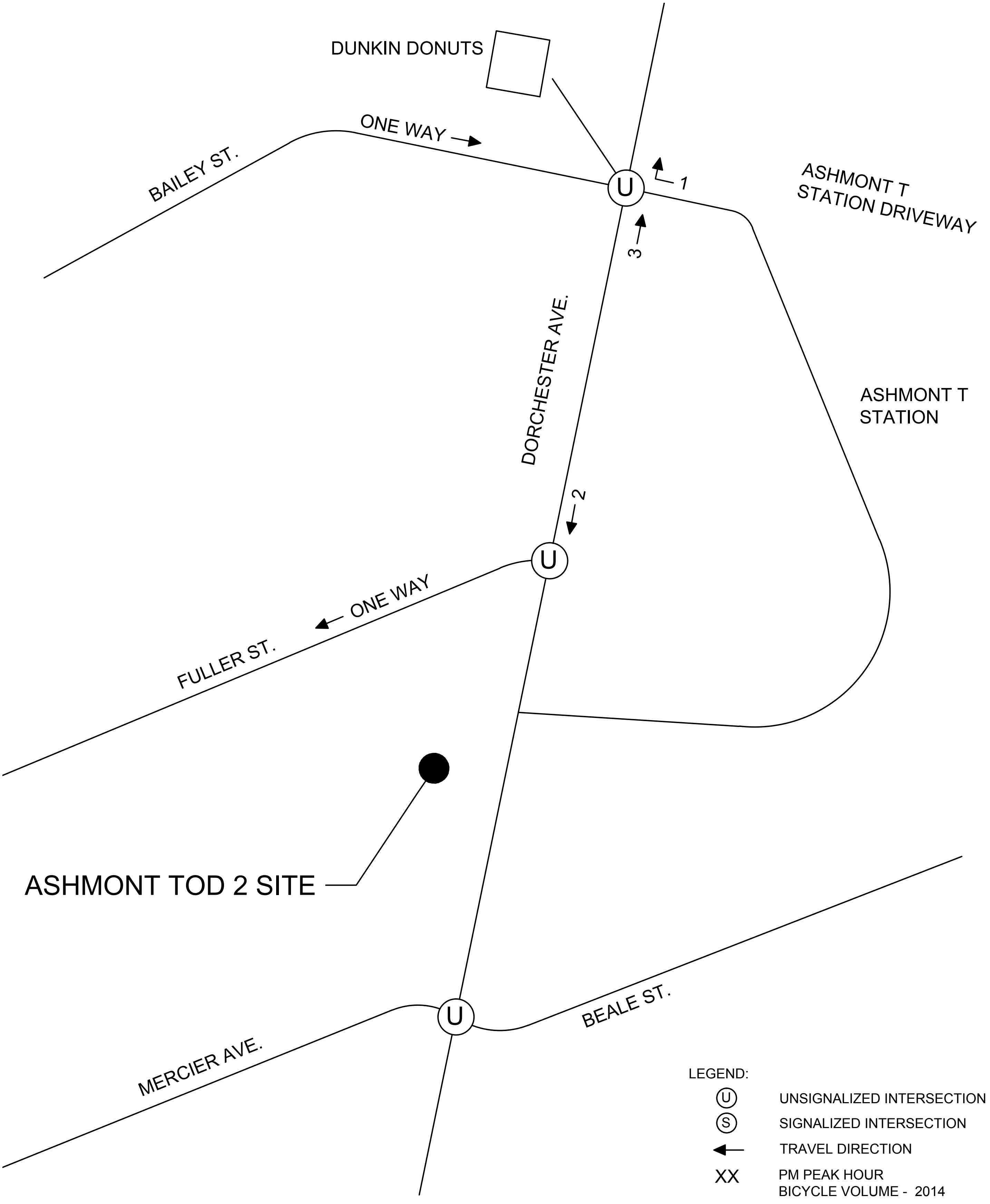


Figure 5-8
Bicycle Volumes PM Peak Hour
Source: Nitsch Engineering, 2014

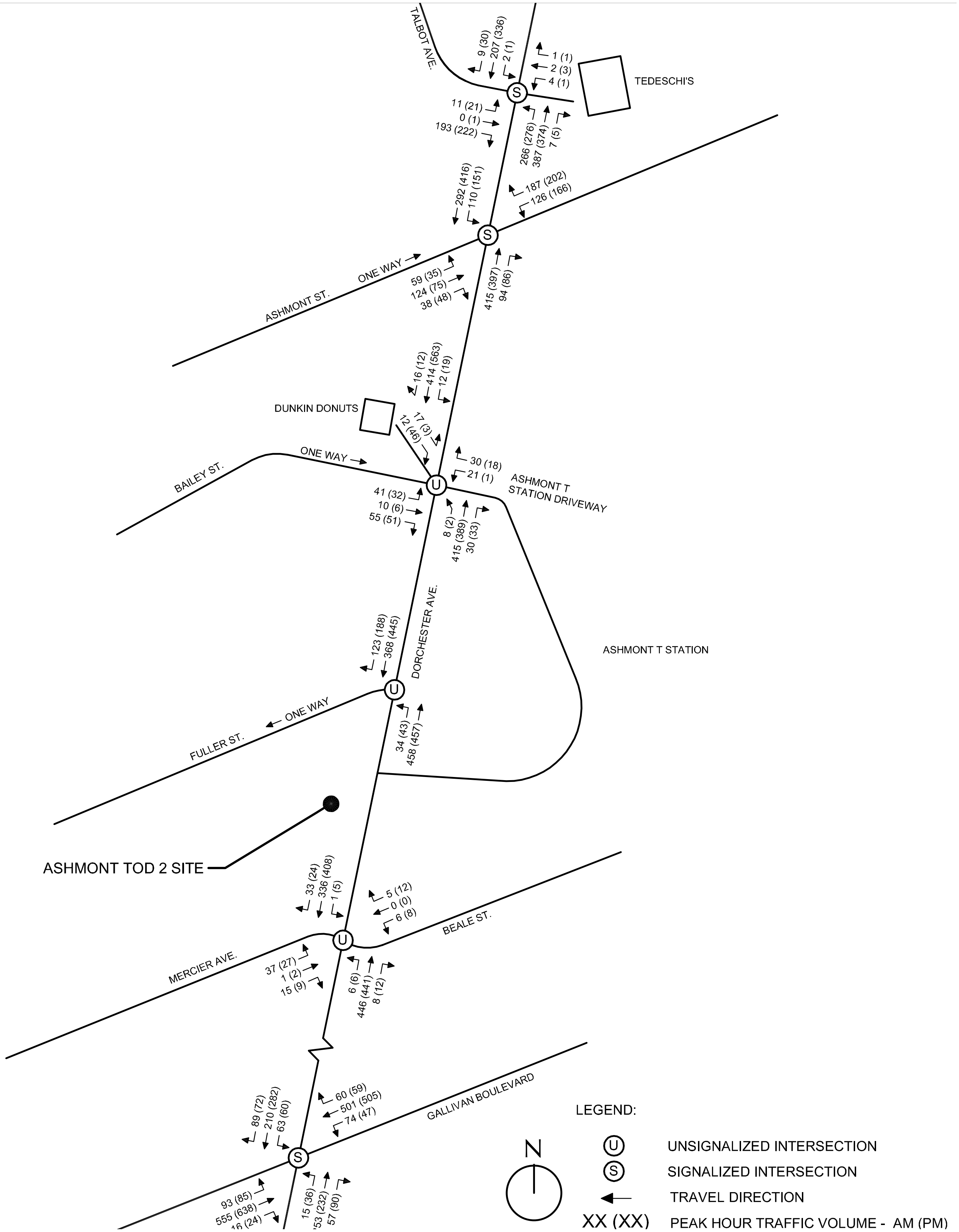


Figure 5-9
No Build 2019 Traffic Volumes
Source: Nitsch Engineering, 2014

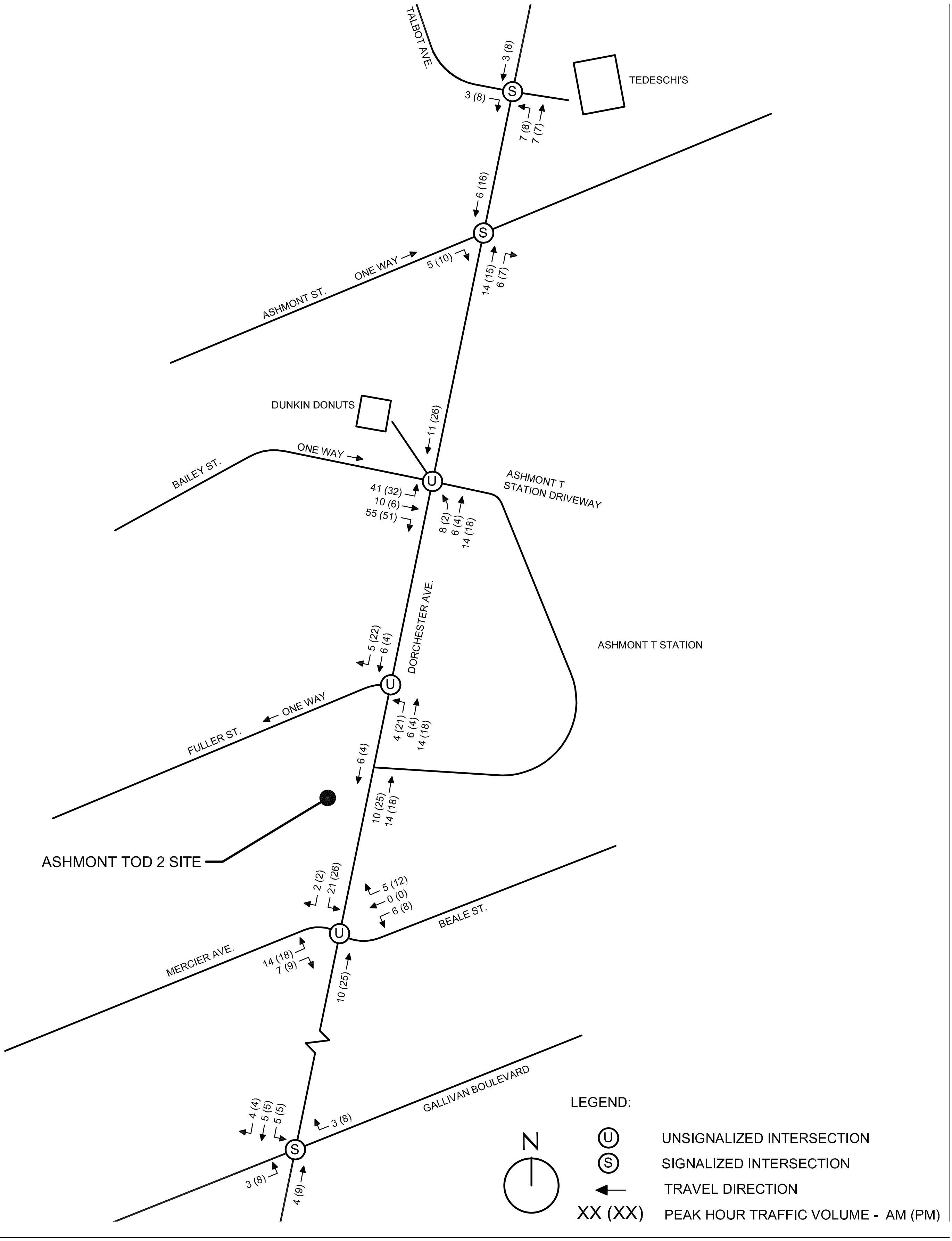


Figure 5-10
Build 2019 Project Trips
Source: Nitsch Engineering, 2014

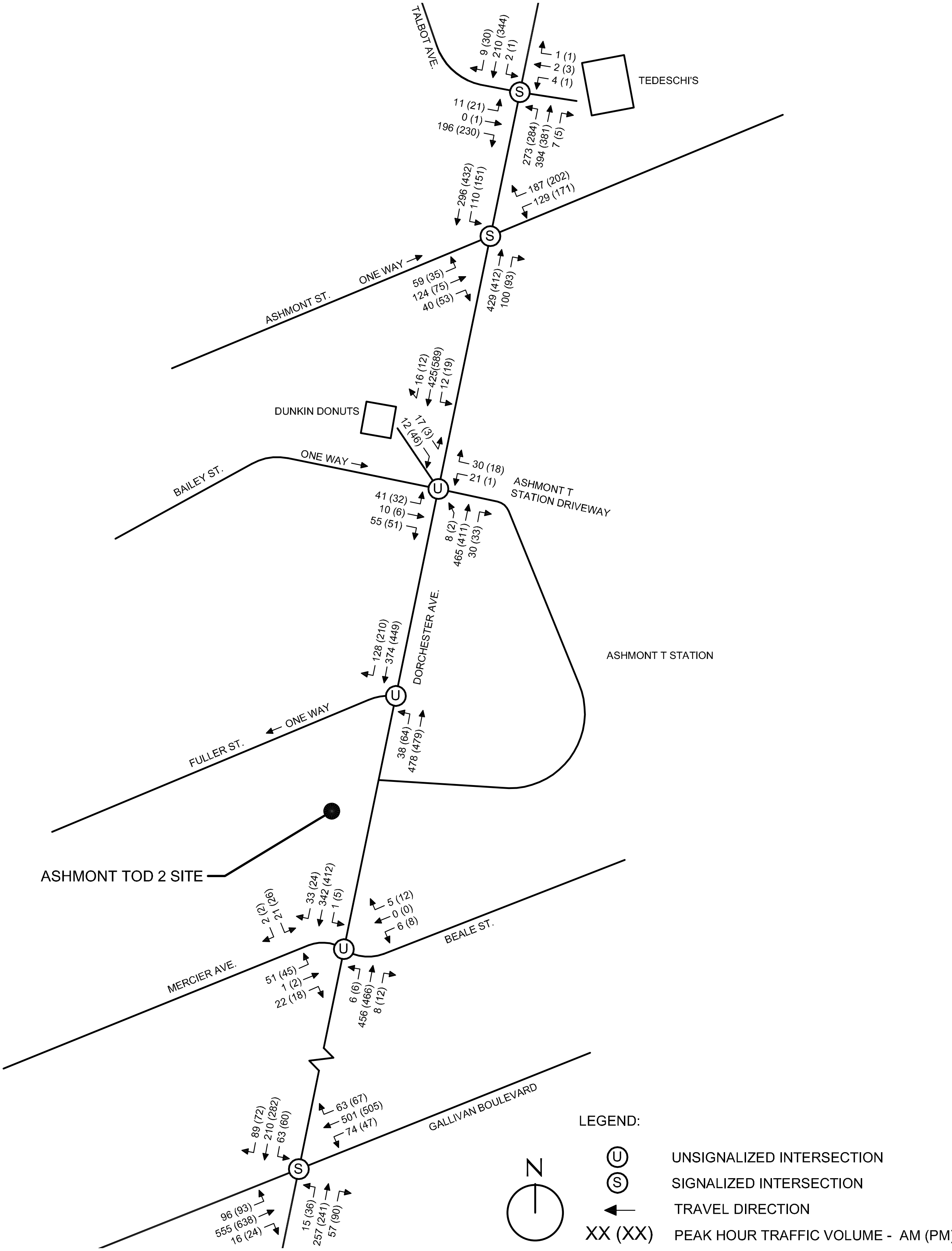


Figure 5-11
Build 2019 Traffic Volumes
Source: Nitsch Engineering, 2014

Chapter 6

ENVIRONMENTAL PROTECTION

CHAPTER 6: ENVIRONMENTAL PROTECTION

6.1 INTRODUCTION

Ashmont TOD 2 will be built in full compliance with local, state, and federal environmental regulations and will improve the environmental conditions of the Site. The Project will not create undue wind, shadow, noise, solar glare, or air quality impacts in the surrounding area. The Proponent will ensure the Site is clean prior to the commencement of construction. Should any contaminated soil conditions be encountered, they will be remediated as necessary. An appropriate construction management plan to avoid or mitigate construction period impacts will be followed.

6.2 WIND

The Project is not expected to have adverse pedestrian-level wind impacts adjacent to or in the vicinity of the Project Site due to its modest size and proximity to nearby buildings. As a result of the placement of the proposed new building in the existing context, Pedestrian Level Winds along adjacent sidewalks are not anticipated to exceed the BRA guidelines for wind speeds of 31 miles per hour.

6.3 SHADOW

A shadow analysis was conducted for the Project to ensure the proposed new building would not create adverse shadow impacts. Table 6-1, Shadow Study Dates and Times, identifies the dates and times for which shadow conditions have been simulated.

Table 6-1: Shadow Study Dates and Times

Date	Time
Vernal Equinox — March 21st	9:00 AM, 12:00 PM, 3:00 PM
Summer Solstice — June 21st	9:00 AM, 12:00 PM, 3:00 PM, 6:00 PM
Autumnal Equinox — September 21st, EDT	9:00 AM, 12:00 PM, 3:00 PM
Winter Solstice — December 21st, EST	9:00 AM, 12:00 PM, 3:00 PM

The following description is in reference to the shadow study images show in Figures 6-1 to 6-4. All net new shadows are shown in blue and existing shadow is shown in grey. All Areas where new shadow is captured within existing shadow is shown in orange.

Vernal Equinox — March 21st (Figure 6-1)

At 9:00 AM, the new shadow from the Project will be cast to the northwest onto the Project's loading dock, surface driveway entrance, proposed surface parking, and over the three adjacent structures on the south side of Fuller Street and the street facing facades of four structures on the north side of Fuller Street.

At noon, the new shadow from the Project will be cast to the north onto the street facing facades of two structures on the north side of Fuller Street.

At 3:00 PM, the new shadow from the Project will be cast to the northeast onto the street surface at Fuller Street and Dorchester Avenue.

Summer Solstice — June 21st (Figure 6-2)

At 9:00 AM, the new shadow from the Project will be cast to the northwest onto the loading dock, driveway entrance, proposed surface parking, and over the two adjacent structures on the south side of Fuller Street. The shadow extends across Fuller to the edge of the sidewalk curb.

At noon, the new shadow from the Project will be cast to the north partially onto the loading dock and driveway, and partially across Fuller Street.

At 3:00 PM, the new shadow from the Project will be cast to the northeast onto Dorchester Avenue.

At 6:00 PM, the new shadow from the Project will be cast to the northeast across Dorchester Avenue onto the southwest corner of The Carruth Building across Dorchester Avenue and extends up The Carruth's driveway toward Ashmont Station. The shadow will also project onto the building at the corner of Dorchester Avenue and Beale Street.

Autumnal Equinox — September 21st (Figure 6-3)

At 9:00 AM, the new shadow from the Project will be cast to the northwest onto the Project's loading dock, driveway entrance, surface parking lot, over three adjacent structures on the south side of Fuller Street, and the street facing facades of four structures on the north side of Fuller Street, and the northeast corner of the facade of the structure directly adjacent to the property on Mercier Avenue.

At noon, the new shadow from the Project will be cast to the northwest onto a portion of the Project's loading dock, driveway entrance, surface parking lot and a portion of the facades of two structures on the north side of Fuller Street, and a portion of the southeast corner of the façade at 6 Fuller Street.

At 3:00 PM, the new shadow from the Project will be cast to the northeast onto Fuller Street and Dorchester Avenue.

Winter Solstice — December 21st (Figure 6-4)

The longest shadows of the year will be on the winter solstice. At 9:00 AM, the new shadow from the Project will be cast to the northwest onto the Project's loading dock, driveway entrance, surface parking lot, over one adjacent structure on the south side of Fuller Street and the southeast portion of another structure on the south side of Fuller Street, and the street facing facades of two structures on the north side of Fuller Street

At noon, the new shadow from the Project will be cast to the north across Fuller Street to approximately the base of the three structures at the corner of Dorchester Avenue and Fuller Street.

At 3:00 PM, the new shadow from the Project will be cast to the northeast across Dorchester Avenue and extend east into the driveway at the south side of The Carruth, and onto the lower portion of the southwest façade of The Carruth.

Conclusions

The shadow study for the Project used computer modeling and color rendering to illustrate the new shadow created by the Project.

The morning shadows fall to the northwest of the Site.

Noontime shadows fall directly north of the Site onto portions of Fuller Street.

Evening shadows fall to the east onto Dorchester Avenue.

The analysis looked at net new shadow created by the Project during thirteen time periods. The analysis reveals that new shadow will generally be limited to the Project loading dock, driveway, surface parking lot, and immediately adjacent structures on the north and south side of Fuller Street. New shadow on adjacent Fuller Street structures occurs during 5 of the 13 times periods studied.

6.4 DAYLIGHT

The Project is being constructed in relatively a medium/low-density area for an urban setting. The width of Dorchester Avenue will ensure adequate daylight on the east side of the building. There will be generous daylight on the building's south and north sides. The west side of the proposed building will have periods of shade due to the presence of existing buildings.

6.5 SOLAR GLARE

A solar glare analysis is intended to measure potential reflective glare from the buildings onto streets, public open spaces, and sidewalks in order to determine the likelihood of visual impairment or discomfort due to reflective spot glare. As a result of the design, use of generally non-reflective materials, and the distance between the new building and existing buildings, it is not anticipated that the Project will have adverse solar glare impacts or create solar heat buildup in nearby buildings. Street trees in front of the buildings will further absorb sunlight to minimize reflection from the building onto the street and sidewalk.

6.6 AIR QUALITY

This section provides a qualitative review of air quality sources and impacts as a result of the Project from traffic, parking, and heating and mechanical ventilation systems. Impacts from construction and operations are addressed in Section 6.11, Construction Impacts.

6.6.1 TRAFFIC SOURCES

Due to the relatively modest number of new vehicle trips contributed to the local network by the Project, the impact of Project trips on the performance of the transportation study area intersections relative to air quality is minor. The BRA typically requires a future air quality CO analysis for any intersection where the level of service (LOS) is expected to fall to a D or lower and the proposed Project causes a 10% increase in traffic; or where the LOS is E or F and the project contributes to a reduction in LOS.

As shown in Chapter 5, Transportation, all intersections under the 2019 Build scenario will continue to operate at acceptable LOS during AM and PM peak hours. All individual approaches to all intersections will operate at LOS D or better. For this reason, no mesoscale air quality analysis was performed for the Project.

Transportation Demand Management strategies are a significant component of this Project and are anticipated to assist in minimizing traffic impacts and, by extension, air quality impacts. The following measures aim to keep traffic levels at acceptable volumes, promoting alternative means of transportation that have lesser impacts on overall air quality for the Project:

- Parking management
- Promotion of public transit and dissemination of transit information
- Secure, covered bicycle storage for Project's residents
- Publicly accessible bicycle storage for Project's visitors
- Nearby Zipcar parking

6.6.2 PARKING SOURCES

The Site is currently covered with a large commercial building and surface parking lot used for storing vehicles. The Project will improve and enliven the Site with residential apartments, ground level commercial space, and will include 81 covered bicycle and 35 covered vehicle parking spaces, and 16 surface bicycle and 9 surface vehicle parking spaces overall. One handicap accessible van space will be provided in the garage.

In keeping with Boston's Complete Streets Guidelines, a high bicycle to vehicle/parking ratio will be used to encourage bicycle use and help reduce parking demand. Combined with the Project's proximity to transit, these factors will minimize air pollution from vehicle sources associated with the Project.

6.6.3 BUILDING OPERATION SOURCES

An emergency generator, if necessary, will be located on Project Site. It would be selected and sited to be in compliance with DEP standards, and its noise would be abated appropriately.

There will be individual heating and cooling units for each residential apartment, and a small number of condensers may be located on the roof for the commercial and common areas of the buildings. In combination, these building operation factors are not expected to contribute to changes in air quality.

6.7 NOISE

The Proponent does not anticipate an increase in noise impacts associated with the residential or commercial uses at the Site. The Boston Air Pollution Control Commission regulates noise in the City of Boston based on zoning and land use classification. The regulations set fixed noise limits for daytime and nighttime use of equipment serving the building (for residential areas, a maximum level of 60 dBA for daytime use, and 50 dBA for nighttime use is required). These levels are limits for equipment sound assessed at the property lines of the Project. The limits apply to equipment that operates on a significant basis to serve the building, such as air conditioning equipment and fans. In addition to the overall sound level requirements, the regulations list specific octave band frequency limits for daytime and night time periods.

The primary sources of exterior sound for the Project will include individual unit heating and cooling systems, and a minimal number of rooftop condensing units serving individual common areas and commercial areas. Based on the general equipment design, the rooftop equipment is not expected to produce significant sound levels at the building property lines, though noise control measures will be provided if required.

Intermittent increases in noise levels will occur in the short-term during construction. Construction work will comply with the requirements of the City of Boston Noise Ordinance. Noise impacts will be controlled during construction, as appropriate, through the use of mufflers on heavy equipment, construction hour restrictions, and other noise mitigation.

6.8 FLOOD ZONES

In the past decade, climate change adaptation has gained national attention as a critical environmental factor that must be addressed in new development projects. In Boston, sea level rise has become a serious concern as recent weather patterns and future modeling are demonstrating that storms impacting the city are likely to continue to intensify.

As part of its administration of the National Flood Insurance Program (NFIP), the Federal Emergency Management Agency (FEMA) publishes flood hazard maps, called Flood Insurance Rate Maps (FIRM). The purpose of a FIRM is to show the areas in a community that are subject to flooding and the risk associated with these flood hazards. The latest map was published in 2009 and updated the flood zones for this area. According to FEMA, the Project Site is not located within a flood zone.

6.9 WATER QUALITY

During construction, Best Management Practices (BMPs) will be used to limit the transportation of sediment off site. The Contractor will obtain a National Pollution Discharge Elimination System (NPDES) stormwater permit and implement BMPs to minimize pollutant runoff. The Contractor will also use the following water quality related measures:

- Complying with all federal, state, and city codes, ordinances, and regulations governing the on-site discharge of construction dewatering effluent
- Using hay bales and silt fencing to prevent silt or soil from entering existing catch basins
- Using temporary wheel wash areas within the Site
- Using temporary gravel entrance berms at the main exits from the Site
- Isolating and protecting stockpiled materials
- Monitoring the proper use of tarpaulin covered trucks
- Preventing/controlling truck spillage
- Cleaning the adjacent portions of city streets entering and exiting the Project Site

6.10 GEOTECHNICAL

This section discusses existing geotechnical conditions on the Project Site and potential impacts from development of the Project.

6.10.1 SUBSURFACE SOIL CONDITIONS

Subsurface conditions underlying the Project Site consist of 3.5 to 10.9 feet of fill material associated with previous development of the Site. A dense natural glacial outwash and/or dense glacial till deposit underlie the fill deposit. Beneath the outwash and/or till deposit, is hard granite bedrock at a depth ranging from about 9 to 25.9 feet below ground surface. Groundwater is at a depth of about 11 feet below ground surface.

6.10.2 GROUNDWATER CONDITIONS

The groundwater level is anticipated to be below the basement slab elevation. Therefore, the basement slab may be designed as a slab-on-grade equipped with an underslab drainage system. Foundation drainage would also be provided around the perimeter basement foundation walls.

6.10.3 FOUNDATION DESIGN AND CONSTRUCTION

Based upon the subsurface conditions and the configuration of the proposed structure, it is anticipated that foundation support will be provided by a system of spread footings bearing on the natural outwash sand, natural glacial till, or bedrock. Slab design is anticipated to be conventional slab-on-grade.

6.10.4 SOLID AND HAZARDOUS WASTE

A plan to conduct a program of soil and groundwater quality testing prior to construction to determine the options for reuse, recycling, disposal, or treatment of soil within the limits of excavation will be implemented. Groundwater testing will be conducted in support of obtaining temporary construction dewatering permits, if necessary.

Soils will require characterization to assess its disposition for off-site reuse, disposal, treatment, or recycling in accordance with DEP policy COMM-97-001 and the Massachusetts Contingency Plan (MCP). Therefore, a soil characterization program will be implemented to pre-characterize the soil and a Soil Management Plan will be prepared summarizing the results of chemical testing and providing soil disposal recommendations. The construction contractor will be responsible for proper off-site removal of contaminated soil, and disposal of solid waste and debris.

Should conditions at the site warrant regulatory notification, notification and reporting to the DEP will be conducted in accordance with the provisions of the MCP. The Proponent will retain a Licensed Site Professional to manage the environmental aspects of the project, including proper management and/or disposal of contaminated soil and/or groundwater during construction.

6.11 CONSTRUCTION IMPACTS

This section discusses potential construction impacts from the development of the Project.

6.11.1 CONSTRUCTION MANAGEMENT PLAN

A Construction Management Plan, in compliance with the City of Boston's Construction Management Program, will be submitted to the Boston Transportation Department. This plan will include detailed information about construction activities, specific construction mitigation measures, and construction materials access and staging area plans to minimize impact on the surrounding neighborhood.

Construction methodologies that ensure public safety and protect nearby residents will be employed. Techniques such as barricades, walkways, and signage will be used. Construction management and scheduling will minimize impacts on the surrounding environment and will include plans for construction worker commuting, routing plans for trucking and deliveries, and control of noise and dust. Although the design of the new building is in process, the Proponent has begun to develop a plan for how traffic, parking, and construction staging will be managed during construction.

6.11.2 CONSTRUCTION ACTIVITY SCHEDULE

The construction period for the proposed Project is expected to last approximately 18 months, beginning in late spring or early summer 2015 and reaching completion by 2017. Normal work hours will be from 7:00 AM to 6:00 PM, Monday through Friday, along with any approved exceptions.

6.11.3 CONSTRUCTION TRAFFIC IMPACTS

Designated truck routes will be established to govern where construction trucks access and egress the Site. The primary, regional construction truck access/egress routes will be Dorchester Avenue via Gallivan Boulevard and Interstate 93 to the east of the Site. A detailed Construction Management Plan (CMP) will be developed and submitted under separate cover. The Proponent will work closely with the BTD in developing the CMP and will include more detail on construction phasing, number of trips, haul routes, and hours of operation.

Truck traffic will be heaviest during the excavation and concrete foundation work. During this period, it is expected that fewer than ten trucks, varying in size from small delivery trucks to 18-wheelers, will arrive and leave the Site each construction day. Thereafter, truck traffic will vary throughout the construction period, depending upon the activity.

6.11.4 CONSTRUCTION WORKER PARKING AND STAGING

The number of workers required for the construction of the Project will vary depending upon the stage of construction. Construction workers will typically arrive and depart prior to peak traffic conditions and the construction trips are not expected to substantially impact traffic conditions.

The general contractor will be responsible for educating all construction workers about public transit options and encouraging the use of high occupancy vehicles. All construction workers will be encouraged to utilize mass transit and ridesharing options to access the construction site and to minimize vehicle traffic and parking on the local streets. As part of the program to promote public transportation, the following will be implemented:

- Providing on-site secured space for workers' tool storage
- Posting transit schedules and maps at the Project Site
- Distributing informational brochures regarding public transportation
- Notifying all subcontractors and suppliers of the worker access/parking limitations and options

The Proponent will submit a Boston Residents Construction Employment Plan in accordance with the Boston Jobs Policy. The Plan will provide that the Proponent make good faith efforts to employ local trades people from the City of Boston. In this effort, the Proponent will meet with local agencies prior to the start of construction to establish a community outreach program.

6.11.5 CONSTRUCTION AIR QUALITY

Short-term air quality impacts from fugitive dust may be expected during the removal of soil materials and during the early phases of the Site preparation activities. The construction contract for the Project will require the contractor to reduce potential emissions and minimize air quality impacts. Mitigation measures are expected to include the use of wetting agents where needed on a scheduled basis, covered trucks, minimizing exposed construction debris stored on-site, monitoring construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized, locating aggregate storage piles away from areas having the greatest pedestrian activity when possible, and periodic cleaning of streets and sidewalks to reduce dust accumulations.

6.11.6 CONSTRUCTION NOISE IMPACTS

Intermittent increases in noise levels will occur in the short term during the construction of the new building. Work will comply with the requirements of the City of Boston Noise Ordinance. Efforts will be made to minimize the noise impact of construction activities, including appropriate mufflers on all equipment such as air compressors and welding generators, maintenance of intake and exhaust mufflers, turning off idling equipment, replacing specific operations and techniques with less noisy ones, and scheduling equipment operations to synchronize the noisiest operations with times of highest ambient noise levels.

6.11.7 SEDIMENT CONTROL MEASURES

During demolition and construction, erosion and sediment control measures will be implemented to minimize the transport of Site soils to off-site areas and BWSC storm drain systems. The existing catch basins will be protected with filter fabric or silt sacks to remove sediment from runoff. These controls will be inspected and maintained throughout the construction phase until all areas of disturbance have been stabilized through the placement of pavement, structure, or vegetative cover.

Other sediment controls, which will be implemented as needed during construction, will include the following:

- Stacked hay bales and/or silt fence barriers will be installed at the base of stockpiled soils and at erosion-prone areas throughout the construction phase of the Project
- Erosion controls will be maintained and replaced as necessary to ensure their effectiveness
- Where necessary, temporary sedimentation basins will be constructed to prevent the transport of sediment off-site
- Measures to control dust will be implemented during renovations— all debris will be properly contained on the Site
- Erosion controls will be maintained and replaced as necessary until the installation of pavement and the establishment of stabilized vegetation at the Site

6.11.8 RODENT CONTROL

The contractor will file a rodent extermination certificate with the building permit application to the City. Rodent inspection, monitoring, and treatment will be carried out before, during, and at the completion of all construction work for the Project, in compliance with the City's requirements. Rodent extermination prior to commencing work will treat areas throughout the Site, including building interiors. During the construction process, regular service visits will be made to maintain effective rodent control levels.

6.12 WILDLIFE HABITAT

The Site is fully developed with urban landscape materials and the Project will not impact important wildlife habitats. According to the latest Natural Heritage & Endangered Species Program maps, no Priority or Estimated Habitats are located on or near the Project Site.

6.13 HISTORIC AND ARCHAEOLOGICAL RESOURCES ON THE PROJECT SITE

The Project is located in the Ashmont neighborhood of Dorchester, which was developed after the annexation of Dorchester to the City of Boston in 1870. The residential streets in the neighborhood are characterized by a mix of triple-decker and larger Victorian style houses. The Project will fit the urban design character and context of the neighborhood and will not have an impact on any historic resources in the vicinity of the Site.

6.13.1 HISTORIC AND ARCHEOLOGICAL RESOURCES ON THE PROJECT SITE

There are no historic or known archeological resources on the Site. The Project will be constructed on a developed site, which is currently used as an automobile service center with an associated surface parking lot, and as a two-family residence on the northern portion of the lot. The existing cinder block building and two-family residence will be demolished prior to construction of the Project. An application for a finding of no adverse affect will be submitted to the Boston Landmarks Commission pursuant to Article 85 of the Code.

6.13.2 HISTORIC RESOURCES IN THE VICINITY OF THE PROJECT SITE

Described below are historic resources within one-quarter mile of the Site that are listed on the Massachusetts Inventory of Historic and Archaeological Assets of the Commonwealth and the State and National Registers of Historic Places. The Project, which is located in the Ashmont neighborhood of Dorchester, will enliven an underutilized parcel with a contextually appropriate six-story TOD and will not impact any of the historic resources in the vicinity of the Site. Figure 6-5 illustrates the historic resources in the vicinity of the Project Site.

All Saints Church

All Saints Church (the "Church") is located on the corner of Ashmont and Bushnell Streets to the northeast of the Project Site. The Church was constructed between 1893 and 1929 in a modern Gothic style and was designated as a National Register Individual Property in 1980. The Church was designed by the firm of notable American architect, Ralph Adams Cram, at the start of his career. All Saints Church rose to prominence as the first major work by Cram in the modern Gothic style, which became a preferred style for collegiate buildings constructed throughout the 20th century around Boston and across America.

The Church also had ramifications on the development of the neighborhood, influencing the development of Peabody Square in its current triangular configuration to preserve the importance and stature of the church. The Church features Quincy granite and Nova Scotia limestone, and is currently undergoing restoration.

The Project is separated from the Church by several roads and structures, including Ashmont Station. The Project will not be visible from the Church and will have no impact on the integrity of this historic resource.

The Peabody

The Peabody is located on Ashmont Street to the northeast of the Project Site. The three and one-half story apartment building was designed by Boston architect Edwin J. Lewis Jr. and constructed between 1895 and 1897 in a Tudoresque style. The Peabody was designated as a National Register Individual Property in 2001. This was one of the first structures in the Boston area constructed in a U-shape with a central courtyard, a style that set a precedent for Boston apartment buildings constructed in the decades that followed.

The Peabody was commissioned by Oliver and Mary Peabody, two significant figures in the development of the Ashmont area. Seeking to enhance the nearby All Saints Church, the Peabodys hired Lewis to thoughtfully design the complex to complement the Church. The Project is separated from The Peabody by several roads and structures, including Ashmont Station. The Project will not be visible from The Peabody and will have no impact on the integrity of the structure.

Ashmont Hill Area (BOS.EB)

The Ashmont Hill Area is a residential district significant for its agricultural, architectural, and community planning histories. The area is characterized by a large number of well-crafted and well-preserved 19th century residences featuring Queen Anne, Colonial Revival, Victorian, Stick, and Shingle style houses. Among the streets included in the Ashmont Hill Area are portions of Alban Street, Ashmont Street, Brent Street, Burt Street, Grace Street, Harley Street, Mellen Street, Montague Street, Ocean Street, Roslin Street, Talbot Avenue, Waldorf Street, Walton Street, Washington Street, and Welles Avenue. The houses vary widely in size from under 3,000 square feet to well over 20,000 square feet and remain some of the finest examples architectural styles of the 19th and 20th centuries in Boston. Notable architects, such as Henry J. Preston, Luther Briggs, and Edwin J. Lewis Jr., are associated with the residences in the Ashmont Hill Area. Included in the Ashmont Hill Area are the following structures:

- 53 Alban Street (BOS.6690)
- Atwood, Harrison Henry House (BOS.6682)
- The Hotel Belledeu (BOS.6678)
- 42 Ocean Street (BOS.6673)
- Emma Jones House (BOS.6691)
- 60 Ocean Street (BOS.6671)
- George Derby Welles Double House (BOS.6672)

None of the above mentioned structures will be altered by the Project. The Project is located on Dorchester Avenue and is separated from the above mentioned residential streets. The Project will not disrupt any views of any of the structures what contribute to the Ashmont Hill Area, nor will it cause any shadow on the residences. At a midrise height of approximately 77 feet, the Project will not have an impact on the integrity of the Ashmont Hill Area.

Carruth Street - Peabody Square Area (BOS.EA)

The Carruth Street – Peabody Square Area is a commercial district significant for its architectural, commercial, community planning, and religious histories. The Carruth Street – Peabody Square Area is comprised of a fairly extensive area of upscale, late 19th and early 20th century residences and commercial structures on the east side of Dorchester Avenue. Among the Streets that make up the Carruth Street – Peabody Square Area are portions of Adanac Terrace, Ashmont Street, Barrington Road, Beaumont Street, Bruce Street, Bushnell Street, Carruth Street, Dorchester Avenue, Elmer Road, Fairfax Road, Fossdale Street, Lombard Street, Elmer Road, Radford Lane, Rowena Street, Rundell Park, Shenendoah Street, Talbot Avenue, Van Winkle Street, Westmoreland Street, and Weyanoke Street. Though the Carruth Street – Peabody Square Area is roughly 38 acres in total, only two structures fall within one-quarter mile of the Project Site, including the following:

- Peabody Square Clock (BOS.9198)
- Jacques and Griffin's Market (BOS.5953)

These structures are notable for their fine detail and contribution to the collection of Queen Anne style homes found throughout the area. Notable architects associated with the structures in the area include Frank Lecight and William Whitney. The charm and integrity of the Carruth Street – Peabody Square Area will not be tarnished by the Project, which sits to the southwest of the historic area.

62-64 Fuller Street (BOS.6001 and BOS.6002)

This pair of three-decker houses was constructed in 1894 in the Queen Anne Style with fine details. The pair of houses has been well preserved and includes the original entry porticos constructed in the late 1800s. Minor alterations to the structures have occurred since their construction. The pair of houses is located approximately 500 west of the Project Site at the corner of Atherstone Street and Fuller Street. No shadow from the Project will fall onto the houses at 62-64 Fuller Street, nor will the Project obscure any views from or to the houses. This historic resource will not be adversely affected by the Project.

Figure 6-1
Shadow Study, March 21
Source: The Architectural Team, 2014

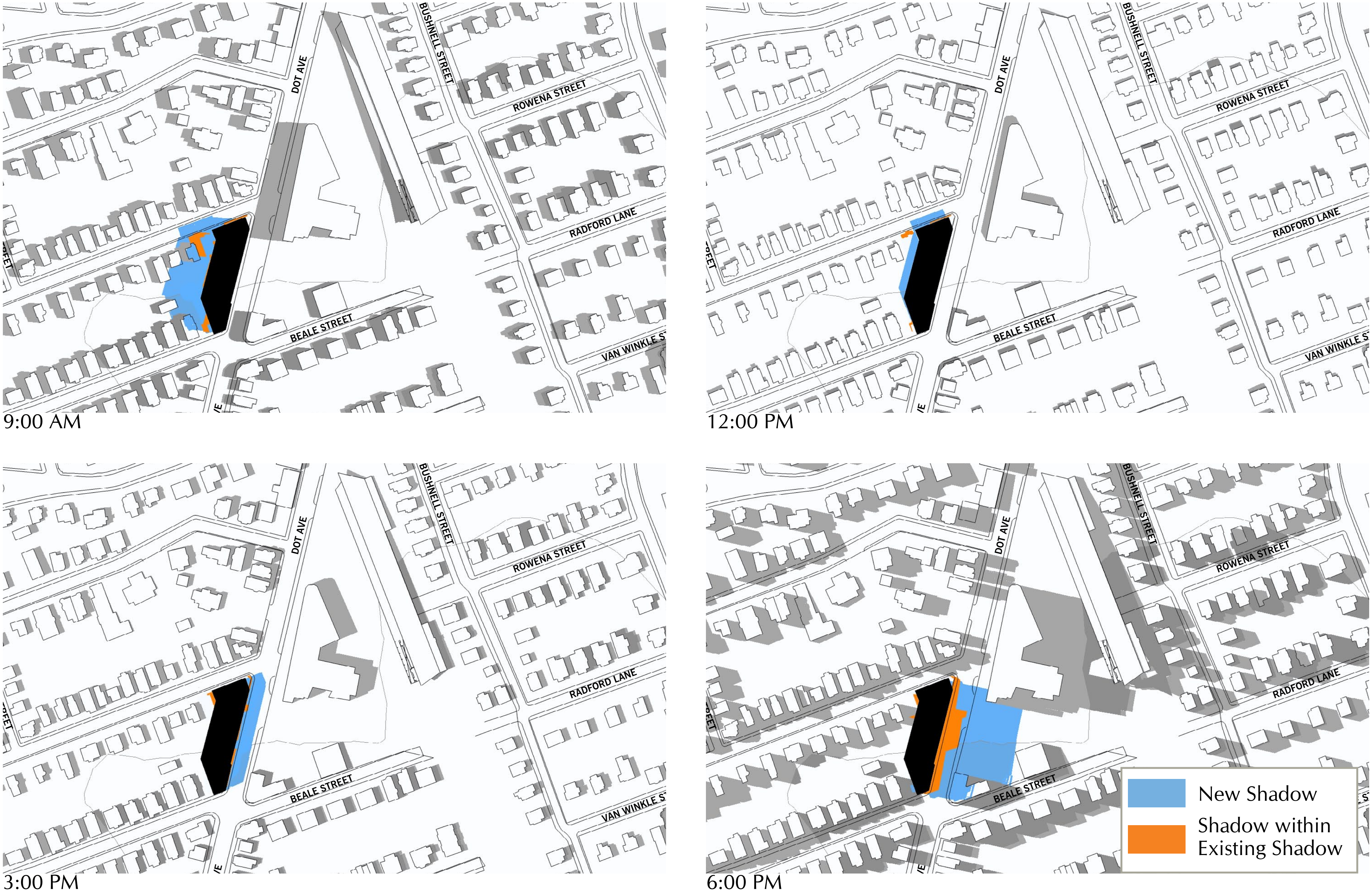
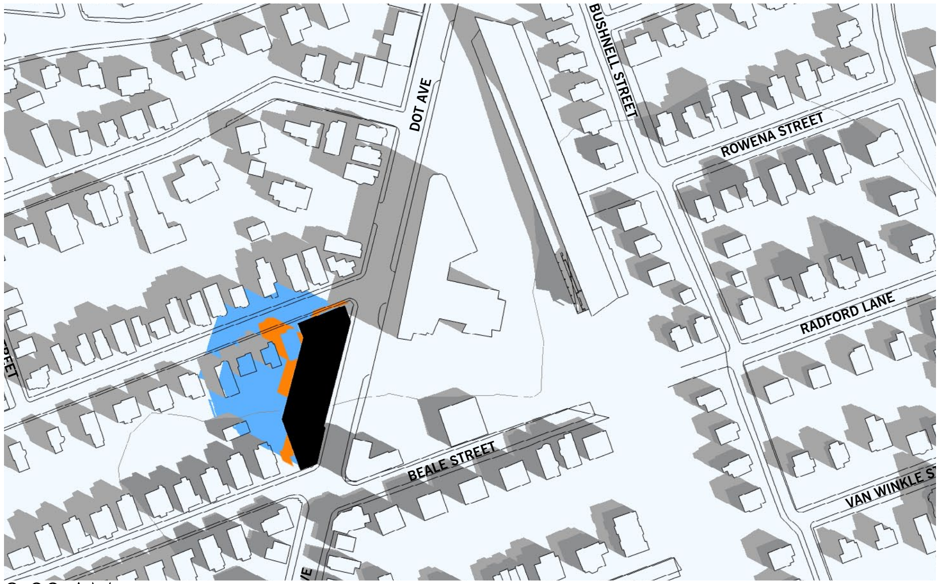


Figure 6-2
Shadow Study, June 21
Source: The Architectural Team, 2014



9:00 AM

12:00 PM

3:00 PM

New Shadow
Shadow within Existing Shadow

Figure 6-3
Shadow Study, September 21
Source: The Architectural Team, 2014

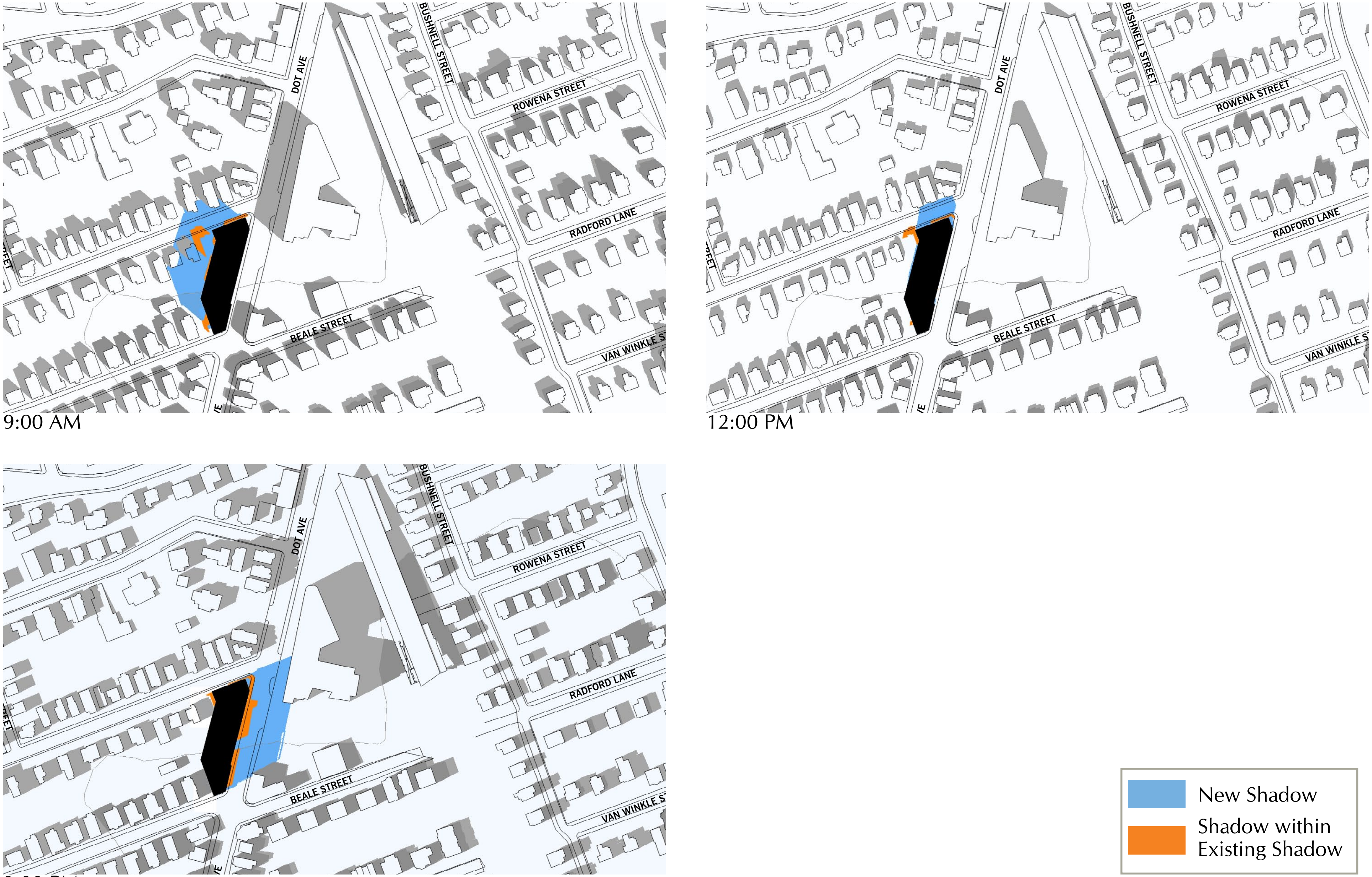


Figure 6-4
Shadow Study, December 21
Source: The Architectural Team, 2014

Figure 6-5
Historic Resources
Source: Fort Point Associates, Inc., 2014

Chapter 7

INFRASTRUCTURE

CHAPTER 7: INFRASTRUCTURE

7.1 INTRODUCTION

The following analysis describes the existing utility systems servicing the Project Site and area, discusses the Project's potential impacts on these utilities, and identifies mitigation measures to address potential impacts. The determinations of the utility types and sizes described below was determined based on research of Boston Water and Sewer Commission (BWSC) record information and from a field survey performed by Kelly Engineering Group, Inc.

7.2 WASTEWATER

This section describes existing and proposed wastewater conditions on the Project Site.

7.2.1 EXISTING SEWER SYSTEM

BWSC owns and maintains the sewer system that services the City of Boston. The BWSC sewer system connects to the Massachusetts Water Resources Authority (MWRA) interceptors for conveyance, treatment, and disposal through the MWRA Deer Island Wastewater Treatment Plant.

There is currently a 28-inch x 42-inch sewer line in Fuller Street that flows easterly towards Dorchester Avenue. A 12-inch line flowing southerly on Dorchester Avenue connects to the 28-inch x 42-inch line at the intersection of Fuller and Dorchester. The 28-inch x 42-inch line then flows southerly along Dorchester Avenue. There is a 10-inch sewer line on Mercier Avenue that flows easterly and connects into the 28-inch x 42-inch line at the intersection of Mercier and Dorchester Avenues. There is also a 10-inch storm sewer that flows easterly on Mercier Avenue and then turns southerly onto Dorchester Avenue. Currently the Site has three sewer service connections. There are two connections into the 28-inch x 42-inch line on Fuller Street. One connection is from number 4 Fuller Street and the other is a 6-inch connection from number 1961-1965 Dorchester Avenue. There is one connection from number 1961-1965 Dorchester Avenue that connects into the 28-inch x 42-inch line on Dorchester Avenue. BWSC has confirmed that this section of Dorchester has a quality sewer network, and all combined sewers have been separated into sanitary sewer and storm drain lines. See Figure 7-1, Storm Drain and Wastewater Systems Map, for a plan of the sewer utilities adjacent to the development.

7.2.2 PROJECTED SANITARY SEWER FLOW

The Project will consist of one six-story mixed-use building with structured parking on the basement level. There will also be nine surface parking spots to the rear of the building. The development will include 44 rental apartment units, 37 condominium units, and approximately 3,950 sf of commercial/retail space, and parking for 81 bicycles and 44 vehicles.

The estimated sewage flow for the Project has been estimated in accordance with 310 CMR 7.15.203. System Sewage Flow Design Criteria and is summarized in Table 7-1. The total estimated sewage flow for the Projects is 13,498 gallons per day (gpd). The actual wastewater generation will be significantly less than the design flow stated above due to the use of low-flow plumbing fixtures. From past experience on similar projects, the actual expected flow from the residential units will be approximately 55 gpd per bedroom.

Table 7-1: Estimated Sewage Flow

Proposed Use	Number of Units	Unit Flow	Sewage flow (gpd)
Residential	120 Bedrooms	110 gpd/bedroom	13,200
Commercial/Retail/ Amenity	3,950 sf	50 gpd/1000 sf	298
Total			13,498

7.2.3 SANITARY SEWER CONNECTION

The proposed building's sewer connection will be an 8-inch PVC connection from the southerly end of the building to the existing 10-inch sewer line in Mercier Avenue. This will then flow easterly and connect into the 28-inch x 42-inch main in Dorchester Avenue as explained in further detail in Section 7.2.1.

The floor drains in the parking structure will discharge to an oil and grease separator (an MDC trap) prior to connecting to the building sewer system in accordance with City of Boston requirements and the Massachusetts Plumbing Code.

The sewer connection will comply with BWSC requirements. Any abandoned utilities will be cut and capped at the main.

7.3 WATER SYSTEM

This section describes existing and proposed water conditions on the Project Site.

7.3.1 EXISTING WATER SYSTEM

BWSC provides water service to the City of Boston through a well-developed network of pipes. BWSC is supplied water by the MWRA system.

There is a 16-inch ductile iron cement lined water main in Dorchester Avenue that was constructed in 1978. There is a 10-inch pit cast iron water main in Fuller Street that was constructed in 1920 and cement lined in 2010. There is an 8-inch cast iron water main in Mercier Avenue that was constructed in 1941 and cement lined in 2009. Currently 4 Fuller Street has a water service connection to the 10-inch main on Fuller Street. Number 1961-1965 Dorchester Avenue currently has two connections, a ¾ inch domestic water connection, and a second undetermined connection to the 16-inch main on Dorchester Avenue. There is a hydrant in the sidewalk along Dorchester Avenue in front the former 1981-1987 Dorchester Avenue. According to available records, the water service to the former building at 1981-1987 Dorchester Avenue has been capped at the valves. One cap is located on the 16-inch main on Dorchester Avenue, and the second is located on the 8-inch main on Mercier Avenue. According to BWSC the water services in the area of the property are in good condition and there are no known problems.

Please see Figure 7-2, Water Distribution System Map, for a plan of the water utilities adjacent to the development.

7.3.2 ANTICIPATION WATER CONSUMPTION

Water consumption for the Project has been estimated based on 110% of the average daily estimated sewage flow with the total estimated consumption of 14,848 gallons per day. It is expected that the actual water usage will be significantly less than the estimated design flow stated above because of the nature of the Project (multifamily) and because of the use of water saving devices which are described below.

7.3.3 PROPOSED WATER SERVICE

The proposed building will have 2 water service connections. One connection will be a domestic water service connection, and the other connection will be a fire service connection. Both services will connect to the building from the southerly end of the property from either Mercier Avenue or Dorchester Avenue.

The domestic water service will be metered in accordance with BWSC requirements. Backflow preventer devices will be installed on all fire service where required to protect from cross-connection hazards. Water supply systems servicing the development will be gated so as to minimize public hazard or inconvenience on the event of a water main break. The Proponent will also submit a General Service Application and Site Plan to the BWSC for review and approval prior to building permit application.

7.3.4 WATER SUPPLY CONSERVATION AND MITIGATION MEASURES

Conserving water, especially potable water, is an important element to the Project's sustainable design strategy. The State Building Code requires the use of water conserving fixtures. Water conservation measures such as low-flow water closets, low-flow faucet aerators and restricted flow showerheads will be used to reduce the domestic water demand. These systems will be installed in compliance with the code requirements. Residents will be encouraged to conserve water.

Water demands will be further reduced by the implementation Low Impact Development (LID) techniques during the Site design phase of the Project. These LIDs will include minimizing lawn area, planting of native drought resistant plant and shrubs, limited irrigation, and use of only high efficiency irrigation systems.

7.4 STORM DRAINAGE SYSTEM

This section describes the existing and proposed storm drainage system on the Project Site.

7.4.1 EXISTING STORM DRAINAGE SYSTEM

The existing Site is almost entirely impervious. The northerly portion of the Site is drained by a catch basin that connects a 12-inch PVC pipe then to a 12-inch storm drain on Fuller that flows westerly away from Dorchester Avenue. The southerly portion of the Site is drained by 2 catch basins that connect a 10-inch PVC pipe then to a 57-inch drain line which was formerly a combined sewer in Mercier that flows easterly towards Dorchester Avenue. See Figure 7-1 for a plan of the storm drain utilities adjacent to the development.

7.4.2 PROPOSED DRAINAGE CONDITIONS

The proposed stormwater system will comply with the Department of Environmental Protection's Stormwater Management Regulations. Surface stormwater runoff from parking areas will flow to catch basins with deep sumps and oil trap hoods and then to a water quality device prior to discharging to a closed pipe system that will connect into a subsurface re-charge system. Roof runoff, which is considered clean water, will flow directly to the subsurface recharge system. The system will comply with BWSC regulations and will be designed to store 1-inch of runoff. If approved by the BWSC, the overflow from the system will discharge into the 57-inch drain line in Mercier Avenue.

7.4.3 MITIGATION MEASURES

The Project presents a significant opportunity to substantially improve the stormwater runoff quality, reduce peak rate of stormwater runoff and enhance groundwater recharge from the Project Site.

The proposed stormwater system will include stormwater BMPs with consideration being given to application of Low Impact Development (LID) techniques to both reduce the quantity of runoff and improve water quality. LID minimizes adverse water quality impacts by mimicking the Site's natural hydrologic conditions by infiltrating filtering, detaining, and evaporating stormwater runoff close to its source.

The Project will significantly decrease the volume and peak rate of stormwater runoff from the Project Site due to the installation of below grade infiltration/detention systems which will infiltrate the first one inch of stormwater runoff and will mitigate the peak rate of runoff. Stormwater from pavement areas will flow to deep sump catch basins with oil trap hoods prior to flowing to a water treatment device.

LID techniques will be used on the Project Site. These techniques may include minimizing lawn areas, reducing impervious surfaces, and the use of native plants. The Proponent will also explore the opportunities for Integrated Management Practices (IMP) which may include bioretention cells, permeable pavement blocks, and soil amendments and below grade infiltration systems.

A Long-Term Pollution Prevention Plan will be developed for the Project, which will identify suitable practices for source control Stormwater Pollution Prevention as outlined in the DEP Stormwater handbook. The Long-Term Pollution Prevention Plan will address source control measures including street sweeping, snow and salt management, fertilizers, herbicides, pesticides stabilization of eroding surfaces, and maintenance of the stormwater management systems.

7.5 ELECTRICAL SERVICES

The City of Boston receives electricity from NSTAR. Currently, there are underground electric service conduits in Fuller Street and Dorchester and Mercier Avenues receives electric service from overhead wires. Four Fuller Street currently receives electric service from the underground service in Fuller Street. Number 1971-1977 Dorchester Avenue currently receives service from the underground service in Dorchester Avenue. The proposed electric service will enter the Site underground on the southerly side of the property from either Mercier Avenue or Dorchester Avenue.

NSTAR provides electric service in the City of Boston. There is existing electric underground service conduits in Washington Street. All new electric service will be installed underground from the Washington Street electric service. Electric power supply design will be further coordinated with NSTAR as the design process continues and electric consumption is determined.

The Proponent is committed to taking an integrated and comprehensive approach to energy planning which is sensitive to high and rising energy prices and growing concern over global climate change. The highest priority, and most cost-effective approach, is to make the Project's buildings energy efficient, exceeding the requirements of the State Building Code. In addition, as the Project's electric load and energy requirements are calculated and assessed, the Proponent will undertake an energy planning process, working closely with the City of Boston and NSTAR.

7.6 TELECOMMUNICATION SYSTEM

Verizon New England and Comcast provide telephone and cable television services in the Project area. There are underground telephone service conduits in Fuller Street, Dorchester Avenue, and Mercier Avenue. It is anticipated that the new telephone services will be installed underground from Dorchester Avenue or Mercier Avenue.

7.7 GAS SYSTEMS

NSTAR Energy provides natural gas service in the Project area. There is an 8-inch gas main and a 20-inch gas main in Dorchester Avenue. Number 4 Fuller Street receives gas from a 6-inch main in Fuller Street. There is also a 6-inch gas main in Mercier Avenue. It is anticipated that the new gas services will connect to the mains in Dorchester Avenue or Mercier Avenue. As noted above with respect to electricity, the Proponent is committed to taking a comprehensive and integrated approach to energy planning, one which will also include working closely with the City of Boston and NSTAR with respect to natural gas usage.

7.8 UTILITY PROTECTION DURING CONSTRUCTION

During construction, infrastructure will be protected using sheeting and shoring, temporary relocations, and construction staging as required. The contractor will be required to coordinate all protection measures, temporary supports, and temporary shutdowns of all utilities with the appropriate utility owners and/or agencies. The contractor will also be required to provide adequate notification to the utility owner prior to any work

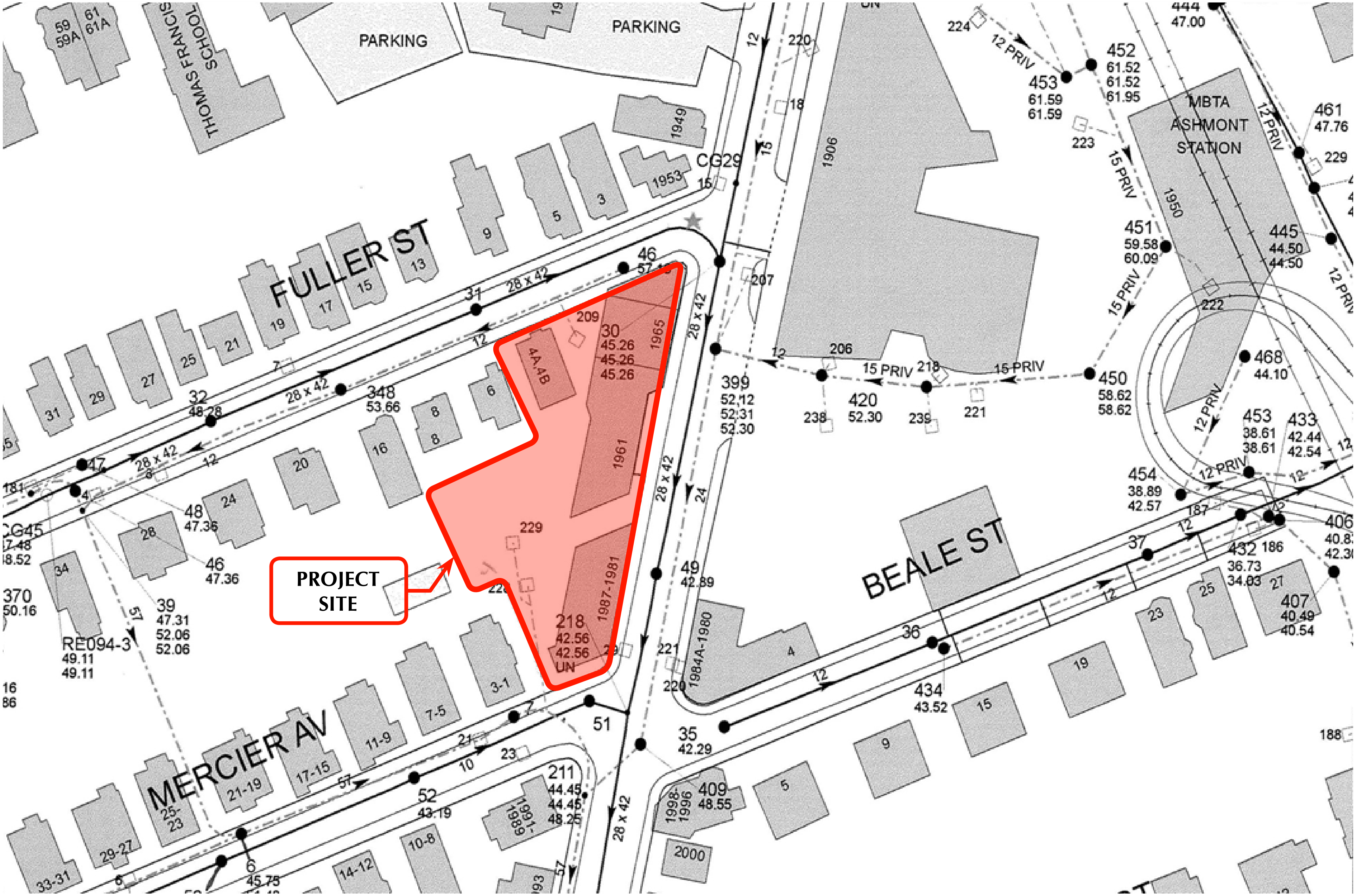


Figure 7-1
Storm Drain and Wastewater Systems Map
Source: Kelly Engineering, 2014

Figure 7-2
Water Distribution System Map
Source: Kelly Engineering, 2014

Appendix A

CLIMATE CHANGE QUESTIONNAIRE

Climate Change Preparedness and Resiliency Checklist for New Construction

In November 2013,in conformance with the Mayor's 2011 Climate Action Leadership Committee's recommendations, the Boston Redevelopment Authority adopted policy for all development projects subject to Boston Zoning Article 80 Small and Large Project Review, including all Institutional Master Plan modifications and updates, are to complete the following checklist and provide any necessary responses regarding project resiliency, preparedness, and to mitigate any identified adverse impacts that might arise under future climate conditions.

For more information about the City of Boston's climate policies and practices, and the 2011 update of the climate action plan, *A Climate of Progress*, please see the City's climate action web pages at http://www.cityofboston.gov/climate

In advance we thank you for your time and assistance in advancing best practices in Boston.

Climate Change Analysis and Information Sources:

1. Northeast Climate Impacts Assessment (www.climatechoices.org/ne/)
2. USGCRP 2009 (http://www.globalchange.gov/publications/reports/scientific-assessments/us-impacts/)
3. Army Corps of Engineers guidance on sea level rise (http://planning.usace.army.mil/toolbox/library/ECs/EC11652212Nov2011.pdf)
4. Proceeding of the National Academy of Science, "Global sea level rise linked to global temperature", Vermeer and Rahmstorf, 2009 (http://www.pnas.org/content/early/2009/12/04/0907765106.full.pdf)
5. "Hotspot of accelerated sea-level rise on the Atlantic coast of North America", Asbury H. Sallenger Jr*, Kara S. Doran and Peter A. Howd, 2012 (http://www.bostonredevelopmentauthority.org/planning/Hotspot of Accelerated Sea-level Rise 2012.pdf)
6. "Building Resilience in Boston": Best Practices for Climate Change Adaptation and Resilience for Existing Buildings, Linnean Solutions, The Built Environment Coalition, The Resilient Design Institute, 2103 (http://www.greenribboncommission.org/downloads/Building_Resilience_in_Boston_SML.pdf)

Checklist

Please respond to all of the checklist questions to the fullest extent possible. For projects that respond "Yes" to any of the D.1 – Sea-Level Rise and Storms, Location Description and Classification questions, please respond to all of the remaining Section D questions.

Checklist responses are due at the time of initial project filing or Notice of Project Change and final filings just prior seeking Final BRA Approval. A PDF of yourresponse to the Checklist should be submitted to the Boston Redevelopment Authority via your project manager.

Please Note: When initiating a new project, please visit the BRA web site for the most current Climate Change Preparedness & Resiliency Checklist.

A.1 - Project Information

Project Name:	**Ashmont TOD 2**
Project Address Primary:	**1971-1977 Dorchester Avenue**
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	**Mathieu Zahler/ Project Manager/ Trinity Financial/ mzahler@trinityfinancial.com**

A.2 - Team Description

Owner / Developer:	**Trinity Ashmont Two Limited Partnership**
Architect:	**The Architectural Team, Inc.**
Engineer (building systems):	**TBD**
Sustainability / LEED:	**New Ecology, Inc.**
Permitting:	**Fort Point Associates, Inc.**
Construction Management:	**TBD**
Climate Change Expert:	**TBD**

A.3 - Project Permitting and Phase

At what phase is the project – most recent completed submission at the time of this response?

PNF / Expanded PNF Submission	Draft / Final Project Impact Report Submission	BRA Board Approved	Notice of Project Change
Planned Development Area	BRA Final Design Approved	Under Construction	Construction just completed:

A.4 - Building Classification and Description

List the principal Building Uses:	**Residential**
List the First Floor Uses:	***Retail, Residential Units and Residential Lobby***

What is the principalConstruction Type – select most appropriate type?

Wood Frame	Masonry	Steel Frame	Concrete

Describe the building?

Site Area:	***26,865****SF*	Building Area:	***91,849****SF*
Building Height:	***77 Ft. 4 In.***	Number of Stories:	***6****Flrs.*
First Floor Elevation (reference Boston City Base):	*Elev.****62***	Are there below grade spaces/levels, if yes how many:	***1 (garage)***

***Excludes Garage**

A.5 - Green Building

Which LEED Rating System(s) and version has or will your project use (by area for multiple rating systems)?

Select by Primary Use:	New Construction	Core & Shell	Healthcare	Schools
	Retail	**Homes Midrise**	Homes	Other
Select LEED Outcome:	Certified	Silver	Gold	Platinum

Will the project be USGBC Registered and / or USGBC Certified?

Registered:	*Yes* / ***No***	Certified:	*Yes* / ***No***

A.6 - Building Energy

What are the base and peak operating energy loads for the building?

Electric:	*(kW)*	Heating:	*(MMBtu/hr)*
What is the planned building Energy Use Intensity:	*(kbut/SF orkWh/SF)*	Cooling:	*(Tons/hr)*

What are the peak energy demands of your critical systems in the event of a service interruption?

Electric:	*(kW)*	Heating:	*(MMBtu/hr)*
		Cooling:	*(Tons/hr)*

What is nature and source of your back-up / emergency generators?

Electrical Generation:	*(kW)*		Fuel Source:	
System Type and Number of Units:	Combustion Engine	Gas Turbine	Combine Heat and Power	*(Units)*

B - Extreme Weather and Heat Events

Climate change will result in more extreme weather events including higher year round average temperatures, higher peak temperatures, and more periods of extended peak temperatures. The section explores how a project responds to higher temperatures and heat waves.

B.1 - Analysis

What is the full expected life of the project?

Select most appropriate:	10 Years	25 Years	**50 Years**	75 Years

What is the full expected operational life of key building systems (e.g. heating, cooling, ventilation)?

Select most appropriate:	10 Years	**25 Years**	50 Years	75 Years

What time span of future Climate Conditions was considered?

Select most appropriate:	10 Years	25 Years	50 Years	75 Years

Analysis Conditions - What range of temperatures will be used for project planning – Low/High?

/ *Deg.*

What Extreme Heat Event characteristics will be used for project planning – Peak High, Duration, and Frequency?

Deg.	*Days*	*Events / yr.*

What Drought characteristics will be used for project planning – Duration and Frequency?

Days	*Events / yr.*

What Extreme Rain Event characteristics will be used for project planning – Seasonal Rain Fall, Peak Rain Fall, and Frequency of Events per year?

Inches / yr.	*Inches*	*Events / yr.*

What Extreme Wind Storm Event characteristics will be used for project planning –Peak Wind Speed, Duration of Storm Event, and Frequency of Events per year?

Peak Wind	*Hours*	*Events / yr.*

B.2 - Mitigation Strategies

What will be the overall energy performance, based on use, of the project and how will performance be determined?

Building energy use belowcode:	%
How is performance determined:	

What specific measures will the project employ to reduce building energy consumption?

Select all appropriate:	High performance building envelop	**High performance lighting& controls**	Building day lighting	**EnergyStar equip. / appliances**
	High performance HVAC equipment	**Energy recovery ventilation**	No active cooling	No active heating
Describe any added measures:				

What arethe insulation (R) values for building envelop elements?

Roof:	*R* = ***38***	Walls / Curtain Wall Assembly:	*R* = ***21***
Foundation:	*R* = ***5***	Basement / Slab:	*R* =***10***
Windows:	*U* =***.5 max.***	Doors:	*R* =***2.7***/ *U* =***0.37***

What specific measures will the project employ to reduce building energy demands on the utilities and infrastructure?

	On-site clean energy / CHP system(s)	Building-wide power dimming	Thermal energy storage systems	Ground source heat pump
	On-site Solar PV	On-site Solar Thermal	Wind power	**None**
Describe any added measures:				

Will the project employDistributed Energy / Smart Grid Infrastructure and /or Systems?

Select all appropriate:	Connected to local distributed electrical	Building will be Smart Grid ready	Connected to distributed steam, hot, chilled water	Distributed thermal energy ready

Will the building remain operable without utility power for an extended period?

	Yes / ***No***		If yes, for how long:	*Days*
If Yes, is building "Islandable?	**No**			
If Yes, describe strategies:				

Describe anynon-mechanical strategies that will support building functionality and use during an extended interruption(s) of utility services and infrastructure:

Select all appropriate:	Solar oriented – longer south walls	Prevailing winds oriented	External shading devices	Tuned glazing,
	Building cool zones	**Operable windows**	Natural ventilation	Building shading
	Potable water for drinking / food preparation	**Potable water for sinks / sanitary systems**	Waste water storage capacity	**High Performance Building Envelope**
Describe any added measures:				

What measures will the project employ to reduce urban heat-island effect?

Select all appropriate:	High reflective paving materials	Shade trees& shrubs	**High reflective roof materials**	Vegetated roofs
Describe otherstrategies:				

What measures will the project employ to accommodate rain events and more rain fall?

Select all appropriate:	**On-site retention systems & ponds**	Infiltration galleries & areas	vegetated water capture systems	Vegetated roofs
Describe otherstrategies:				

What measures will the project employ to accommodate extreme storm events and high winds?

Select all appropriate:	Hardened building structure&elements	Buried utilities & hardened infrastructure	Hazard removal & protective landscapes	**Soft & permeable surfaces (water infiltration)**
Describe otherstrategies:				

C - Sea-Level Rise and Storms

Rising Sea-Levels and more frequent Extreme Storms increase the probability of coastal and river flooding and enlarging the extent of the 100 Year Flood Plain. This section explores if a project is or might be subject to Sea-Level Rise and Storm impacts.

C.1 - Location Description and Classification:

Do you believe the building to susceptible to flooding now or during the full expected life of the building?

Yes / ***No***	(See Attached FEMA firmette)

Describe site conditions?

Site Elevation – Low/High Points:	*Low:-El.* ***54.3*** *High: El.* ***62.9***	
Building Proximity to Water:	***3,500Ft.***	(Neponset River)

Is the site or building located in any of the following?

Coastal Zone:	*Yes/* ***No***	Velocity Zone:	*Yes* / ***No***
Flood Zone:	*Yes* / ***No***	Area Prone to Flooding:	*Yes* / ***No***

Will the 2013 Preliminary FEMA Flood Insurance Rate Mapsor future floodplain delineation updates due to Climate Change result in a change of the classification of the site or building location?

2013 FEMA Prelim. FIRMs:	*Yes* / ***No***	Future floodplain delineation updates:	*Yes* / ***No***

What is the project or building proximity to nearest Coastal, Velocity or Flood Zone or Area Prone to Flooding?

3,400Ft.	(Flood Zone AE Neponset River)

If you answered YES to any of the above Location Description and Classification questions, please complete the following questions. ***Otherwise you have completed the questionnaire; thank you!***

C - Sea-Level Rise and Storms

This section explores how a project responds to Sea-Level Rise and / or increase in storm frequency or severity.

C.2 - Analysis

How were impacts from higher sea levels and more frequent and extreme storm events analyzed:

Sea Level Rise:	*Ft.*	Frequency of storms:	*per year*

C.3 - Building Flood Proofing

Describe any strategies to limit storm and flood damage and to maintain functionality during an extended periods of disruption.

What will be the Building Flood Proof Elevation and First Floor Elevation:

Flood Proof Elevation:	*' Boston City Base Elev.(Ft.)*	First Floor Elevation:	***62.0'*** *Boston City Base Elev. (Ft.)*

Will the project employ temporary measures to prevent building flooding (e.g. barricades, flood gates):

	Yes / ***No***	If Yes, to what elevation	*Boston City Base Elev. (Ft.)*
If Yes, describe:			

What measures will be taken to ensure the integrity of critical building systems during a flood or severe storm event:

Systems located above 1st Floor.	Water tight utility conduits	Waste water back flow prevention	Storm water back flow prevention

Were the differing effects of fresh water and salt water flooding considered:

Yes / ***No***

Will the project site / building(s) be accessible during periods of inundation or limited access to transportation:

Yes / No	If yes, to what height above 100 Year Floodplain:	*Boston City Base Elev. (Ft.)*

Will the project employ hard and / or soft landscape elements as velocity barriers to reduce wind or wave impacts?

	Yes / ***No***
If Yes, describe:	

Will the building remain occupiable without utility power during an extended period of inundation:

Yes / ***No***	If Yes, for how long:	*days*

Describe any additional strategies to addressing sea level rise and or sever storm impacts:

C.4 - Building Resilience and Adaptability

Describe any strategies that would support rapid recovery after a weather event and accommodate future building changes that respond to climate change:

Will the building be able to withstand severe storm impacts and endure temporary inundation?

Select appropriate:	*Yes / No*	Hardened / Resilient Ground Floor Construction	Temporary shutters and or barricades	Resilient site design, materials and construction

Can the site and building be reasonably modified to increase Building Flood Proof Elevation?

Select appropriate:	*Yes* / ***No***	Surrounding site elevation can be raised	Building ground floor can be raised	Construction been engineered
Describe additional strategies:				

Has the building been planned and designed to accommodate future resiliency enhancements?

Select appropriate:	*Yes* / ***No***	Solar PV	Solar Thermal	Clean Energy / CHP System(s)
		Potable water storage	Wastewater storage	Back up energy systems & fuel
Describe any specific or additional strategies:				

Thank you for completing the Boston Climate Change Resilience and Preparedness Checklist!

For questions or comments about this checklist or Climate Change Resiliency and Preparednessbest practices, please contact: John.Dalzell.BRA@cityofboston.gov

Appendix B

ACCESSIBILITY QUESTIONNAIRE

Accessibility Checklist

(to be added to the BRA Development Review Guidelines)

In 2009, a nine-member Advisory Board was appointed to the Commission for Persons with Disabilities in an effort to reduce architectural, procedural, attitudinal, and communication barriers affecting persons with disabilities in the City of Boston. These efforts were instituted to work toward creating universal access in the built environment.

In line with these priorities, the Accessibility Checklist aims to support the inclusion of people with disabilities. In order to complete the Checklist, you must provide specific detail, including descriptions, diagrams and data, of the universal access elements that will ensure all individuals have an equal experience that includes full participation in the built environment throughout the proposed buildings and open space.

In conformance with this directive, all development projects subject to Boston Zoning Article 80 Small and Large Project Review, including all Institutional Master Plan modifications and updates, are to complete the following checklist and provide any necessary responses regarding the following:

- improvements for pedestrian and vehicular circulation and access;
- encourage new buildings and public spaces to be designed to enhance and preserve Boston's system of parks, squares, walkways, and active shopping streets;
- ensure that persons with disabilities have full access to buildings open to the public;
- afford such persons the educational, employment, and recreational opportunities available to all citizens; and
- preserve and increase the supply of living space accessible to persons with disabilities.

We would like to thank you in advance for your time and effort in advancing best practices and progressive approaches to expand accessibility throughout Boston's built environment.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
    a. http://www.ada.gov/2010ADAstandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
    a. http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html
3. Boston Complete Street Guidelines
    a. http://bostoncompletestreets.org/
4. City of Boston Mayors Commission for Persons with Disabilities Advisory Board
    a. http://www.cityofboston.gov/Disability
5. City of Boston – Public Works Sidewalk Reconstruction Policy
    a. http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
6. Massachusetts Office On Disability Accessible Parking Requirements
    a. www.mass.gov/anf/docs/mod/hp-parking-regulations-mod.doc
7. MBTA Fixed Route Accessible Transit Stations

a. http://www.mbta.com/about_the_mbta/accessibility/

Project Information

Project Name:	**Ashmont TOD 2**
Project Address Primary:	**1971-1977 Dorchester Avenue**
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	**Mathieu Zahler/ Project Manager/ Trinity Financial/ mzahler@trinityfinancial.com**

Team Description

Owner / Developer:	**Trinity Ashmont Two Limited Partnership**
Architect:	**The Architectural Team, Inc.**
Engineer (building systems):	**TBD**
Sustainability / LEED:	**New Ecology, Inc.**
Permitting:	**Fort Point Associates, Inc.**
Construction Management:	**TBD**

Project Permitting and Phase

At what phase is the project – at time of this questionnaire?

PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BRA Board Approved
BRA Design Approved	Under Construction	Construction just completed:

Building Classification and Description

What are the principal Building Uses - select all appropriate uses?

Residential – One to Three Unit	**Residential - Multi-unit, Four +**	Institutional	Education
Commercial	Office	**Retail**	Assembly
Laboratory / Medical	Manufacturing / Industrial	Mercantile	Storage, Utility and Other

First Floor Uses (List)	**Residential, commercial, and retail uses.**

What is the Construction Type – select most appropriate type?

Wood Frame	Masonry	Steel Frame	Concrete

Describe the building?

Site Area:	***26,865** SF*	Building Area:	****91,849** SF*
Building Height:	***77 Ft. 4 In.***	Number of Stories:	***6** Flrs.*
First Floor Elevation:	*Elev. **62***	Are there below grade spaces:	***1 (garage)***

***Excludes Garage**

Assessment of Existing Infrastructure for Accessibility:

This section explores the proximity to accessible transit lines and proximate institutions such as, but not limited to hospitals, elderly and disabled housing, and general neighborhood information. The proponent should identify how the area surrounding the development is accessible for people with mobility impairments and should analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.

Provide a description of the development neighborhood and identifying characteristics.	**The neighborhood is generally characterized by two and three-story residential homes, while Dorchester Avenue provides a greater variety of uses and buildings, including commercial spaces and access to Ashmont Station.**
List the surrounding ADA compliant MBTA transit lines and the proximity to the development site: Commuter	**Ashmont Station is located diagonally across Dorchester Avenue from the Project Site and provides Red Line train service, trolley service, and local and**

rail, subway, bus, etc.	**regional bus service.**
List the surrounding institutions: hospitals, public housing and elderly and disabled housing developments, educational facilities, etc.	**Carney Hospital, the Boston Home (housing for the disabled), The Englewood (elderly public housing), The Carruth (mixed-use development), and extension of the William W. Henderson K-12 Inclusion School**
Is the proposed development on a priority accessible route to a key public use facility? List the surrounding: government buildings, libraries, community centers and recreational facilities and other related facilities.	**No. Surrounding community facilities include St. Marks VFW Post 1758 and All Saints Church.**

Surrounding Site Conditions – Existing:

This section identifies the current condition of the sidewalks and pedestrian ramps around the development site.

Are there sidewalks and pedestrian ramps existing at the development site?	**Yes, the existing Site has sidewalks along the frontages of Dorchester and Mercier Avenues and Fuller Street. There are pedestrian ramps at the intersection of Dorchester and Fuller, as well as the intersection of Dorchester and Mercier. Along Dorchester Avenue, there are two pedestrian ramps that provide access to the adjacent side of Dorchester Avenue.**
If yes above, list the existing sidewalk and pedestrian ramp materials and physical condition at the development site.	**The existing sidewalk material is concrete with granite curbing. The physical condition of the existing sidewalk is average. The existing pedestrian ramps all have detectable warning panels.**
Are the sidewalks and pedestrian ramps existing-to-remain? **If yes,** have the sidewalks and pedestrian ramps been verified as compliant? **If yes,** please provide surveyors report.	**The existing location and grades of the sidewalks are to remain but will be re-constructed, and curb cuts along Dorchester Ave. will be closed. A bump out will be constructed on Dorchester Ave., at the intersection of Fuller and Dorchester. The existing sidewalks and pedestrian ramps have been instrument located in May 2014, by Kelly Engineering Group, Inc. From this information, the existing sidewalks and pedestrian ramps appear to be compliant.**
Is the development site within a historic district? **If yes,** please identify.	**No, the Site is not located in a historic district.**

Surrounding Site Conditions – Proposed

This section identifies the proposed condition of the walkways and pedestrian ramps in and around the development site. The width of the sidewalk contributes to the degree of comfort and enjoyment of walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Typically, a five foot wide Pedestrian Zone supports two people walking side by side or two wheelchairs passing each other. An eight foot wide Pedestrian Zone allows two pairs of people to comfortable pass each other, and a ten foot or wider Pedestrian Zone can support high volumes of pedestrians.

Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? See: www.bostoncompletestreets.org	**As part of the Project, the Proponent will bring all abutting sidewalks and pedestrian ramps to the City of Boston standards in accordance with the Boston Complete Streets design guidelines. This will include the reconstruction and widening of the sidewalks where possible, the installation of new, accessible ramps, improvements to street lighting where necessary, planting of street trees, and providing bicycle storage racks surrounding the Site, where appropriate.**
If yes above, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, Boulevard.	**The proposed sidewalks along Dorchester Avenue will be consistent with the Neighborhood Main Street design standards. Fuller Street and Mercier Avenue will be considered Neighborhood Residential Streets.**
What is the total width of the proposed sidewalk? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone.	**Dorchester Ave. – width will range from 11 ft. +/- to 21 ft. +/-. Frontage Zone: 0 ft. minimum (2 ft. preferred), Pedestrian Zone: 5 ft. minimum (8 ft. preferred), Furnishing Zone: 1 ft. 6 in. minimum. (6 ft. preferred)** **Mercier Ave. – width will range from 7 ft. +/- to 18 ft. +/-. Frontage Zone: 0 ft. minimum (2 ft. preferred), Pedestrian Zone: 5 ft. minimum (5 ft. preferred), Furnishing Zone: 1 ft. 6 in. minimum (4 ft. preferred)** **Fuller Street – width will range from 7 ft. +/- to 18 ft. +/-. Frontage Zone: 0 ft. minimum (2 ft. preferred), Pedestrian Zone: 5 ft. minimum (5 ft. preferred), Furnishing Zone: 1 ft. 6 in. minimum (4 ft. preferred)** **Please note, that included in all of these above sidewalks will be a 6 in. curb zone. Exact zone widths will be determined when streetscape such as benches, bike racks, trees, etc. are known.**
List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?	**The proposed sidewalk material for the Pedestrian and Frontage Zones is concrete. The sidewalk is located on the City of Boston pedestrian right-of-way.**
If the pedestrian right-of-way is on	**The sidewalk is primarily located on the City of Boston pedestrian right-of-way.**

private property, will the proponent seek a pedestrian easement with the City of Boston Public Improvement Commission?	
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way?	**No, sidewalk cafes or other furnishings are not proposed along the pedestrian right-of-way.**
If yes above, what are the proposed dimensions of the sidewalk café or furnishings and what will the right-of-way clearance be?	

Proposed Accessible Parking:

See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability Handicap Parking Regulations.

What is the total number of parking spaces provided at the development site parking lot or garage?	**The Project will include 35 garage parking spaces and 9 surface parking spaces for a total of 44 spaces.**
What is the total number of accessible spaces provided at the development site?	**The Project will include 3 accessible parking spaces – 1 garage parking space for a car and 1 for a van and 1 surface passenger loading space on Dorchester Avenue.**
Will any on street accessible parking spaces be required? **If yes,** has the proponent contacted the Commission for Persons with Disabilities and City of Boston Transportation Department regarding this need?	**On street parking will be provided as part of this Project on Dorchester Avenue fronting the Project site. 1 of the 6 proposed spaces will be an accessible passenger loading zone.**
Where is accessible visitor parking located?	**1 of the 6 street parking spaces will be an accessible passenger loading zone.**
Has a drop-off area been identified?	**Yes. 1 of the 6 street parking spaces will be an accessible passenger loading**

If yes, will it be accessible?	**zone.**
Include a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations. Please include route distances.	**A diagram indicating the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations is included. Route distances are also included.**

Circulation and Accessible Routes:

The primary objective in designing smooth and continuous paths of travel is to accommodate persons of all abilities that allow for universal access to entryways, common spaces and the visit-ability* of neighbors.

**Visit-ability – Neighbors ability to access and visit with neighbors without architectural barrier limitations*

Provide a diagram of the accessible route connections through the site.	**A diagram of the accessible route connections through the Site is included.**
Describe accessibility at each entryway: Flush Condition, Stairs, Ramp Elevator.	**A flush condition is proposed at all entryways.**
Are the accessible entrance and the standard entrance integrated?	**Yes**
If no above, what is the reason?	**N/A**
Will there be a roof deck or outdoor courtyard space? **If yes,** include diagram of the accessible route.	**Yes. Please see attached diagram.**
Has an accessible routes way-finding and signage package been developed? **If yes,** please describe.	**No; however as part of the further development of the design and the eventual development of the plans and specifications way-finding and signage packages will be developed.**

Accessible Units: (If applicable)

In order to facilitate access to housing opportunities this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing choice.

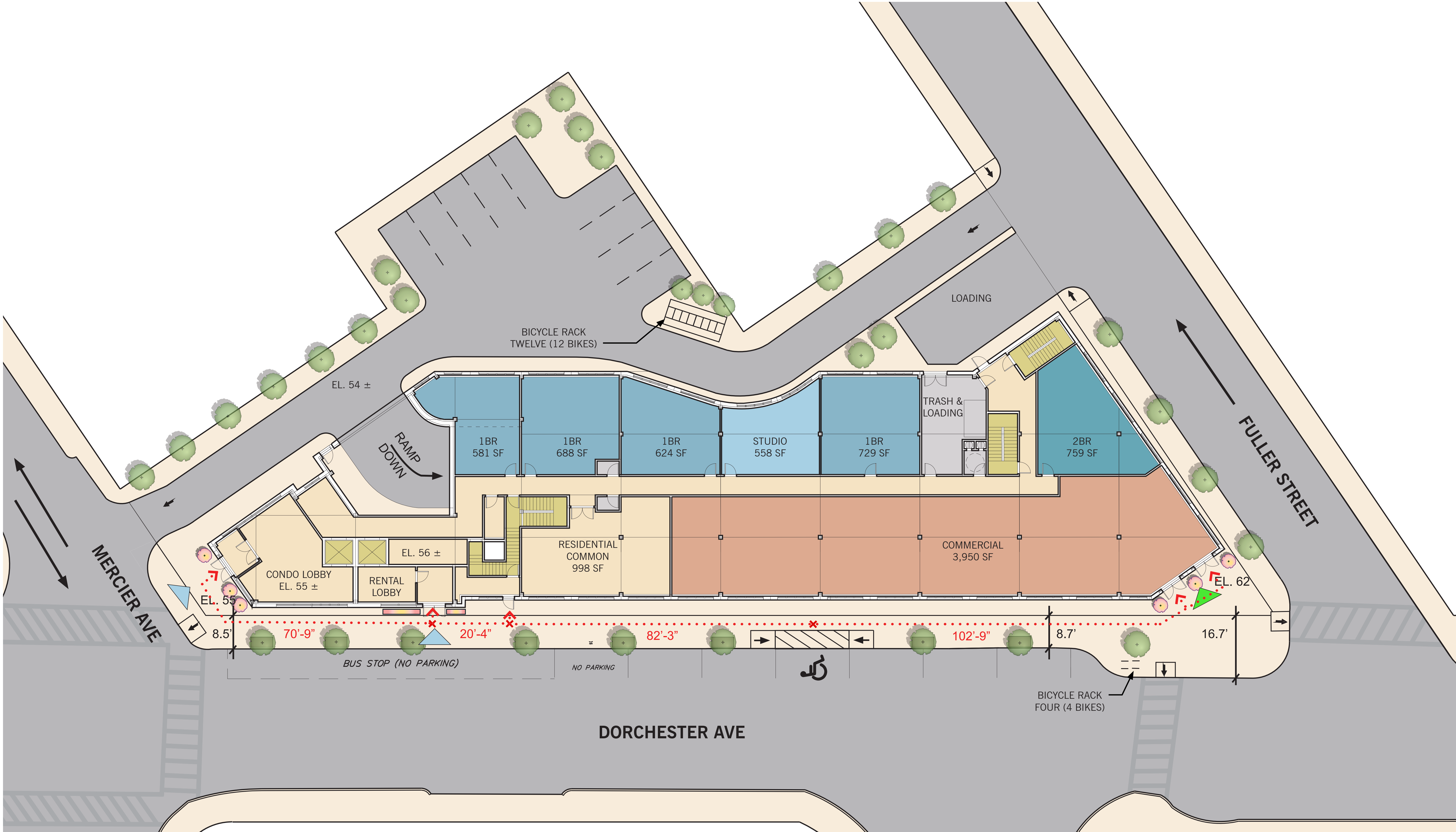
What is the total number of proposed units for the development?	**81 dwelling units are proposed.**
How many units are for sale; how many are for rent? What is the market value vs. affordable breakdown?	**44 for rent apartments, and 37 for sale apartments. Affordable units are at rents ranging from: $469-$939 for a studio;$503-$1,006 for a one-bedroom; $603-1,207 for a two-bedroom; $697-$1,395 for a three-bedroom These rental units are reserved for individuals making up to 60% of the Area Median Income.**
How many accessible units are being proposed?	**5 units will be designed to meet the Fair Housing Act and the Massachusetts Architectural Access Board Group 2A requirements. The remaining 76 units will be designed to meet the requirements of the Fair Housing Act and the Massachusetts Architectural Access Board Group 1 requirements.**
Please provide plan and diagram of the accessible units.	**A floor plan and diagram of the accessible units is included.**
How many accessible units will also be affordable? If none, please describe reason.	**5 units.**
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs at entry or step to balcony. **If yes,**please provide reason.	**No, residential units do not have architectural barriers that would prevent entry or use of common space for persons with mobility impairments.**
Has the proponent reviewed or presented the proposed plan to the City of Boston Mayor's Commission for Persons with Disabilities Advisory Board?	**The Proponent will present the proposed plan to the City of Boston Mayor's Commission for Persons with Disabilities Advisory Board in the near future.**
Did the Advisory Board vote to support this project? **If no,**what recommendations did the Advisory	

Board give to make this project more accessible?	

Thank you for completing the Accessibility Checklist!

For questions or comments about this checklist or accessibility practices, please contact:

kathryn.quigley@boston.gov | Mayors Commission for Persons with Disabilities



Ashmont TOD 2

Dorchester, MA

1st Floor Accessibility Plan

N

0' 5' 10' 25'

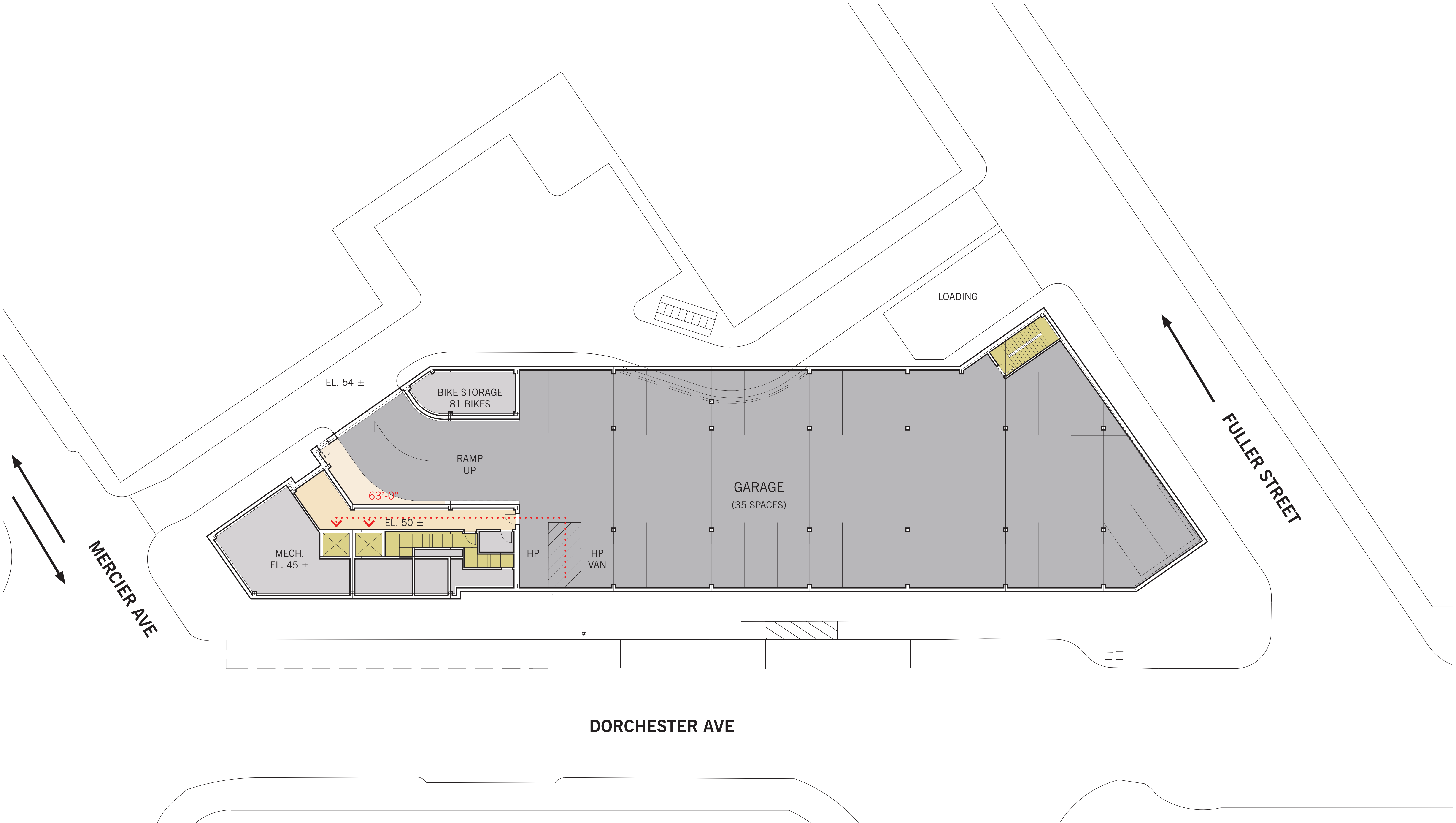
August 8, 2014

DEVELOPER : Trinity Financial

ARCHITECT : The Architectural Team

13107

tat the architectural team



Ashmont TOD 2

Dorchester, MA

Garage Accessibility Plan

0' 5' 10' 25'

N

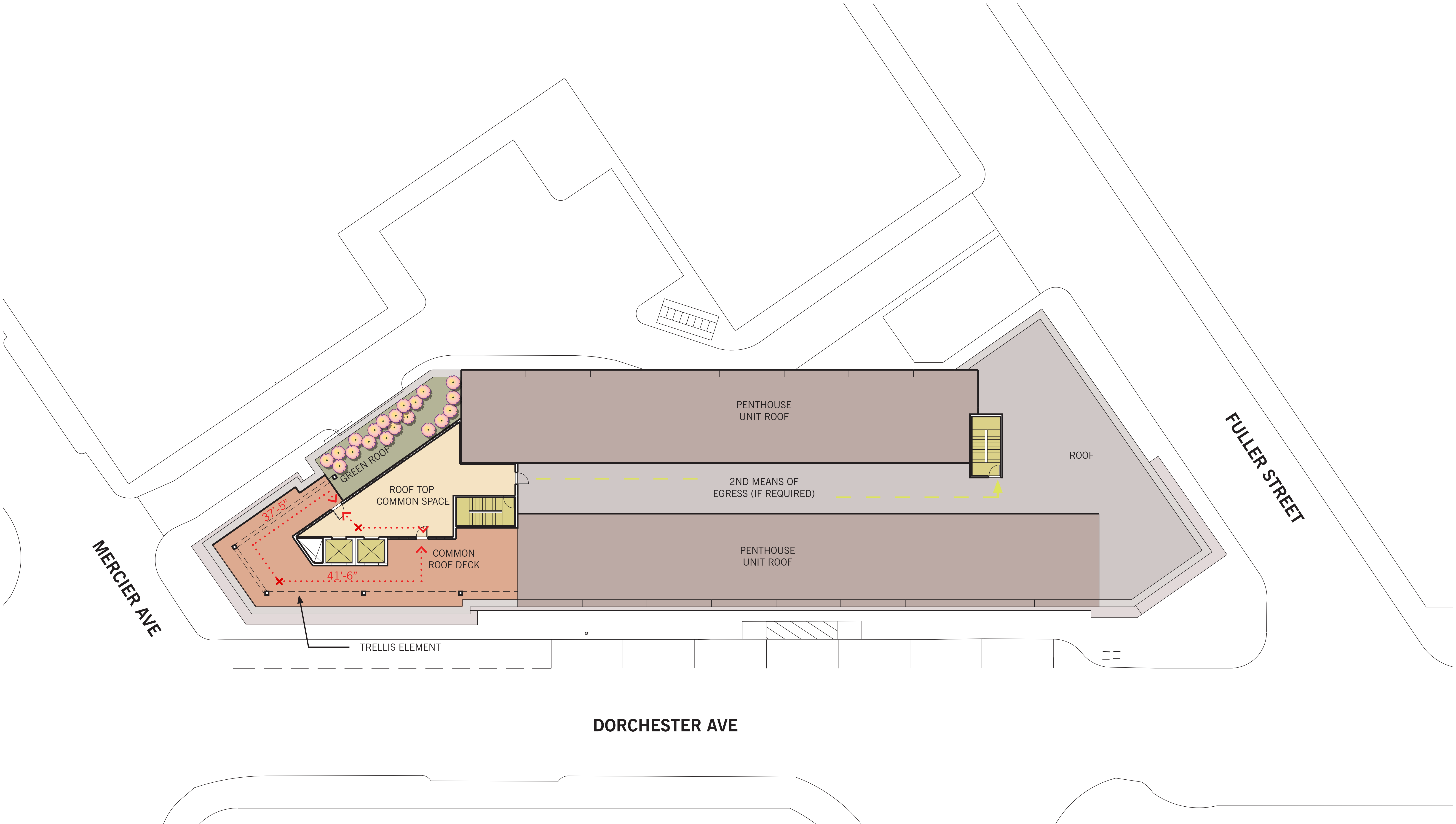
August 8, 2014

DEVELOPER : Trinity Financial

ARCHITECT : The Architectural Team

13107

tat the architectural team



Ashmont TOD 2

Dorchester, MA

Roof Top Floor
Accessibility Plan

0' 5' 10' 25'

N

August 7, 2014

DEVELOPER : Trinity Financial

ARCHITECT : The Architectural Team

13107

tat the architectural team

Appendix C

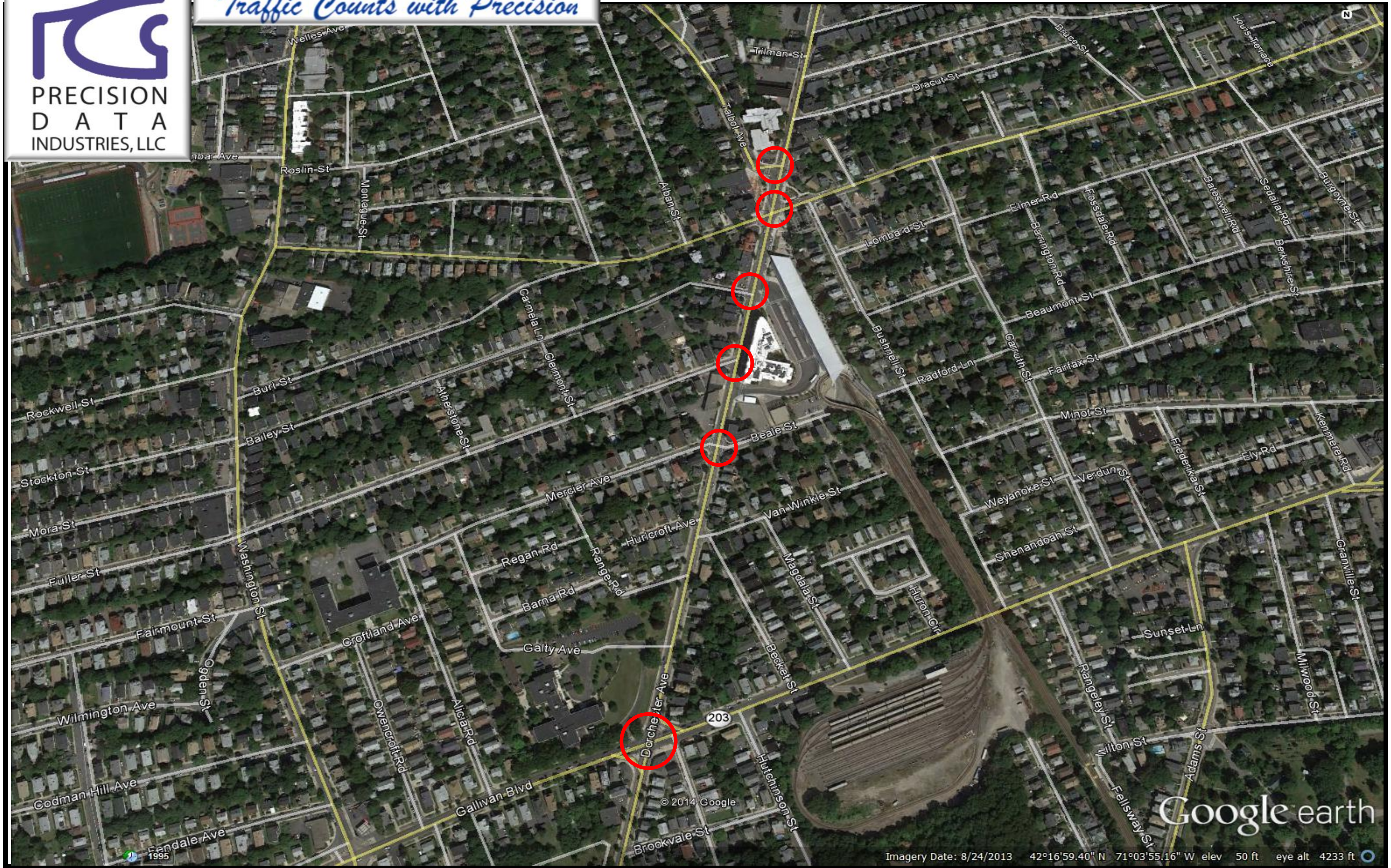
TRANSPORTATION APPENDIX

CONTENTS

Section A-1

11-Hour Turning Movement Counts (TMCs)

PRECISION DATA INDUSTRIES, LLC
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com
Traffic Counts with Precision



Client:	Engineer:	Site Code:	Date:	PDI Job Number:	City, State:
Nitsch Engineering	N. Havan	10266	Thursday 6/5/2014	143940	Boston, MA

N/S: Dorchester Avenue
E/W: Tedeschis/ Talbot Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
D A T A
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143940 A
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Cars - Heavy Vehicles

	Dorchester Avenue From North				Tedeschis From East				Dorchester Avenue From South				Talbot Avenue From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	6	37	1	0	0	1	2	0	3	73	60	1	40	0	3	0	227
07:15 AM	1	58	0	0	0	1	0	0	2	92	66	0	29	0	1	0	250
07:30 AM	1	46	0	0	1	0	2	0	1	75	49	0	55	1	5	0	236
07:45 AM	4	60	0	0	0	0	0	0	1	87	73	0	50	0	3	0	278
Total	12	201	1	0	1	2	4	0	7	327	248	1	174	1	12	0	991
08:00 AM	1	45	2	0	1	1	0	0	2	102	64	0	43	0	3	0	264
08:15 AM	1	49	0	0	0	0	1	0	1	110	61	0	48	0	2	0	273
08:30 AM	3	48	0	0	0	1	3	0	3	78	61	0	47	0	3	0	247
08:45 AM	2	54	1	0	2	1	0	0	2	99	52	0	42	0	5	1	261
Total	7	196	3	0	3	3	4	0	8	389	238	0	180	0	13	1	1045
09:00 AM	3	49	0	0	1	0	0	0	1	88	55	0	33	1	3	0	234
09:15 AM	3	58	0	0	1	0	0	0	2	84	72	0	40	0	4	0	264
09:30 AM	6	56	0	0	0	1	0	0	5	63	66	0	40	0	6	0	243
09:45 AM	5	51	1	0	0	1	1	0	1	97	63	0	30	1	4	0	255
Total	17	214	1	0	2	2	1	0	9	332	256	0	143	2	17	0	996
10:00 AM	4	42	0	0	3	0	0	0	2	71	52	0	37	1	3	0	215
10:15 AM	6	42	0	0	0	0	0	0	0	71	39	0	36	0	4	0	198
10:30 AM	7	47	0	0	0	0	0	0	4	77	56	0	46	0	2	0	239
10:45 AM	4	55	0	0	1	2	0	0	2	71	59	0	30	1	5	0	230
Total	21	186	0	0	4	2	0	0	8	290	206	0	149	2	14	0	882
11:00 AM	3	57	1	0	1	0	0	0	4	54	64	0	43	1	9	0	237
11:15 AM	8	68	0	0	1	1	0	0	3	71	43	0	57	0	2	0	254
11:30 AM	2	64	1	0	1	0	0	0	1	56	48	0	35	0	3	0	211
11:45 AM	4	66	1	0	1	0	0	0	5	56	54	0	37	0	3	0	227
Total	17	255	3	0	4	1	0	0	13	237	209	0	172	1	17	0	929
12:00 PM	2	63	1	0	0	0	2	0	1	64	56	0	39	0	3	0	231
12:15 PM	5	65	0	0	0	0	0	0	2	59	53	0	39	0	1	0	224
12:30 PM	3	60	1	0	0	0	0	0	4	68	67	0	35	0	3	0	241
12:45 PM	3	61	0	0	0	0	0	0	2	55	54	0	36	0	3	0	214
Total	13	249	2	0	0	0	2	0	9	246	230	0	149	0	10	0	910
01:00 PM	7	62	3	0	0	2	0	0	3	61	59	0	46	0	5	0	248
01:15 PM	5	51	0	0	0	0	1	0	1	71	58	0	47	0	3	0	237
01:30 PM	8	60	1	0	1	2	1	0	2	57	65	0	56	0	1	0	254
01:45 PM	4	70	1	1	0	0	0	0	6	64	50	0	43	0	3	0	242
Total	24	243	5	1	1	4	2	0	12	253	232	0	192	0	12	0	981
02:00 PM	4	67	0	0	0	3	1	0	3	87	42	0	45	0	3	0	255
02:15 PM	5	73	0	0	0	2	1	0	3	72	58	0	48	2	2	0	266
02:30 PM	5	60	1	0	0	1	0	0	0	72	61	0	54	0	3	0	257
02:45 PM	6	80	0	0	0	0	0	0	1	83	69	0	40	0	5	0	284
Total	20	280	1	0	0	6	2	0	7	314	230	0	187	2	13	0	1062
03:00 PM	4	60	0	0	0	0	1	0	1	81	72	0	62	0	3	0	284
03:15 PM	8	83	2	0	0	1	0	0	1	73	58	0	55	0	2	0	283
03:30 PM	6	84	1	0	0	0	1	0	1	67	58	0	48	0	1	0	267
03:45 PM	5	86	1	0	0	2	1	0	3	99	65	0	46	0	2	0	310
Total	23	313	4	0	0	3	3	0	6	320	253	0	211	0	8	0	1144
04:00 PM	9	78	0	0	1	1	0	0	2	78	64	0	59	0	8	0	300
04:15 PM	6	81	0	0	0	0	0	0	0	109	67	0	48	1	5	0	317
04:30 PM	9	83	0	0	0	0	0	0	0	79	73	0	64	0	5	0	313
04:45 PM	9	84	0	0	1	0	0	0	4	71	58	0	53	0	6	0	286
Total	33	326	0	0	2	1	0	0	6	337	262	0	224	1	24	0	1216

N/S: Dorchester Avenue
E/W: Tedeschis/ Talbot Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
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File Name : 143940 A
Site Code : 10266
Start Date : 6/5/2014
Page No : 2

Groups Printed- Cars - Heavy Vehicles

	Dorchester Avenue From North				Tedeschis From East				Dorchester Avenue From South				Talbot Avenue From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
05:00 PM	6	78	1	0	1	0	0	0	4	87	58	0	64	1	3	0	303
05:15 PM	12	89	0	0	0	1	2	0	1	66	68	0	60	0	8	0	307
05:30 PM	9	73	0	0	0	1	1	0	1	75	76	0	49	0	7	0	292
05:45 PM	1	78	2	0	2	0	1	0	4	64	76	0	48	0	3	0	279
Total	28	318	3	0	3	2	4	0	10	292	278	0	221	1	21	0	1181
Grand Total	215	2781	23	1	20	26	22	0	95	3337	2642	1	2002	10	161	1	11337
Apprch %	7.1	92.1	0.8	0	29.4	38.2	32.4	0	1.6	54.9	43.5	0	92.1	0.5	7.4	0	
Total %	1.9	24.5	0.2	0	0.2	0.2	0.2	0	0.8	29.4	23.3	0	17.7	0.1	1.4	0	
Cars	195	2593	23	1	18	26	22	0	94	3173	2389	1	1748	9	146	1	10439
% Cars	90.7	93.2	100	100	90	100	100	0	98.9	95.1	90.4	100	87.3	90	90.7	100	92.1
Heavy Vehicles	20	188	0	0	2	0	0	0	1	164	253	0	254	1	15	0	898
% Heavy Vehicles	9.3	6.8	0	0	10	0	0	0	1.1	4.9	9.6	0	12.7	10	9.3	0	7.9

	Dorchester Avenue From North					Tedeschis From East					Dorchester Avenue From South					Talbot Avenue From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**4**	**60**	0	0	**64**	0	0	0	0	0	1	87	**73**	0	161	**50**	0	**3**	0	**53**	**278**
08:00 AM	1	45	**2**	0	48	**1**	**1**	0	0	2	2	102	64	0	168	43	0	3	0	46	264
08:15 AM	1	49	0	0	50	0	0	1	0	1	1	**110**	61	0	**172**	48	0	2	0	50	273
08:30 AM	3	48	0	0	51	0	1	**3**	0	**4**	**3**	78	61	0	142	47	0	3	0	50	247
Total Volume	9	202	2	0	213	1	2	4	0	7	7	377	259	0	643	188	0	11	0	199	1062
% App. Total	4.2	94.8	0.9	0		14.3	28.6	57.1	0		1.1	58.6	40.3	0		94.5	0	5.5	0		
PHF	.563	.842	.250	.000	.832	.250	.500	.333	.000	.438	.583	.857	.887	.000	.935	.940	.000	.917	.000	.939	.955
Cars	8	183	2	0	193	1	2	4	0	7	7	362	232	0	601	158	0	11	0	169	970
% Cars	88.9	90.6	100	0	90.6	100	100	100	0	100	100	96.0	89.6	0	93.5	84.0	0	100	0	84.9	91.3
Heavy Vehicles	1	19	0	0	20	0	0	0	0	0	0	15	27	0	42	30	0	0	0	30	92
% Heavy Vehicles	11.1	9.4	0	0	9.4	0	0	0	0	0	0	4.0	10.4	0	6.5	16.0	0	0	0	15.1	8.7
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	5	**86**	**1**	0	**92**	0	**2**	**1**	0	**3**	**3**	99	65	0	167	46	0	2	0	48	310
04:00 PM	**9**	78	0	0	87	**1**	1	0	0	2	2	78	64	0	144	59	0	**8**	0	67	300
04:15 PM	6	81	0	0	87	0	0	0	0	0	0	**109**	67	0	**176**	48	**1**	5	0	54	**317**
04:30 PM	9	83	0	0	92	0	0	0	0	0	0	79	**73**	0	152	**64**	0	5	0	**69**	313
Total Volume	29	328	1	0	358	1	3	1	0	5	5	365	269	0	639	217	1	20	0	238	1240
% App. Total	8.1	91.6	0.3	0		20	60	20	0		0.8	57.1	42.1	0		91.2	0.4	8.4	0		
PHF	.806	.953	.250	.000	.973	.250	.375	.250	.000	.417	.417	.837	.921	.000	.908	.848	.250	.625	.000	.862	.978
Cars	26	315	1	0	342	1	3	1	0	5	5	352	248	0	605	195	1	16	0	212	1164
% Cars	89.7	96.0	100	0	95.5	100	100	100	0	100	100	96.4	92.2	0	94.7	89.9	100	80.0	0	89.1	93.9
Heavy Vehicles	3	13	0	0	16	0	0	0	0	0	0	13	21	0	34	22	0	4	0	26	76
% Heavy Vehicles	10.3	4.0	0	0	4.5	0	0	0	0	0	0	3.6	7.8	0	5.3	10.1	0	20.0	0	10.9	6.1

N/S: Dorchester Avenue
E/W: Tedeschis/ Talbot Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
D A T A
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143940 A
Site Code : 10266
Start Date : 6/5/2014
Page No : 1

Groups Printed- Cars

	Dorchester Avenue From North				Tedeschis From East				Dorchester Avenue From South				Talbot Avenue From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	5	35	1	0	0	1	2	0	3	68	53	1	28	0	3	0	200
07:15 AM	1	55	0	0	0	1	0	0	2	86	51	0	27	0	1	0	224
07:30 AM	1	43	0	0	1	0	2	0	1	70	43	0	41	1	3	0	206
07:45 AM	3	51	0	0	0	0	0	0	1	85	65	0	45	0	3	0	253
Total	10	184	1	0	1	2	4	0	7	309	212	1	141	1	10	0	883
08:00 AM	1	40	2	0	1	1	0	0	2	98	56	0	34	0	3	0	238
08:15 AM	1	49	0	0	0	0	1	0	1	105	58	0	42	0	2	0	259
08:30 AM	3	43	0	0	0	1	3	0	3	74	53	0	37	0	3	0	220
08:45 AM	2	47	1	0	2	1	0	0	2	92	44	0	34	0	4	1	230
Total	7	179	3	0	3	3	4	0	8	369	211	0	147	0	12	1	947
09:00 AM	2	46	0	0	1	0	0	0	1	78	49	0	29	0	3	0	209
09:15 AM	2	52	0	0	1	0	0	0	2	79	65	0	32	0	4	0	237
09:30 AM	5	53	0	0	0	1	0	0	4	60	58	0	35	0	6	0	222
09:45 AM	5	50	1	0	0	1	1	0	1	95	59	0	25	1	4	0	243
Total	14	201	1	0	2	2	1	0	8	312	231	0	121	1	17	0	911
10:00 AM	4	37	0	0	2	0	0	0	2	71	47	0	34	1	3	0	201
10:15 AM	5	41	0	0	0	0	0	0	0	66	38	0	32	0	4	0	186
10:30 AM	5	45	0	0	0	0	0	0	4	70	49	0	41	0	2	0	216
10:45 AM	3	51	0	0	1	2	0	0	2	70	56	0	27	1	5	0	218
Total	17	174	0	0	3	2	0	0	8	277	190	0	134	2	14	0	821
11:00 AM	3	54	1	0	1	0	0	0	4	53	58	0	36	1	9	0	220
11:15 AM	7	63	0	0	1	1	0	0	3	70	41	0	51	0	2	0	239
11:30 AM	2	62	1	0	0	0	0	0	1	52	44	0	32	0	3	0	197
11:45 AM	4	63	1	0	1	0	0	0	5	55	49	0	34	0	3	0	215
Total	16	242	3	0	3	1	0	0	13	230	192	0	153	1	17	0	871
12:00 PM	2	58	1	0	0	0	2	0	1	59	52	0	33	0	3	0	211
12:15 PM	5	59	0	0	0	0	0	0	2	56	49	0	36	0	1	0	208
12:30 PM	3	56	1	0	0	0	0	0	4	68	59	0	31	0	2	0	224
12:45 PM	3	57	0	0	0	0	0	0	2	53	52	0	31	0	3	0	201
Total	13	230	2	0	0	0	2	0	9	236	212	0	131	0	9	0	844
01:00 PM	7	56	3	0	0	2	0	0	3	56	54	0	42	0	5	0	228
01:15 PM	3	45	0	0	0	0	1	0	1	67	56	0	40	0	3	0	216
01:30 PM	6	54	1	0	1	2	1	0	2	51	58	0	54	0	1	0	231
01:45 PM	4	66	1	1	0	0	0	0	6	62	43	0	37	0	1	0	221
Total	20	221	5	1	1	4	2	0	12	236	211	0	173	0	10	0	896
02:00 PM	4	61	0	0	0	3	1	0	3	82	37	0	37	0	3	0	231
02:15 PM	4	67	0	0	0	2	1	0	3	70	50	0	41	2	2	0	242
02:30 PM	5	58	1	0	0	1	0	0	0	68	54	0	47	0	3	0	237
02:45 PM	6	70	0	0	0	0	0	0	1	75	61	0	34	0	4	0	251
Total	19	256	1	0	0	6	2	0	7	295	202	0	159	2	12	0	961
03:00 PM	4	57	0	0	0	0	1	0	1	79	66	0	53	0	2	0	263
03:15 PM	7	74	2	0	0	1	0	0	1	66	52	0	51	0	2	0	256
03:30 PM	5	79	1	0	0	0	1	0	1	65	53	0	44	0	1	0	250
03:45 PM	4	80	1	0	0	2	1	0	3	96	59	0	40	0	2	0	288
Total	20	290	4	0	0	3	3	0	6	306	230	0	188	0	7	0	1057
04:00 PM	8	76	0	0	1	1	0	0	2	75	60	0	52	0	7	0	282
04:15 PM	5	78	0	0	0	0	0	0	0	107	63	0	43	1	3	0	300
04:30 PM	9	81	0	0	0	0	0	0	0	74	66	0	60	0	4	0	294
04:45 PM	9	76	0	0	1	0	0	0	4	66	53	0	46	0	6	0	261
Total	31	311	0	0	2	1	0	0	6	322	242	0	201	1	20	0	1137

N/S: Dorchester Avenue
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PRECISION
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File Name : 143940 A
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Cars

	Dorchester Avenue From North				Tedeschis From East				Dorchester Avenue From South				Talbot Avenue From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
05:00 PM	6	76	1	0	1	0	0	0	4	82	50	0	60	1	3	0	284
05:15 PM	12	85	0	0	0	1	2	0	1	63	64	0	52	0	6	0	286
05:30 PM	9	70	0	0	0	1	1	0	1	73	71	0	45	0	7	0	278
05:45 PM	1	74	2	0	2	0	1	0	4	63	71	0	43	0	2	0	263
Total	28	305	3	0	3	2	4	0	10	281	256	0	200	1	18	0	1111
Grand Total	195	2593	23	1	18	26	22	0	94	3173	2389	1	1748	9	146	1	10439
Apprch %	6.9	92.2	0.8	0	27.3	39.4	33.3	0	1.7	56.1	42.2	0	91.8	0.5	7.7	0.1	
Total %	1.9	24.8	0.2	0	0.2	0.2	0.2	0	0.9	30.4	22.9	0	16.7	0.1	1.4	0	

	Dorchester Avenue From North					Tedeschis From East					Dorchester Avenue From South					Talbot Avenue From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**3**	**51**	0	0	**54**	0	0	0	0	0	1	85	**65**	0	151	**45**	0	**3**	0	**48**	253
08:00 AM	1	40	**2**	0	43	**1**	**1**	0	0	2	2	98	56	0	156	34	0	3	0	37	238
08:15 AM	1	49	0	0	50	0	0	1	0	1	1	**105**	58	0	**164**	42	0	2	0	44	**259**
08:30 AM	3	43	0	0	46	0	1	**3**	0	**4**	**3**	74	53	0	130	37	0	3	0	40	220
Total Volume	8	183	2	0	193	1	2	4	0	7	7	362	232	0	601	158	0	11	0	169	970
% App. Total	4.1	94.8	1	0		14.3	28.6	57.1	0		1.2	60.2	38.6	0		93.5	0	6.5	0		
PHF	.667	.897	.250	.000	.894	.250	.500	.333	.000	.438	.583	.862	.892	.000	.916	.878	.000	.917	.000	.880	.936
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	4	80	**1**	0	85	0	**2**	**1**	0	**3**	**3**	96	59	0	158	40	0	2	0	42	288
04:00 PM	8	76	0	0	84	**1**	1	0	0	2	2	75	60	0	137	52	0	**7**	0	59	282
04:15 PM	5	78	0	0	83	0	0	0	0	0	0	**107**	63	0	**170**	43	**1**	3	0	47	**300**
04:30 PM	**9**	**81**	0	0	**90**	0	0	0	0	0	0	74	**66**	0	140	**60**	0	4	0	**64**	294
Total Volume	26	315	1	0	342	1	3	1	0	5	5	352	248	0	605	195	1	16	0	212	1164
% App. Total	7.6	92.1	0.3	0		20	60	20	0		0.8	58.2	41	0		92	0.5	7.5	0		
PHF	.722	.972	.250	.000	.950	.250	.375	.250	.000	.417	.417	.822	.939	.000	.890	.813	.250	.571	.000	.828	.970

N/S: Dorchester Avenue
E/W: Tedeschis/ Talbot Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
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File Name : 143940 A
Site Code : 10266
Start Date : 6/5/2014
Page No : 1

Groups Printed- Heavy Vehicles

	Dorchester Avenue From North				Tedeschis From East				Dorchester Avenue From South				Talbot Avenue From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	1	2	0	0	0	0	0	0	0	5	7	0	12	0	0	0	27
07:15 AM	0	3	0	0	0	0	0	0	0	6	15	0	2	0	0	0	26
07:30 AM	0	3	0	0	0	0	0	0	0	5	6	0	14	0	2	0	30
07:45 AM	1	9	0	0	0	0	0	0	0	2	8	0	5	0	0	0	25
Total	2	17	0	0	0	0	0	0	0	18	36	0	33	0	2	0	108
08:00 AM	0	5	0	0	0	0	0	0	0	4	8	0	9	0	0	0	26
08:15 AM	0	0	0	0	0	0	0	0	0	5	3	0	6	0	0	0	14
08:30 AM	0	5	0	0	0	0	0	0	0	4	8	0	10	0	0	0	27
08:45 AM	0	7	0	0	0	0	0	0	0	7	8	0	8	0	1	0	31
Total	0	17	0	0	0	0	0	0	0	20	27	0	33	0	1	0	98
09:00 AM	1	3	0	0	0	0	0	0	0	10	6	0	4	1	0	0	25
09:15 AM	1	6	0	0	0	0	0	0	0	5	7	0	8	0	0	0	27
09:30 AM	1	3	0	0	0	0	0	0	1	3	8	0	5	0	0	0	21
09:45 AM	0	1	0	0	0	0	0	0	0	2	4	0	5	0	0	0	12
Total	3	13	0	0	0	0	0	0	1	20	25	0	22	1	0	0	85
10:00 AM	0	5	0	0	1	0	0	0	0	0	5	0	3	0	0	0	14
10:15 AM	1	1	0	0	0	0	0	0	0	5	1	0	4	0	0	0	12
10:30 AM	2	2	0	0	0	0	0	0	0	7	7	0	5	0	0	0	23
10:45 AM	1	4	0	0	0	0	0	0	0	1	3	0	3	0	0	0	12
Total	4	12	0	0	1	0	0	0	0	13	16	0	15	0	0	0	61
11:00 AM	0	3	0	0	0	0	0	0	0	1	6	0	7	0	0	0	17
11:15 AM	1	5	0	0	0	0	0	0	0	1	2	0	6	0	0	0	15
11:30 AM	0	2	0	0	1	0	0	0	0	4	4	0	3	0	0	0	14
11:45 AM	0	3	0	0	0	0	0	0	0	1	5	0	3	0	0	0	12
Total	1	13	0	0	1	0	0	0	0	7	17	0	19	0	0	0	58
12:00 PM	0	5	0	0	0	0	0	0	0	5	4	0	6	0	0	0	20
12:15 PM	0	6	0	0	0	0	0	0	0	3	4	0	3	0	0	0	16
12:30 PM	0	4	0	0	0	0	0	0	0	0	8	0	4	0	1	0	17
12:45 PM	0	4	0	0	0	0	0	0	0	2	2	0	5	0	0	0	13
Total	0	19	0	0	0	0	0	0	0	10	18	0	18	0	1	0	66
01:00 PM	0	6	0	0	0	0	0	0	0	5	5	0	4	0	0	0	20
01:15 PM	2	6	0	0	0	0	0	0	0	4	2	0	7	0	0	0	21
01:30 PM	2	6	0	0	0	0	0	0	0	6	7	0	2	0	0	0	23
01:45 PM	0	4	0	0	0	0	0	0	0	2	7	0	6	0	2	0	21
Total	4	22	0	0	0	0	0	0	0	17	21	0	19	0	2	0	85
02:00 PM	0	6	0	0	0	0	0	0	0	5	5	0	8	0	0	0	24
02:15 PM	1	6	0	0	0	0	0	0	0	2	8	0	7	0	0	0	24
02:30 PM	0	2	0	0	0	0	0	0	0	4	7	0	7	0	0	0	20
02:45 PM	0	10	0	0	0	0	0	0	0	8	8	0	6	0	1	0	33
Total	1	24	0	0	0	0	0	0	0	19	28	0	28	0	1	0	101
03:00 PM	0	3	0	0	0	0	0	0	0	2	6	0	9	0	1	0	21
03:15 PM	1	9	0	0	0	0	0	0	0	7	6	0	4	0	0	0	27
03:30 PM	1	5	0	0	0	0	0	0	0	2	5	0	4	0	0	0	17
03:45 PM	1	6	0	0	0	0	0	0	0	3	6	0	6	0	0	0	22
Total	3	23	0	0	0	0	0	0	0	14	23	0	23	0	1	0	87
04:00 PM	1	2	0	0	0	0	0	0	0	3	4	0	7	0	1	0	18
04:15 PM	1	3	0	0	0	0	0	0	0	2	4	0	5	0	2	0	17
04:30 PM	0	2	0	0	0	0	0	0	0	5	7	0	4	0	1	0	19
04:45 PM	0	8	0	0	0	0	0	0	0	5	5	0	7	0	0	0	25
Total	2	15	0	0	0	0	0	0	0	15	20	0	23	0	4	0	79

N/S: Dorchester Avenue
E/W: Tedeschis/ Talbot Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
DATA
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File Name : 143940 A
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Heavy Vehicles

	Dorchester Avenue From North				Tedeschis From East				Dorchester Avenue From South				Talbot Avenue From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
05:00 PM	0	2	0	0	0	0	0	0	0	5	8	0	4	0	0	0	19
05:15 PM	0	4	0	0	0	0	0	0	0	3	4	0	8	0	2	0	21
05:30 PM	0	3	0	0	0	0	0	0	0	2	5	0	4	0	0	0	14
05:45 PM	0	4	0	0	0	0	0	0	0	1	5	0	5	0	1	0	16
Total	0	13	0	0	0	0	0	0	0	11	22	0	21	0	3	0	70
Grand Total	20	188	0	0	2	0	0	0	1	164	253	0	254	1	15	0	898
Apprch %	9.6	90.4	0	0	100	0	0	0	0.2	39.2	60.5	0	94.1	0.4	5.6	0	
Total %	2.2	20.9	0	0	0.2	0	0	0	0.1	18.3	28.2	0	28.3	0.1	1.7	0	

	Dorchester Avenue From North					Tedeschis From East					Dorchester Avenue From South					Talbot Avenue From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	5	0	0	5	0	0	0	0	0	0	4	**8**	0	12	**10**	0	0	0	**10**	27
08:45 AM	0	**7**	0	0	**7**	0	0	0	0	0	0	7	8	0	15	8	0	**1**	0	9	**31**
09:00 AM	**1**	3	0	0	4	0	0	0	0	0	0	**10**	6	0	**16**	4	**1**	0	0	5	25
09:15 AM	1	6	0	0	7	0	0	0	0	0	0	5	7	0	12	8	0	0	0	8	27
Total Volume	2	21	0	0	23	0	0	0	0	0	0	26	29	0	55	30	1	1	0	32	110
% App. Total	8.7	91.3	0	0		0	0	0	0		0	47.3	52.7	0		93.8	3.1	3.1	0		
PHF	.500	.750	.000	.000	.821	.000	.000	.000	.000	.000	.000	.650	.906	.000	.859	.750	.250	.250	.000	.800	.887
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	6	0	0	6	0	0	0	0	0	0	5	5	0	10	**8**	0	0	0	**8**	24
02:15 PM	**1**	6	0	0	7	0	0	0	0	0	0	2	**8**	0	10	7	0	0	0	7	24
02:30 PM	0	2	0	0	2	0	0	0	0	0	0	4	7	0	11	7	0	0	0	7	20
02:45 PM	0	**10**	0	0	**10**	0	0	0	0	0	0	**8**	8	0	**16**	6	0	**1**	0	7	**33**
Total Volume	1	24	0	0	25	0	0	0	0	0	0	19	28	0	47	28	0	1	0	29	101
% App. Total	4	96	0	0		0	0	0	0		0	40.4	59.6	0		96.6	0	3.4	0		
PHF	.250	.600	.000	.000	.625	.000	.000	.000	.000	.000	.000	.594	.875	.000	.734	.875	.000	.250	.000	.906	.765

N/S: Dorchester Avenue
E/W: Tedeschis/ Talbot Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

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File Name : 143940 A
Site Code : 10266
Start Date : 6/5/2014
Page No : 1

Groups Printed- Peds and Bicycles

	Dorchester Avenue From North				Tedeschis From East				Dorchester Avenue From South				Talbot Avenue From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	0	0	4	0	0	0	28	0	2	1	1	0	0	0	8	44
07:15 AM	0	1	0	3	0	0	0	47	0	0	0	0	0	0	0	9	60
07:30 AM	0	0	0	9	0	0	0	38	0	1	0	3	0	0	0	6	57
07:45 AM	0	0	0	4	0	0	0	36	0	2	1	0	0	0	0	4	47
Total	0	1	0	20	0	0	0	149	0	5	2	4	0	0	0	27	208
08:00 AM	0	1	0	5	0	0	0	36	0	0	1	7	0	0	0	3	53
08:15 AM	0	0	0	4	0	0	0	29	0	0	0	2	0	0	0	2	37
08:30 AM	0	0	0	9	0	0	0	48	0	0	0	4	1	0	0	2	64
08:45 AM	0	0	0	5	0	0	0	28	0	2	0	3	1	0	0	4	43
Total	0	1	0	23	0	0	0	141	0	2	1	16	2	0	0	11	197
09:00 AM	0	0	0	4	0	0	0	31	0	2	0	1	0	0	0	4	42
09:15 AM	0	0	0	4	0	0	0	18	0	0	0	0	0	0	0	6	28
09:30 AM	0	0	0	9	0	0	0	20	0	0	0	1	0	0	0	5	35
09:45 AM	0	0	0	5	0	0	0	22	0	0	0	3	0	0	0	2	32
Total	0	0	0	22	0	0	0	91	0	2	0	5	0	0	0	17	137
10:00 AM	0	0	0	1	0	0	0	12	0	0	0	2	0	0	0	1	16
10:15 AM	0	0	0	6	0	0	0	24	0	0	0	1	1	0	0	6	38
10:30 AM	0	0	0	2	0	0	0	21	0	0	0	1	0	0	0	3	27
10:45 AM	0	0	0	8	0	0	0	20	0	0	0	4	0	0	0	2	34
Total	0	0	0	17	0	0	0	77	0	0	0	8	1	0	0	12	115
11:00 AM	0	0	0	5	0	0	0	14	0	0	0	0	0	0	0	4	23
11:15 AM	0	0	0	5	0	0	0	16	0	0	0	2	0	0	0	2	25
11:30 AM	0	0	0	3	0	0	0	19	0	0	0	5	0	0	0	1	28
11:45 AM	0	0	0	8	0	0	0	21	0	0	1	1	0	0	0	4	35
Total	0	0	0	21	0	0	0	70	0	0	1	8	0	0	0	11	111
12:00 PM	0	0	0	3	0	0	0	21	0	0	0	2	0	0	0	6	32
12:15 PM	0	0	0	7	0	0	0	12	0	0	0	0	0	0	0	1	20
12:30 PM	0	0	0	3	0	0	0	16	0	0	0	0	0	0	0	2	21
12:45 PM	0	0	0	2	0	0	0	17	0	0	0	2	0	0	0	2	23
Total	0	0	0	15	0	0	0	66	0	0	0	4	0	0	0	11	96
01:00 PM	0	0	0	3	0	0	0	20	0	0	0	1	0	0	0	1	25
01:15 PM	0	0	0	8	0	0	0	28	0	0	0	3	0	0	0	2	41
01:30 PM	0	0	0	3	0	0	0	18	0	0	0	1	0	0	0	1	23
01:45 PM	0	0	0	9	0	0	0	20	0	0	0	0	0	0	0	4	33
Total	0	0	0	23	0	0	0	86	0	0	0	5	0	0	0	8	122
02:00 PM	0	0	0	3	0	0	0	18	0	0	0	2	0	0	0	2	25
02:15 PM	0	0	0	1	0	0	0	22	0	0	0	4	0	0	0	4	31
02:30 PM	0	0	0	2	0	0	0	28	0	0	0	3	0	0	0	5	38
02:45 PM	0	0	0	4	0	0	0	26	0	0	0	2	0	0	0	6	38
Total	0	0	0	10	0	0	0	94	0	0	0	11	0	0	0	17	132
03:00 PM	0	0	0	6	0	0	0	21	0	0	0	1	0	0	0	3	31
03:15 PM	0	0	0	2	0	0	0	26	0	0	0	3	0	0	0	3	34
03:30 PM	0	0	0	3	0	0	0	27	0	0	0	1	0	0	0	5	36
03:45 PM	0	0	0	5	0	0	0	23	0	0	0	3	0	0	0	5	36
Total	0	0	0	16	0	0	0	97	0	0	0	8	0	0	0	16	137
04:00 PM	0	0	0	9	0	0	0	14	0	0	0	0	0	0	0	1	24
04:15 PM	0	0	0	4	0	0	0	21	0	0	0	2	0	0	0	5	32
04:30 PM	0	0	0	7	0	0	0	29	0	0	0	1	0	0	0	3	40
04:45 PM	0	1	0	4	0	0	0	22	0	0	0	1	0	0	0	8	36
Total	0	1	0	24	0	0	0	86	0	0	0	4	0	0	0	17	132

N/S: Dorchester Avenue
E/W: Tedeschis/ Talbot Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

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File Name : 143940 A
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Peds and Bicycles

	Dorchester Avenue From North				Tedeschis From East				Dorchester Avenue From South				Talbot Avenue From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
05:00 PM	0	0	0	8	0	0	0	45	0	0	0	6	0	0	0	10	69
05:15 PM	0	0	0	11	0	0	0	41	0	0	1	3	0	0	0	6	62
05:30 PM	0	2	0	6	0	0	0	33	0	2	0	5	1	0	0	11	60
05:45 PM	0	0	0	4	0	0	0	42	0	1	0	3	0	0	0	2	52
Total	0	2	0	29	0	0	0	161	0	3	1	17	1	0	0	29	243
Grand Total	0	5	0	220	0	0	0	1118	0	12	5	90	4	0	0	176	1630
Apprch %	0	2.2	0	97.8	0	0	0	100	0	11.2	4.7	84.1	2.2	0	0	97.8	
Total %	0	0.3	0	13.5	0	0	0	68.6	0	0.7	0.3	5.5	0.2	0	0	10.8	

	Dorchester Avenue From North					Tedeschis From East					Dorchester Avenue From South					Talbot Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	**1**	0	3	4	0	0	0	**47**	**47**	0	0	0	0	0	0	0	0	**9**	**9**	**60**
07:30 AM	0	0	0	**9**	**9**	0	0	0	38	38	0	1	0	3	4	0	0	0	6	6	57
07:45 AM	0	0	0	4	4	0	0	0	36	36	0	**2**	**1**	0	3	0	0	0	4	4	47
08:00 AM	0	1	0	5	6	0	0	0	36	36	0	0	1	**7**	**8**	0	0	0	3	3	53
Total Volume	0	2	0	21	23	0	0	0	157	157	0	3	2	10	15	0	0	0	22	22	217
% App. Total	0	8.7	0	91.3		0	0	0	100		0	20	13.3	66.7		0	0	0	100		
PHF	.000	.500	.000	.583	.639	.000	.000	.000	.835	.835	.000	.375	.500	.357	.469	.000	.000	.000	.611	.611	.904
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	8	8	0	0	0	**45**	**45**	0	0	0	**6**	6	0	0	0	10	10	**69**
05:15 PM	0	0	0	**11**	**11**	0	0	0	41	41	0	0	**1**	3	4	0	0	0	6	6	62
05:30 PM	0	**2**	0	6	8	0	0	0	33	33	0	**2**	0	5	**7**	**1**	0	0	**11**	**12**	60
05:45 PM	0	0	0	4	4	0	0	0	42	42	0	1	0	3	4	0	0	0	2	2	52
Total Volume	0	2	0	29	31	0	0	0	161	161	0	3	1	17	21	1	0	0	29	30	243
% App. Total	0	6.5	0	93.5		0	0	0	100		0	14.3	4.8	81		3.3	0	0	96.7		
PHF	.000	.250	.000	.659	.705	.000	.000	.000	.894	.894	.000	.375	.250	.708	.750	.250	.000	.000	.659	.625	.880

N/S: Dorchester Avenue
E/W: Tedeschis/ Talbot Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION DATA INDUSTRIES, LLC
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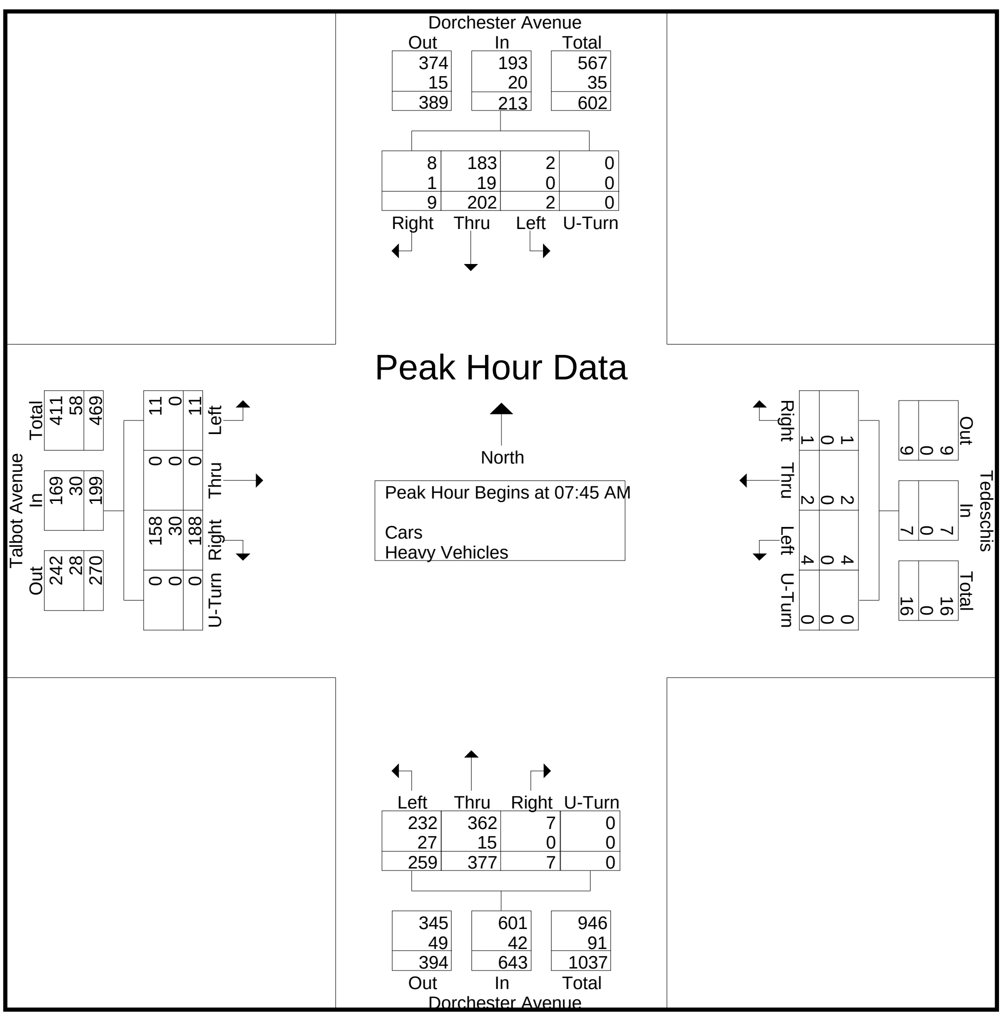
Email: datarequests@pdillc.com

File Name : 143940 A
Site Code : 10266
Start Date : 6/5/2014

	Dorchester Avenue From North					Tedeschis From East					Dorchester Avenue From South					Talbot Avenue From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**4**	**60**	0	0	**64**	0	0	0	0	0	1	87	**73**	0	161	**50**	0	**3**	0	**53**	**278**
08:00 AM	1	45	**2**	0	48	**1**	**1**	0	0	2	2	102	64	0	168	43	0	3	0	46	264
08:15 AM	1	49	0	0	50	0	0	1	0	1	1	**110**	61	0	**172**	48	0	2	0	50	273
08:30 AM	3	48	0	0	51	0	1	**3**	0	**4**	**3**	78	61	0	142	47	0	3	0	50	247
Total Volume	9	202	2	0	213	1	2	4	0	7	7	377	259	0	643	188	0	11	0	199	1062
% App. Total	4.2	94.8	0.9	0		14.3	28.6	57.1	0		1.1	58.6	40.3	0		94.5	0	5.5	0		
PHF	.563	.842	.250	.000	.832	.250	.500	.333	.000	.438	.583	.857	.887	.000	.935	.940	.000	.917	.000	.939	.955
Cars	8	183	2	0	193	1	2	4	0	7	7	362	232	0	601	158	0	11	0	169	970
% Cars	88.9	90.6	100	0	90.6	100	100	100	0	100	100	96.0	89.6	0	93.5	84.0	0	100	0	84.9	91.3
Heavy Vehicles	1	19	0	0	20	0	0	0	0	0	0	15	27	0	42	30	0	0	0	30	92
% Heavy Vehicles	11.1	9.4	0	0	9.4	0	0	0	0	0	0	4.0	10.4	0	6.5	16.0	0	0	0	15.1	8.7



N/S: Dorchester Avenue
E/W: Tedeschis/ Talbot Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

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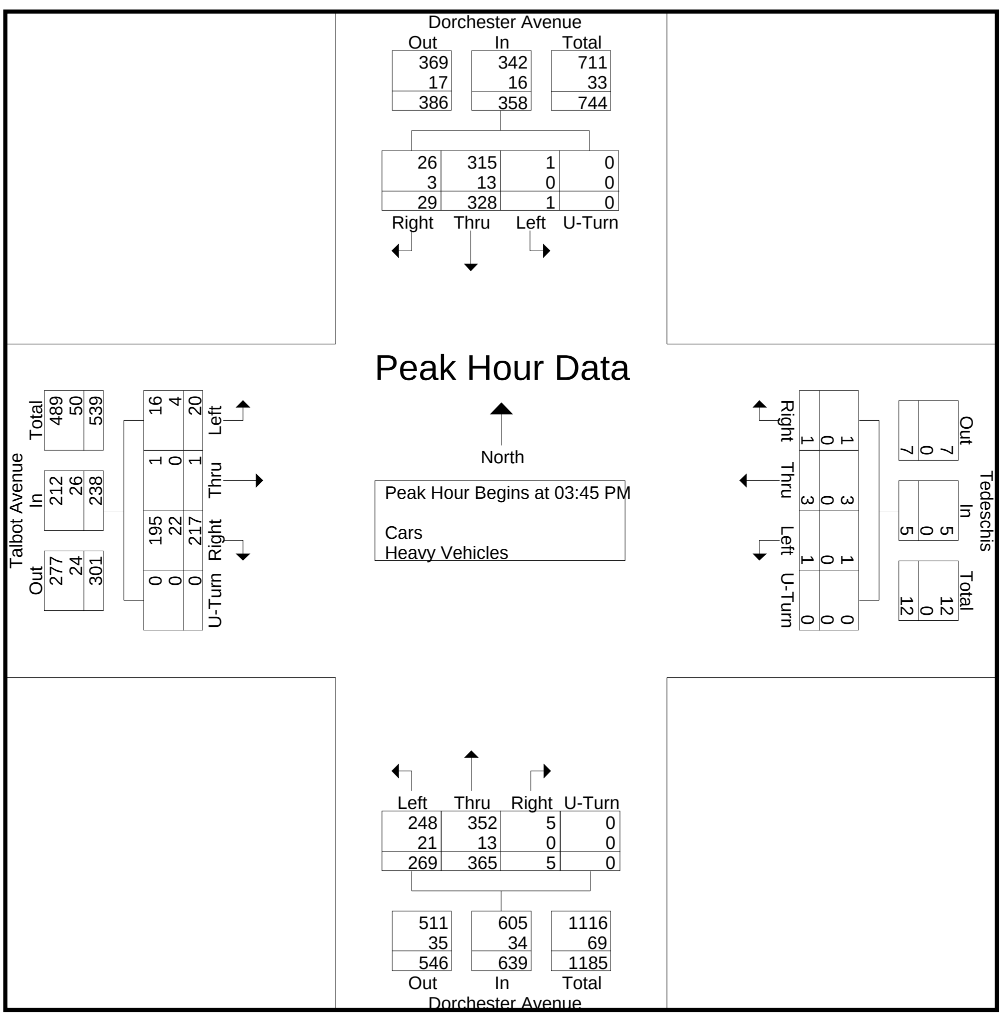
File Name : 143940 A
Site Code : 10266
Start Date : 6/5/2014

	Dorchester Avenue From North					Tedeschis From East					Dorchester Avenue From South					Talbot Avenue From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	5	**86**	**1**	0	**92**	0	**2**	**1**	0	**3**	**3**	99	65	0	167	46	0	2	0	48	310
04:00 PM	**9**	78	0	0	87	**1**	1	0	0	2	2	78	64	0	144	59	0	**8**	0	67	300
04:15 PM	6	81	0	0	87	0	0	0	0	0	0	**109**	67	0	**176**	48	**1**	5	0	54	**317**
04:30 PM	9	83	0	0	92	0	0	0	0	0	0	79	**73**	0	152	**64**	0	5	0	**69**	313
Total Volume	29	328	1	0	358	1	3	1	0	5	5	365	269	0	639	217	1	20	0	238	1240
% App. Total	8.1	91.6	0.3	0		20	60	20	0		0.8	57.1	42.1	0		91.2	0.4	8.4	0		
PHF	.806	.953	.250	.000	.973	.250	.375	.250	.000	.417	.417	.837	.921	.000	.908	.848	.250	.625	.000	.862	.978
Cars	26	315	1	0	342	1	3	1	0	5	5	352	248	0	605	195	1	16	0	212	1164
% Cars	89.7	96.0	100	0	95.5	100	100	100	0	100	100	96.4	92.2	0	94.7	89.9	100	80.0	0	89.1	93.9
Heavy Vehicles	3	13	0	0	16	0	0	0	0	0	0	13	21	0	34	22	0	4	0	26	76
% Heavy Vehicles	10.3	4.0	0	0	4.5	0	0	0	0	0	0	3.6	7.8	0	5.3	10.1	0	20.0	0	10.9	6.1



N/S: Dorchester Avenue
E/W: Ashmont Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

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File Name : 143940 B
Site Code : 10266
Start Date : 6/5/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Dorchester Avenue From North				Ashmont Street From East				Dorchester Avenue From South				Ashmont Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	0	53	19	0	55	0	17	0	17	83	0	0	6	27	8	0	285
07:15 AM	1	55	17	0	48	0	31	0	16	115	0	0	4	31	9	0	327
07:30 AM	0	61	37	0	44	0	27	0	26	83	0	1	6	25	8	0	318
07:45 AM	0	74	27	0	49	0	37	0	19	99	2	0	10	35	16	0	368
Total	1	243	100	0	196	0	112	0	78	380	2	1	26	118	41	0	1298
08:00 AM	0	70	26	0	50	0	27	0	26	110	0	1	6	37	13	0	366
08:15 AM	0	61	34	0	43	0	28	0	25	102	0	0	10	24	15	0	342
08:30 AM	0	80	20	0	40	0	31	0	22	94	0	0	11	25	14	0	337
08:45 AM	0	60	34	0	41	0	28	0	24	94	0	0	6	20	11	0	318
Total	0	271	114	0	174	0	114	0	97	400	0	1	33	106	53	0	1363
09:00 AM	0	57	28	0	37	0	21	0	14	97	0	0	1	25	13	0	293
09:15 AM	0	75	22	0	49	0	22	0	15	98	0	0	3	23	8	0	315
09:30 AM	0	66	28	0	50	0	25	0	18	80	0	0	11	15	6	0	299
09:45 AM	0	61	24	0	38	0	24	0	23	111	0	0	4	18	6	0	309
Total	0	259	102	0	174	0	92	0	70	386	0	0	19	81	33	0	1216
10:00 AM	0	56	20	0	38	0	33	0	13	84	0	0	6	13	3	0	266
10:15 AM	0	64	16	0	33	0	20	0	17	80	0	0	7	17	3	0	257
10:30 AM	0	72	18	0	36	0	31	0	14	97	0	0	10	17	5	0	300
10:45 AM	0	65	18	0	24	0	17	0	15	104	0	0	4	16	4	0	267
Total	0	257	72	0	131	0	101	0	59	365	0	0	27	63	15	0	1090
11:00 AM	1	74	28	0	49	0	25	0	14	75	0	1	5	9	4	0	285
11:15 AM	0	98	30	0	36	0	18	0	13	67	0	0	4	9	8	0	283
11:30 AM	0	75	26	0	30	0	21	0	15	72	0	0	6	7	7	0	259
11:45 AM	0	74	25	0	37	0	29	0	12	78	0	0	2	11	2	0	270
Total	1	321	109	0	152	0	93	0	54	292	0	1	17	36	21	0	1097
12:00 PM	0	77	29	0	42	0	19	0	12	79	0	0	5	8	1	0	272
12:15 PM	0	74	29	0	35	0	25	0	12	66	0	0	6	12	6	0	265
12:30 PM	0	75	23	0	34	0	32	0	17	95	0	0	8	12	7	0	303
12:45 PM	0	78	19	0	36	0	19	0	20	78	0	0	5	9	3	0	267
Total	0	304	100	0	147	0	95	0	61	318	0	0	24	41	17	0	1107
01:00 PM	0	80	26	0	42	0	25	0	10	67	0	0	9	12	8	0	279
01:15 PM	0	67	30	0	42	0	29	0	17	83	0	0	3	14	4	0	289
01:30 PM	0	87	36	0	35	0	25	0	14	87	0	0	12	17	7	0	320
01:45 PM	0	81	35	0	37	0	36	0	21	79	0	0	9	22	4	0	324
Total	0	315	127	0	156	0	115	0	62	316	0	0	33	65	23	0	1212
02:00 PM	0	85	29	0	36	0	17	0	24	94	0	0	6	10	8	0	309
02:15 PM	0	94	30	0	37	0	34	0	13	89	0	0	4	19	11	0	331
02:30 PM	0	82	32	0	49	0	26	0	15	84	0	0	7	18	5	0	318
02:45 PM	0	97	31	0	45	0	37	0	20	98	0	0	6	37	8	0	379
Total	0	358	122	0	167	0	114	0	72	365	0	0	23	84	32	0	1337
03:00 PM	0	89	32	0	55	0	25	0	15	100	0	0	10	21	7	0	354
03:15 PM	0	98	43	0	39	0	32	0	22	82	0	0	12	24	8	0	360
03:30 PM	0	97	30	0	40	0	33	0	10	77	0	0	3	23	9	0	322
03:45 PM	0	95	37	0	50	0	36	0	17	98	0	0	8	16	13	0	370
Total	0	379	142	0	184	0	126	0	64	357	0	0	33	84	37	0	1406
04:00 PM	0	109	33	0	46	0	37	0	24	104	0	0	9	19	6	0	387
04:15 PM	0	94	37	1	54	0	44	0	22	103	0	0	16	18	12	0	401
04:30 PM	0	95	46	0	46	0	23	0	19	110	0	0	9	21	5	0	374
04:45 PM	0	108	31	0	51	0	58	0	19	70	0	0	13	15	11	0	376
Total	0	406	147	1	197	0	162	0	84	387	0	0	47	73	34	0	1538

N/S: Dorchester Avenue
E/W: Ashmont Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

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DATA
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File Name : 143940 B
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Cars - Heavy Vehicles

	Dorchester Avenue From North				Ashmont Street From East				Dorchester Avenue From South				Ashmont Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
05:00 PM	0	98	48	0	45	0	35	0	15	97	0	0	8	18	7	0	371
05:15 PM	0	112	35	0	51	0	42	0	17	77	0	0	13	26	8	0	381
05:30 PM	0	103	25	0	50	0	41	0	21	98	0	0	9	20	10	0	377
05:45 PM	0	91	36	0	55	0	36	0	21	85	0	0	20	25	5	0	374
Total	0	404	144	0	201	0	154	0	74	357	0	0	50	89	30	0	1503
Grand Total	2	3517	1279	1	1879	0	1278	0	775	3923	2	3	332	840	336	0	14167
Apprch %	0	73.3	26.7	0	59.5	0	40.5	0	16.5	83.4	0	0.1	22	55.7	22.3	0	
Total %	0	24.8	9	0	13.3	0	9	0	5.5	27.7	0	0	2.3	5.9	2.4	0	
Cars	1	3152	1203	1	1800	0	1216	0	741	3567	2	3	315	814	313	0	13128
% Cars	50	89.6	94.1	100	95.8	0	95.1	0	95.6	90.9	100	100	94.9	96.9	93.2	0	92.7
Heavy Vehicles	1	365	76	0	79	0	62	0	34	356	0	0	17	26	23	0	1039
% Heavy Vehicles	50	10.4	5.9	0	4.2	0	4.9	0	4.4	9.1	0	0	5.1	3.1	6.8	0	7.3

	Dorchester Avenue From North					Ashmont Street From East					Dorchester Avenue From South					Ashmont Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

07:45 AM	0	74	27	0	**101**	49	0	**37**	0	**86**	19	99	**2**	0	120	10	35	**16**	0	**61**	**368**
08:00 AM	0	70	26	0	96	**50**	0	27	0	77	**26**	**110**	0	**1**	**137**	6	**37**	13	0	56	366
08:15 AM	0	61	**34**	0	95	43	0	28	0	71	25	102	0	0	127	10	24	15	0	49	342
08:30 AM	0	**80**	20	0	100	40	0	31	0	71	22	94	0	0	116	**11**	25	14	0	50	337
Total Volume	0	285	107	0	392	182	0	123	0	305	92	405	2	1	500	37	121	58	0	216	1413
% App. Total	0	72.7	27.3	0		59.7	0	40.3	0		18.4	81	0.4	0.2		17.1	56	26.9	0		
PHF	.000	.891	.787	.000	.970	.910	.000	.831	.000	.887	.885	.920	.250	.250	.912	.841	.818	.906	.000	.885	.960
Cars	0	240	103	0	343	176	0	112	0	288	89	371	2	1	463	36	117	53	0	206	1300
% Cars	0	84.2	96.3	0	87.5	96.7	0	91.1	0	94.4	96.7	91.6	100	100	92.6	97.3	96.7	91.4	0	95.4	92.0
Heavy Vehicles	0	45	4	0	49	6	0	11	0	17	3	34	0	0	37	1	4	5	0	10	113
% Heavy Vehicles	0	15.8	3.7	0	12.5	3.3	0	8.9	0	5.6	3.3	8.4	0	0	7.4	2.7	3.3	8.6	0	4.6	8.0

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	**109**	33	0	**142**	46	0	37	0	83	**24**	104	0	0	128	9	19	6	0	34	387
04:15 PM	0	94	37	**1**	132	**54**	0	44	0	98	22	103	0	0	125	**16**	18	**12**	0	**46**	**401**
04:30 PM	0	95	**46**	0	141	46	0	23	0	69	19	**110**	0	0	**129**	9	**21**	5	0	35	374
04:45 PM	0	108	31	0	139	51	0	**58**	0	**109**	19	70	0	0	89	13	15	11	0	39	376
Total Volume	0	406	147	1	554	197	0	162	0	359	84	387	0	0	471	47	73	34	0	154	1538
% App. Total	0	73.3	26.5	0.2		54.9	0	45.1	0		17.8	82.2	0	0		30.5	47.4	22.1	0		
PHF	.000	.931	.799	.250	.975	.912	.000	.698	.000	.823	.875	.880	.000	.000	.913	.734	.869	.708	.000	.837	.959
Cars	0	373	142	1	516	189	0	154	0	343	82	358	0	0	440	43	71	33	0	147	1446
% Cars	0	91.9	96.6	100	93.1	95.9	0	95.1	0	95.5	97.6	92.5	0	0	93.4	91.5	97.3	97.1	0	95.5	94.0
Heavy Vehicles	0	33	5	0	38	8	0	8	0	16	2	29	0	0	31	4	2	1	0	7	92
% Heavy Vehicles	0	8.1	3.4	0	6.9	4.1	0	4.9	0	4.5	2.4	7.5	0	0	6.6	8.5	2.7	2.9	0	4.5	6.0

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File Name : 143940 B
Site Code : 10266
Start Date : 6/5/2014
Page No : 1

Groups Printed- Cars

	Dorchester Avenue From North				Ashmont Street From East				Dorchester Avenue From South				Ashmont Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	0	39	17	0	52	0	13	0	16	71	0	0	6	24	8	0	246
07:15 AM	0	52	16	0	47	0	30	0	15	98	0	0	3	31	8	0	300
07:30 AM	0	51	32	0	42	0	25	0	26	72	0	1	6	25	7	0	287
07:45 AM	0	65	25	0	48	0	31	0	17	90	2	0	9	33	16	0	336
Total	0	207	90	0	189	0	99	0	74	331	2	1	24	113	39	0	1169
08:00 AM	0	55	25	0	50	0	25	0	25	101	0	1	6	37	10	0	335
08:15 AM	0	56	33	0	41	0	27	0	25	95	0	0	10	23	14	0	324
08:30 AM	0	64	20	0	37	0	29	0	22	85	0	0	11	24	13	0	305
08:45 AM	0	47	30	0	39	0	24	0	24	84	0	0	6	18	8	0	280
Total	0	222	108	0	167	0	105	0	96	365	0	1	33	102	45	0	1244
09:00 AM	0	52	25	0	34	0	20	0	13	84	0	0	1	25	11	0	265
09:15 AM	0	63	21	0	46	0	21	0	14	89	0	0	3	22	8	0	287
09:30 AM	0	61	25	0	44	0	23	0	16	70	0	0	11	15	6	0	271
09:45 AM	0	54	24	0	35	0	23	0	23	110	0	0	3	18	6	0	296
Total	0	230	95	0	159	0	87	0	66	353	0	0	18	80	31	0	1119
10:00 AM	0	52	17	0	37	0	33	0	12	77	0	0	4	12	3	0	247
10:15 AM	0	58	16	0	31	0	20	0	15	75	0	0	7	15	3	0	240
10:30 AM	0	65	18	0	34	0	30	0	13	85	0	0	9	17	5	0	276
10:45 AM	0	58	18	0	23	0	17	0	14	100	0	0	4	16	4	0	254
Total	0	233	69	0	125	0	100	0	54	337	0	0	24	60	15	0	1017
11:00 AM	1	68	24	0	48	0	25	0	14	68	0	1	5	8	3	0	265
11:15 AM	0	88	29	0	35	0	18	0	13	62	0	0	3	9	8	0	265
11:30 AM	0	72	25	0	28	0	18	0	14	63	0	0	6	7	7	0	240
11:45 AM	0	66	25	0	36	0	28	0	11	71	0	0	2	11	2	0	252
Total	1	294	103	0	147	0	89	0	52	264	0	1	16	35	20	0	1022
12:00 PM	0	68	26	0	38	0	18	0	12	71	0	0	5	7	1	0	246
12:15 PM	0	70	27	0	33	0	25	0	12	61	0	0	6	12	6	0	252
12:30 PM	0	66	22	0	32	0	31	0	17	85	0	0	7	12	7	0	279
12:45 PM	0	70	19	0	35	0	18	0	20	72	0	0	4	9	3	0	250
Total	0	274	94	0	138	0	92	0	61	289	0	0	22	40	17	0	1027
01:00 PM	0	71	25	0	40	0	24	0	7	60	0	0	9	11	7	0	254
01:15 PM	0	58	26	0	42	0	27	0	17	78	0	0	3	13	4	0	268
01:30 PM	0	82	34	0	34	0	25	0	14	75	0	0	12	17	6	0	299
01:45 PM	0	75	31	0	36	0	36	0	20	73	0	0	9	22	4	0	306
Total	0	286	116	0	152	0	112	0	58	286	0	0	33	63	21	0	1127
02:00 PM	0	72	28	0	36	0	16	0	20	82	0	0	6	10	8	0	278
02:15 PM	0	83	27	0	34	0	31	0	12	82	0	0	4	17	11	0	301
02:30 PM	0	73	31	0	49	0	21	0	14	73	0	0	6	17	4	0	288
02:45 PM	0	88	26	0	42	0	36	0	19	88	0	0	6	37	7	0	349
Total	0	316	112	0	161	0	104	0	65	325	0	0	22	81	30	0	1216
03:00 PM	0	82	28	0	51	0	25	0	15	95	0	0	10	20	7	0	333
03:15 PM	0	87	41	0	37	0	32	0	20	72	0	0	11	23	8	0	331
03:30 PM	0	89	30	0	37	0	32	0	9	72	0	0	3	22	7	0	301
03:45 PM	0	86	34	0	49	0	35	0	16	92	0	0	8	16	12	0	348
Total	0	344	133	0	174	0	124	0	60	331	0	0	32	81	34	0	1313
04:00 PM	0	100	32	0	44	0	34	0	24	97	0	0	8	19	6	0	364
04:15 PM	0	87	37	1	54	0	43	0	21	97	0	0	15	18	12	0	385
04:30 PM	0	89	46	0	42	0	22	0	19	102	0	0	9	20	4	0	353
04:45 PM	0	97	27	0	49	0	55	0	18	62	0	0	11	14	11	0	344
Total	0	373	142	1	189	0	154	0	82	358	0	0	43	71	33	0	1446

N/S: Dorchester Avenue
E/W: Ashmont Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION DATA INDUSTRIES, LLC
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Email: datarequests@pdillc.com

File Name : 143940 B
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Cars

	Dorchester Avenue From North				Ashmont Street From East				Dorchester Avenue From South				Ashmont Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
05:00 PM	0	92	47	0	44	0	33	0	14	86	0	0	7	18	7	0	348
05:15 PM	0	101	35	0	50	0	41	0	17	70	0	0	13	25	8	0	360
05:30 PM	0	95	24	0	50	0	41	0	21	92	0	0	8	20	9	0	360
05:45 PM	0	85	35	0	55	0	35	0	21	80	0	0	20	25	4	0	360
Total	0	373	141	0	199	0	150	0	73	328	0	0	48	88	28	0	1428
Grand Total	1	3152	1203	1	1800	0	1216	0	741	3567	2	3	315	814	313	0	13128
Apprch %	0	72.3	27.6	0	59.7	0	40.3	0	17.2	82.7	0	0.1	21.8	56.4	21.7	0	
Total %	0	24	9.2	0	13.7	0	9.3	0	5.6	27.2	0	0	2.4	6.2	2.4	0	

	Dorchester Avenue From North					Ashmont Street From East					Dorchester Avenue From South					Ashmont Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	**65**	25	0	**90**	48	0	**31**	0	**79**	17	90	**2**	0	109	9	33	**16**	0	**58**	**336**
08:00 AM	0	55	25	0	80	**50**	0	25	0	75	**25**	**101**	0	**1**	**127**	6	**37**	10	0	53	335
08:15 AM	0	56	**33**	0	89	41	0	27	0	68	25	95	0	0	120	10	23	14	0	47	324
08:30 AM	0	64	20	0	84	37	0	29	0	66	22	85	0	0	107	**11**	24	13	0	48	305
Total Volume	0	240	103	0	343	176	0	112	0	288	89	371	2	1	463	36	117	53	0	206	1300
% App. Total	0	70	30	0		61.1	0	38.9	0		19.2	80.1	0.4	0.2		17.5	56.8	25.7	0		
PHF	.000	.923	.780	.000	.953	.880	.000	.903	.000	.911	.890	.918	.250	.250	.911	.818	.791	.828	.000	.888	.967
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	86	34	0	120	49	0	35	0	84	16	92	0	0	108	8	16	**12**	0	36	348
04:00 PM	0	**100**	32	0	132	44	0	34	0	78	**24**	97	0	0	**121**	8	19	6	0	33	364
04:15 PM	0	87	37	**1**	125	**54**	0	**43**	0	**97**	21	97	0	0	118	**15**	18	12	0	**45**	**385**
04:30 PM	0	89	**46**	0	**135**	42	0	22	0	64	19	**102**	0	0	121	9	**20**	4	0	33	353
Total Volume	0	362	149	1	512	189	0	134	0	323	80	388	0	0	468	40	73	34	0	147	1450
% App. Total	0	70.7	29.1	0.2		58.5	0	41.5	0		17.1	82.9	0	0		27.2	49.7	23.1	0		
PHF	.000	.905	.810	.250	.948	.875	.000	.779	.000	.832	.833	.951	.000	.000	.967	.667	.913	.708	.000	.817	.942

N/S: Dorchester Avenue
E/W: Ashmont Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION DATA INDUSTRIES, LLC
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File Name : 143940 B
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Heavy Vehicles

	Dorchester Avenue From North				Ashmont Street From East				Dorchester Avenue From South				Ashmont Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	0	14	2	0	3	0	4	0	1	12	0	0	0	3	0	0	39
07:15 AM	1	3	1	0	1	0	1	0	1	17	0	0	1	0	1	0	27
07:30 AM	0	10	5	0	2	0	2	0	0	11	0	0	0	0	1	0	31
07:45 AM	0	9	2	0	1	0	6	0	2	9	0	0	1	2	0	0	32
Total	1	36	10	0	7	0	13	0	4	49	0	0	2	5	2	0	129
08:00 AM	0	15	1	0	0	0	2	0	1	9	0	0	0	0	3	0	31
08:15 AM	0	5	1	0	2	0	1	0	0	7	0	0	0	1	1	0	18
08:30 AM	0	16	0	0	3	0	2	0	0	9	0	0	0	1	1	0	32
08:45 AM	0	13	4	0	2	0	4	0	0	10	0	0	0	2	3	0	38
Total	0	49	6	0	7	0	9	0	1	35	0	0	0	4	8	0	119
09:00 AM	0	5	3	0	3	0	1	0	1	13	0	0	0	0	2	0	28
09:15 AM	0	12	1	0	3	0	1	0	1	9	0	0	0	1	0	0	28
09:30 AM	0	5	3	0	6	0	2	0	2	10	0	0	0	0	0	0	28
09:45 AM	0	7	0	0	3	0	1	0	0	1	0	0	1	0	0	0	13
Total	0	29	7	0	15	0	5	0	4	33	0	0	1	1	2	0	97
10:00 AM	0	4	3	0	1	0	0	0	1	7	0	0	2	1	0	0	19
10:15 AM	0	6	0	0	2	0	0	0	2	5	0	0	0	2	0	0	17
10:30 AM	0	7	0	0	2	0	1	0	1	12	0	0	1	0	0	0	24
10:45 AM	0	7	0	0	1	0	0	0	1	4	0	0	0	0	0	0	13
Total	0	24	3	0	6	0	1	0	5	28	0	0	3	3	0	0	73
11:00 AM	0	6	4	0	1	0	0	0	0	7	0	0	0	1	1	0	20
11:15 AM	0	10	1	0	1	0	0	0	0	5	0	0	1	0	0	0	18
11:30 AM	0	3	1	0	2	0	3	0	1	9	0	0	0	0	0	0	19
11:45 AM	0	8	0	0	1	0	1	0	1	7	0	0	0	0	0	0	18
Total	0	27	6	0	5	0	4	0	2	28	0	0	1	1	1	0	75
12:00 PM	0	9	3	0	4	0	1	0	0	8	0	0	0	1	0	0	26
12:15 PM	0	4	2	0	2	0	0	0	0	5	0	0	0	0	0	0	13
12:30 PM	0	9	1	0	2	0	1	0	0	10	0	0	1	0	0	0	24
12:45 PM	0	8	0	0	1	0	1	0	0	6	0	0	1	0	0	0	17
Total	0	30	6	0	9	0	3	0	0	29	0	0	2	1	0	0	80
01:00 PM	0	9	1	0	2	0	1	0	3	7	0	0	0	1	1	0	25
01:15 PM	0	9	4	0	0	0	2	0	0	5	0	0	0	1	0	0	21
01:30 PM	0	5	2	0	1	0	0	0	0	12	0	0	0	0	1	0	21
01:45 PM	0	6	4	0	1	0	0	0	1	6	0	0	0	0	0	0	18
Total	0	29	11	0	4	0	3	0	4	30	0	0	0	2	2	0	85
02:00 PM	0	13	1	0	0	0	1	0	4	12	0	0	0	0	0	0	31
02:15 PM	0	11	3	0	3	0	3	0	1	7	0	0	0	2	0	0	30
02:30 PM	0	9	1	0	0	0	5	0	1	11	0	0	1	1	1	0	30
02:45 PM	0	9	5	0	3	0	1	0	1	10	0	0	0	0	1	0	30
Total	0	42	10	0	6	0	10	0	7	40	0	0	1	3	2	0	121
03:00 PM	0	7	4	0	4	0	0	0	0	5	0	0	0	1	0	0	21
03:15 PM	0	11	2	0	2	0	0	0	2	10	0	0	1	1	0	0	29
03:30 PM	0	8	0	0	3	0	1	0	1	5	0	0	0	1	2	0	21
03:45 PM	0	9	3	0	1	0	1	0	1	6	0	0	0	0	1	0	22
Total	0	35	9	0	10	0	2	0	4	26	0	0	1	3	3	0	93
04:00 PM	0	9	1	0	2	0	3	0	0	7	0	0	1	0	0	0	23
04:15 PM	0	7	0	0	0	0	1	0	1	6	0	0	1	0	0	0	16
04:30 PM	0	6	0	0	4	0	1	0	0	8	0	0	0	1	1	0	21
04:45 PM	0	11	4	0	2	0	3	0	1	8	0	0	2	1	0	0	32
Total	0	33	5	0	8	0	8	0	2	29	0	0	4	2	1	0	92

N/S: Dorchester Avenue
E/W: Ashmont Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
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File Name : 143940 B
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Heavy Vehicles

	Dorchester Avenue From North				Ashmont Street From East				Dorchester Avenue From South				Ashmont Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
05:00 PM	0	6	1	0	1	0	2	0	1	11	0	0	1	0	0	0	23
05:15 PM	0	11	0	0	1	0	1	0	0	7	0	0	0	1	0	0	21
05:30 PM	0	8	1	0	0	0	0	0	0	6	0	0	1	0	1	0	17
05:45 PM	0	6	1	0	0	0	1	0	0	5	0	0	0	0	1	0	14
Total	0	31	3	0	2	0	4	0	1	29	0	0	2	1	2	0	75
Grand Total	1	365	76	0	79	0	62	0	34	356	0	0	17	26	23	0	1039
Apprch %	0.2	82.6	17.2	0	56	0	44	0	8.7	91.3	0	0	25.8	39.4	34.8	0	
Total %	0.1	35.1	7.3	0	7.6	0	6	0	3.3	34.3	0	0	1.6	2.5	2.2	0	

	Dorchester Avenue From North					Ashmont Street From East					Dorchester Avenue From South					Ashmont Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	**14**	2	0	**16**	**3**	0	4	0	**7**	1	12	0	0	13	0	**3**	0	0	**3**	**39**
07:15 AM	**1**	3	1	0	5	1	0	1	0	2	1	**17**	0	0	**18**	**1**	0	**1**	0	2	27
07:30 AM	0	10	**5**	0	15	2	0	2	0	4	0	11	0	0	11	0	0	1	0	1	31
07:45 AM	0	9	2	0	11	1	0	**6**	0	7	**2**	9	0	0	11	1	2	0	0	3	32
Total Volume	1	36	10	0	47	7	0	13	0	20	4	49	0	0	53	2	5	2	0	9	129
% App. Total	2.1	76.6	21.3	0		35	0	65	0		7.5	92.5	0	0		22.2	55.6	22.2	0		
PHF	.250	.643	.500	.000	.734	.583	.000	.542	.000	.714	.500	.721	.000	.000	.736	.500	.417	.500	.000	.750	.827
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	**13**	1	0	**14**	0	0	1	0	1	**4**	**12**	0	0	**16**	0	0	0	0	0	**31**
02:15 PM	0	11	3	0	14	**3**	0	3	0	**6**	1	7	0	0	8	0	**2**	0	0	2	30
02:30 PM	0	9	1	0	10	0	0	**5**	0	5	1	11	0	0	12	**1**	1	**1**	0	**3**	30
02:45 PM	0	9	**5**	0	14	3	0	1	0	4	1	10	0	0	11	0	0	1	0	1	30
Total Volume	0	42	10	0	52	6	0	10	0	16	7	40	0	0	47	1	3	2	0	6	121
% App. Total	0	80.8	19.2	0		37.5	0	62.5	0		14.9	85.1	0	0		16.7	50	33.3	0		
PHF	.000	.808	.500	.000	.929	.500	.000	.500	.000	.667	.438	.833	.000	.000	.734	.250	.375	.500	.000	.500	.976

N/S: Dorchester Avenue
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File Name : 143940 B
Site Code : 10266
Start Date : 6/5/2014
Page No : 1

Groups Printed- Peds and Bicycles

	Dorchester Avenue From North				Ashmont Street From East				Dorchester Avenue From South				Ashmont Street From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	0	1	0	0	0	0	26	0	3	0	32	0	0	0	31	93
07:15 AM	0	0	0	1	0	0	0	41	0	1	0	28	0	0	0	29	100
07:30 AM	0	0	0	0	0	0	0	35	0	1	0	23	0	0	0	26	85
07:45 AM	0	0	0	1	0	0	0	39	0	2	0	14	0	0	0	9	65
Total	0	0	1	2	0	0	0	141	0	7	0	97	0	0	0	95	343
08:00 AM	0	1	0	0	1	0	0	38	0	1	0	20	0	0	0	21	82
08:15 AM	0	0	0	0	0	0	0	35	0	0	0	33	0	0	0	21	89
08:30 AM	0	0	0	0	0	0	0	43	0	0	0	19	0	0	0	15	77
08:45 AM	0	0	1	0	0	0	0	22	0	2	0	20	0	0	0	17	62
Total	0	1	1	0	1	0	0	138	0	3	0	92	0	0	0	74	310
09:00 AM	0	0	0	0	0	0	0	30	0	2	0	26	0	0	0	12	70
09:15 AM	0	0	0	0	0	0	0	20	0	0	0	16	0	0	0	28	64
09:30 AM	0	0	0	0	0	0	0	17	0	0	0	10	0	0	0	28	55
09:45 AM	0	0	0	0	0	0	0	12	0	0	0	9	0	0	0	22	43
Total	0	0	0	0	0	0	0	79	0	2	0	61	0	0	0	90	232
10:00 AM	0	0	0	1	0	0	0	6	0	0	0	10	0	0	0	23	40
10:15 AM	0	1	0	0	0	0	0	15	0	0	0	10	0	0	0	12	38
10:30 AM	0	0	0	0	0	0	0	18	0	0	0	7	0	0	0	8	33
10:45 AM	0	0	0	0	0	0	0	17	0	0	0	9	0	0	0	22	48
Total	0	1	0	1	0	0	0	56	0	0	0	36	0	0	0	65	159
11:00 AM	0	0	0	0	0	0	0	14	0	0	0	10	0	0	0	12	36
11:15 AM	0	0	0	0	0	0	0	15	0	0	0	6	0	0	0	7	28
11:30 AM	0	0	0	0	0	0	0	15	0	0	0	7	0	0	0	7	29
11:45 AM	0	0	1	0	0	0	0	22	0	1	0	6	0	0	0	16	46
Total	0	0	1	0	0	0	0	66	0	1	0	29	0	0	0	42	139
12:00 PM	0	0	0	0	0	0	0	12	0	0	0	8	0	0	0	23	43
12:15 PM	0	0	0	0	0	0	0	12	0	0	0	3	0	0	0	6	21
12:30 PM	0	0	0	1	0	0	0	16	0	0	0	6	0	0	0	11	34
12:45 PM	0	0	0	0	0	0	0	10	0	0	0	6	0	0	0	15	31
Total	0	0	0	1	0	0	0	50	0	0	0	23	0	0	0	55	129
01:00 PM	0	0	0	1	0	0	0	20	0	0	0	9	0	0	0	25	55
01:15 PM	0	0	0	0	0	0	0	24	0	0	0	15	0	0	0	12	51
01:30 PM	0	0	0	1	0	0	0	21	0	0	0	6	0	0	0	14	42
01:45 PM	0	0	0	0	0	0	0	20	0	0	0	9	0	0	0	21	50
Total	0	0	0	2	0	0	0	85	0	0	0	39	0	0	0	72	198
02:00 PM	0	0	0	0	0	0	0	16	0	0	0	5	0	0	0	27	48
02:15 PM	0	0	0	2	0	0	0	14	0	0	0	7	0	0	0	12	35
02:30 PM	0	0	0	0	0	0	0	25	0	0	0	40	0	0	0	34	99
02:45 PM	0	0	0	1	0	0	0	27	0	0	0	35	0	0	0	8	71
Total	0	0	0	3	0	0	0	82	0	0	0	87	0	0	0	81	253
03:00 PM	0	0	0	0	0	0	0	23	0	0	0	9	0	0	0	14	46
03:15 PM	0	0	0	0	0	0	0	28	0	0	0	10	0	0	0	18	56
03:30 PM	0	0	0	1	0	0	0	29	0	0	0	20	0	0	0	23	73
03:45 PM	0	0	0	0	0	0	0	29	0	0	0	10	0	0	0	24	63
Total	0	0	0	1	0	0	0	109	0	0	0	49	0	0	0	79	238
04:00 PM	0	0	0	1	0	0	0	12	0	0	0	9	0	0	0	28	50
04:15 PM	0	0	0	0	0	0	0	32	0	0	0	20	0	0	0	33	85
04:30 PM	0	0	0	2	0	0	0	36	0	0	0	22	0	0	0	19	79
04:45 PM	0	0	0	0	0	0	0	27	0	0	0	15	0	0	0	25	67
Total	0	0	0	3	0	0	0	107	0	0	0	66	0	0	0	105	281

N/S: Dorchester Avenue
E/W: Ashmont Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
DATA
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143940 B
Site Code : 10266
Start Date : 6/5/2014
Page No : 2

Groups Printed- Peds and Bicycles

	Dorchester Avenue From North				Ashmont Street From East				Dorchester Avenue From South				Ashmont Street From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
05:00 PM	0	0	0	0	0	0	0	50	0	0	0	20	0	0	0	32	102
05:15 PM	0	0	0	2	1	0	0	40	0	0	0	14	0	0	0	38	95
05:30 PM	0	0	1	1	0	0	0	33	0	2	0	16	0	0	0	41	94
05:45 PM	0	0	0	2	0	0	0	41	0	1	0	20	0	0	0	38	102
Total	0	0	1	5	1	0	0	164	0	3	0	70	0	0	0	149	393
Grand Total	0	2	4	18	2	0	0	1077	0	16	0	649	0	0	0	907	2675
Apprch %	0	8.3	16.7	75	0.2	0	0	99.8	0	2.4	0	97.6	0	0	0	100	
Total %	0	0.1	0.1	0.7	0.1	0	0	40.3	0	0.6	0	24.3	0	0	0	33.9	

	Dorchester Avenue From North					Ashmont Street From East					Dorchester Avenue From South					Ashmont Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	**1**	0	**1**	0	0	0	26	26	0	**3**	0	**32**	**35**	0	0	0	**31**	**31**	93
07:15 AM	0	0	0	**1**	1	0	0	0	**41**	**41**	0	1	0	28	29	0	0	0	29	29	**100**
07:30 AM	0	0	0	0	0	0	0	0	35	35	0	1	0	23	24	0	0	0	26	26	85
07:45 AM	0	0	0	1	1	0	0	0	39	39	0	2	0	14	16	0	0	0	9	9	65
Total Volume	0	0	1	2	3	0	0	0	141	141	0	7	0	97	104	0	0	0	95	95	343
% App. Total	0	0	33.3	66.7		0	0	0	100		0	6.7	0	93.3		0	0	0	100		
PHF	.000	.000	.250	.500	.750	.000	.000	.000	.860	.860	.000	.583	.000	.758	.743	.000	.000	.000	.766	.766	.858
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	**50**	**50**	0	0	0	**20**	20	0	0	0	32	32	**102**
05:15 PM	0	0	0	**2**	**2**	**1**	0	0	40	41	0	0	0	14	14	0	0	0	38	38	95
05:30 PM	0	0	**1**	1	2	0	0	0	33	33	0	**2**	0	16	18	0	0	0	**41**	**41**	94
05:45 PM	0	0	0	2	2	0	0	0	41	41	0	1	0	20	**21**	0	0	0	38	38	102
Total Volume	0	0	1	5	6	1	0	0	164	165	0	3	0	70	73	0	0	0	149	149	393
% App. Total	0	0	16.7	83.3		0.6	0	0	99.4		0	4.1	0	95.9		0	0	0	100		
PHF	.000	.000	.250	.625	.750	.250	.000	.000	.820	.825	.000	.375	.000	.875	.869	.000	.000	.000	.909	.909	.963

N/S: Dorchester Avenue
E/W: Ashmont Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
D A T A
INDUSTRIES, LLC
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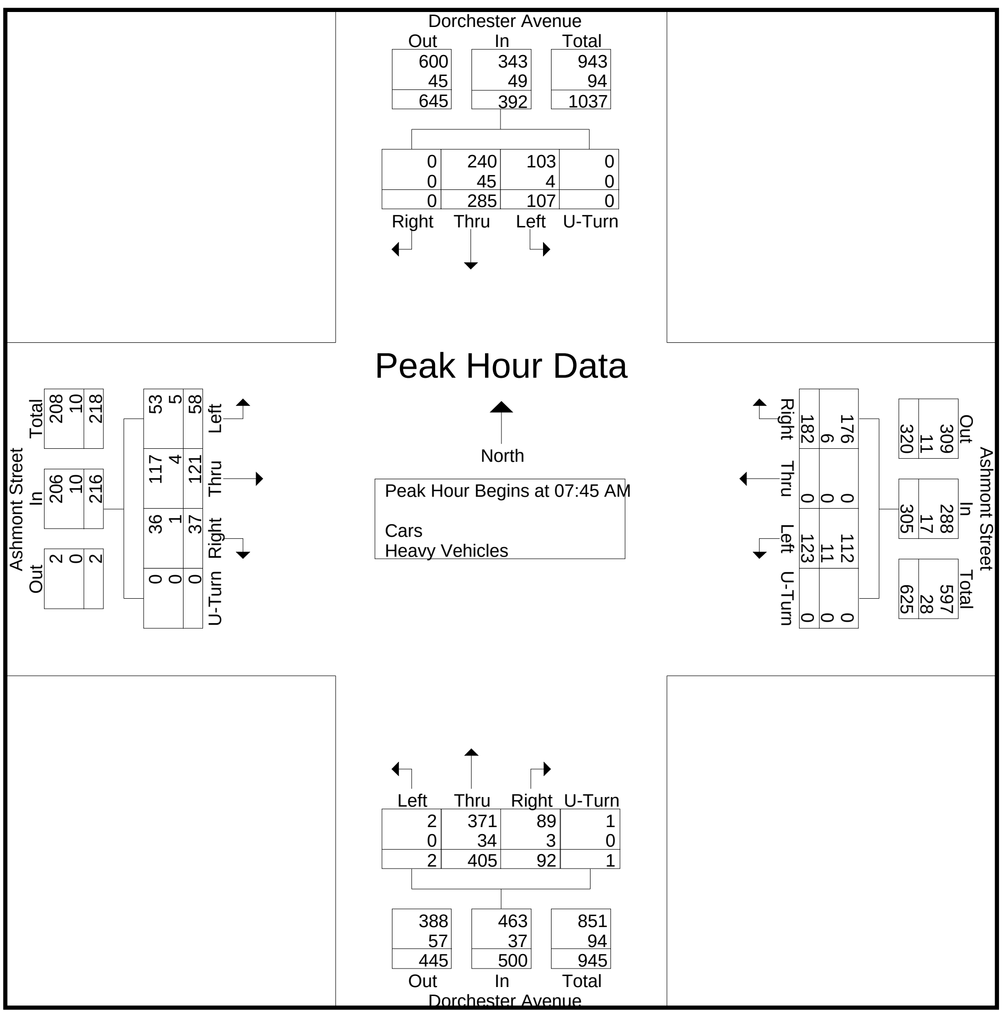
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143940 B
Site Code : 10266
Start Date : 6/5/2014

	Dorchester Avenue From North					Ashmont Street From East					Dorchester Avenue From South					Ashmont Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	74	27	0	**101**	49	0	**37**	0	**86**	19	99	**2**	0	120	10	35	**16**	0	**61**	**368**
08:00 AM	0	70	26	0	96	**50**	0	27	0	77	**26**	**110**	0	**1**	**137**	6	**37**	13	0	56	366
08:15 AM	0	61	**34**	0	95	43	0	28	0	71	25	102	0	0	127	10	24	15	0	49	342
08:30 AM	0	**80**	20	0	100	40	0	31	0	71	22	94	0	0	116	**11**	25	14	0	50	337
Total Volume	0	285	107	0	392	182	0	123	0	305	92	405	2	1	500	37	121	58	0	216	1413
% App. Total	0	72.7	27.3	0		59.7	0	40.3	0		18.4	81	0.4	0.2		17.1	56	26.9	0		
PHF	.000	.891	.787	.000	.970	.910	.000	.831	.000	.887	.885	.920	.250	.250	.912	.841	.818	.906	.000	.885	.960
Cars	0	240	103	0	343	176	0	112	0	288	89	371	2	1	463	36	117	53	0	206	1300
% Cars	0	84.2	96.3	0	87.5	96.7	0	91.1	0	94.4	96.7	91.6	100	100	92.6	97.3	96.7	91.4	0	95.4	92.0
Heavy Vehicles	0	45	4	0	49	6	0	11	0	17	3	34	0	0	37	1	4	5	0	10	113
% Heavy Vehicles	0	15.8	3.7	0	12.5	3.3	0	8.9	0	5.6	3.3	8.4	0	0	7.4	2.7	3.3	8.6	0	4.6	8.0

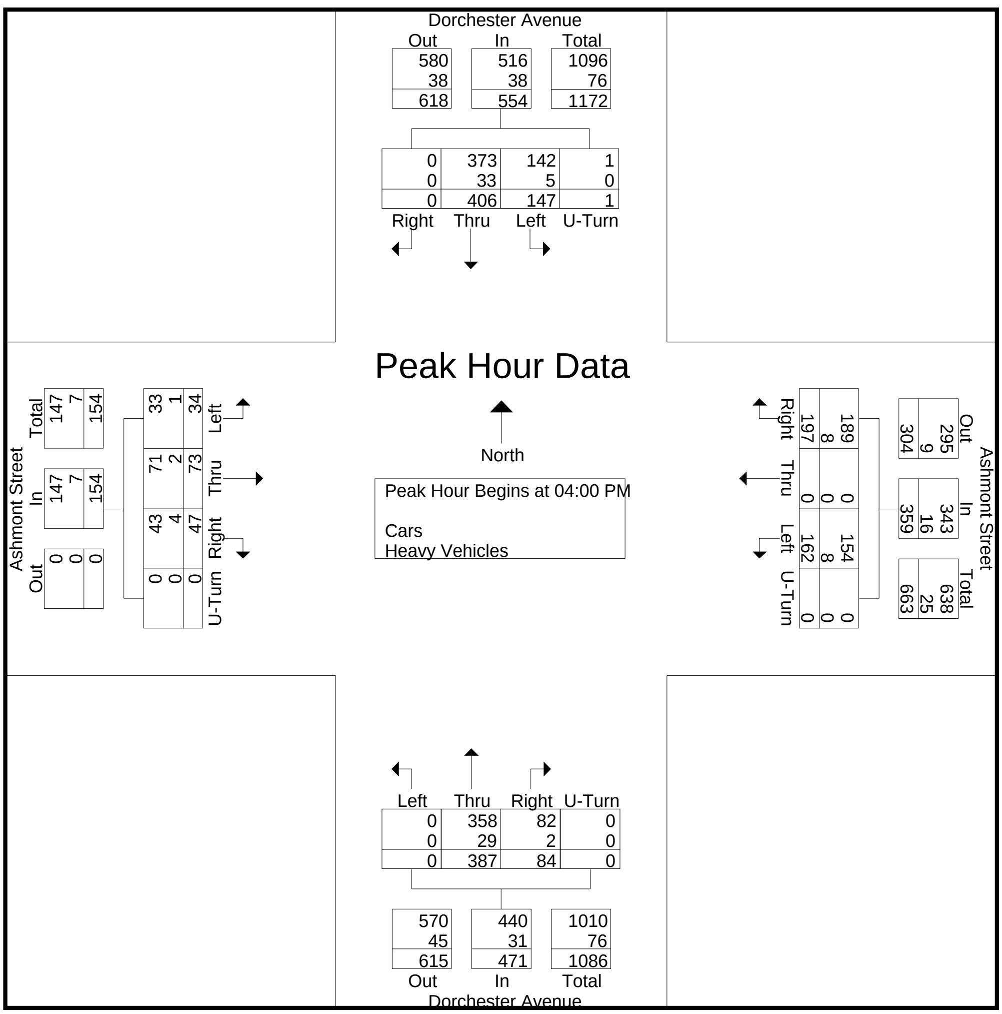


N/S: Dorchester Avenue
E/W: Ashmont Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION DATA INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143940 B
Site Code : 10266
Start Date : 6/5/2014

	Dorchester Avenue From North					Ashmont Street From East					Dorchester Avenue From South					Ashmont Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	**109**	33	0	**142**	46	0	37	0	83	**24**	104	0	0	128	9	19	6	0	34	387
04:15 PM	0	94	37	**1**	132	**54**	0	44	0	98	22	103	0	0	125	**16**	18	**12**	0	**46**	**401**
04:30 PM	0	95	**46**	0	141	46	0	23	0	69	19	**110**	0	0	**129**	9	**21**	5	0	35	374
04:45 PM	0	108	31	0	139	51	0	**58**	0	**109**	19	70	0	0	89	13	15	11	0	39	376
Total Volume	0	406	147	1	554	197	0	162	0	359	84	387	0	0	471	47	73	34	0	154	1538
% App. Total	0	73.3	26.5	0.2		54.9	0	45.1	0		17.8	82.2	0	0		30.5	47.4	22.1	0		
PHF	.000	.931	.799	.250	.975	.912	.000	.698	.000	.823	.875	.880	.000	.000	.913	.734	.869	.708	.000	.837	.959
Cars	0	373	142	1	516	189	0	154	0	343	82	358	0	0	440	43	71	33	0	147	1446
% Cars	0	91.9	96.6	100	93.1	95.9	0	95.1	0	95.5	97.6	92.5	0	0	93.4	91.5	97.3	97.1	0	95.5	94.0
Heavy Vehicles	0	33	5	0	38	8	0	8	0	16	2	29	0	0	31	4	2	1	0	7	92
% Heavy Vehicles	0	8.1	3.4	0	6.9	4.1	0	4.9	0	4.5	2.4	7.5	0	0	6.6	8.5	2.7	2.9	0	4.5	6.0



N/S/NW: Dorchester Avenue/ Dunkin Donuts
E/W: Ashmont T Station/ Bailey Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
D A T A
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143940 C
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Cars - Heavy Vehicles

	Dorchester Avenue From North					Ashmont T Station From East					Dorchester Avenue From South					Bailey Street From West					Dunkin Donuts From Northwest					
Start Time	Hard Right	Right	Thru	Left	U-Turn	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Int. Total
07:00 AM	3	0	77	3	2	5	0	0	5	0	6	81	1	0	1	10	2	5	0	1	0	2	0	1	0	205
07:15 AM	6	0	90	4	0	9	0	0	5	0	3	117	1	0	0	15	3	8	3	0	0	4	0	4	0	272
07:30 AM	3	0	97	2	1	4	0	0	5	0	4	91	3	0	0	13	4	8	0	0	0	2	0	4	0	241
07:45 AM	5	0	113	5	1	7	0	0	4	0	12	89	1	0	0	17	1	12	2	0	0	5	0	4	0	278
Total	17	0	377	14	4	25	0	0	19	0	25	378	6	0	1	55	10	33	5	1	0	13	0	13	0	996
08:00 AM	2	0	104	1	0	9	0	0	6	0	10	108	3	0	0	9	2	12	0	0	0	1	0	5	0	272
08:15 AM	5	0	83	1	2	2	0	0	3	0	8	114	3	0	0	10	2	9	0	0	0	3	0	3	0	248
08:30 AM	4	0	110	4	2	8	0	0	7	0	6	94	5	0	0	6	0	11	0	0	0	1	0	7	0	265
08:45 AM	2	0	84	3	0	5	0	0	4	0	4	87	6	0	0	8	0	22	1	0	0	6	0	2	0	234
Total	13	0	381	9	4	24	0	0	20	0	28	403	17	0	0	33	4	54	1	0	0	11	0	17	0	1019
09:00 AM	2	0	79	1	6	4	0	0	7	0	5	83	1	0	0	5	2	14	1	0	0	4	0	3	0	217
09:15 AM	1	0	93	0	0	6	0	0	2	0	3	92	5	0	0	5	1	9	0	0	0	2	0	3	0	222
09:30 AM	5	0	101	1	5	5	0	0	6	0	3	85	0	0	0	5	4	6	2	0	0	4	0	1	0	233
09:45 AM	2	0	77	1	3	2	0	0	4	0	1	117	3	0	1	9	0	9	0	0	0	2	0	3	0	234
Total	10	0	350	3	14	17	0	0	19	0	12	377	9	0	1	24	7	38	3	0	0	12	0	10	0	906
10:00 AM	1	0	90	4	1	3	0	0	1	0	2	88	0	1	1	5	1	8	0	0	0	2	0	2	0	210
10:15 AM	2	0	92	1	0	1	0	0	4	0	0	77	0	0	0	7	0	5	0	0	0	3	0	5	0	197
10:30 AM	2	0	102	5	2	6	0	0	4	0	1	103	0	0	0	7	0	5	0	0	0	3	0	5	0	245
10:45 AM	4	0	79	3	4	4	0	0	2	0	1	101	0	0	1	5	0	9	0	0	0	0	0	1	0	214
Total	9	0	363	13	7	14	0	0	11	0	4	369	0	1	2	24	1	27	0	0	0	8	0	13	0	866
11:00 AM	1	0	102	1	3	3	0	1	4	0	4	76	1	0	0	10	1	7	0	0	0	3	0	2	0	219
11:15 AM	1	0	108	2	5	2	0	0	2	0	3	66	0	0	2	3	0	7	0	0	0	0	0	1	0	202
11:30 AM	2	0	99	0	1	5	0	0	4	0	1	68	0	0	0	3	0	7	0	0	0	1	0	1	0	192
11:45 AM	1	0	96	5	2	2	0	0	3	0	0	81	0	0	0	7	1	10	1	0	0	2	0	0	0	211
Total	5	0	405	8	11	12	0	1	13	0	8	291	1	0	2	23	2	31	1	0	0	6	0	4	0	824
12:00 PM	2	0	96	3	4	4	0	0	2	0	4	78	2	0	0	7	1	6	0	0	0	2	0	1	0	212
12:15 PM	3	0	88	6	3	2	0	0	4	0	1	63	1	0	0	1	1	5	0	0	0	1	0	1	0	180
12:30 PM	0	0	110	2	4	6	0	0	3	0	2	107	2	0	0	5	0	3	0	0	0	2	0	2	0	248
12:45 PM	0	0	90	4	3	1	0	0	3	0	6	77	1	0	0	3	2	13	0	0	0	2	0	0	0	205
Total	5	0	384	15	14	13	0	0	12	0	13	325	6	0	0	16	4	27	0	0	0	7	0	4	0	845
01:00 PM	4	0	93	7	5	2	0	0	1	0	3	71	1	1	0	4	0	5	0	0	0	2	0	3	0	202
01:15 PM	2	0	95	3	3	2	0	0	5	0	2	77	0	0	0	7	0	7	0	0	0	1	0	3	0	207
01:30 PM	1	0	106	2	3	6	0	0	2	0	4	85	0	0	0	8	2	7	0	0	0	1	0	2	0	229
01:45 PM	2	0	115	3	4	3	0	0	3	0	2	81	0	0	2	3	0	6	0	0	0	2	0	1	0	227
Total	9	0	409	15	15	13	0	0	11	0	11	314	1	1	2	22	2	25	0	0	0	6	0	9	0	865
02:00 PM	1	0	111	3	0	6	0	0	4	0	4	106	3	0	1	6	0	9	0	0	0	2	0	0	0	256
02:15 PM	2	0	111	4	2	5	0	0	2	0	1	77	1	0	0	9	1	9	0	0	0	1	0	1	0	226
02:30 PM	2	0	111	4	1	5	0	0	3	0	4	90	1	0	0	5	0	13	0	0	0	2	0	0	0	241
02:45 PM	1	0	123	5	2	7	0	0	5	0	2	96	1	0	0	7	1	4	0	0	0	3	0	0	0	257
Total	6	0	456	16	5	23	0	0	14	0	11	369	6	0	1	27	2	35	0	0	0	8	0	1	0	980
03:00 PM	6	0	118	5	2	3	0	0	4	0	4	102	1	0	2	4	0	5	0	0	0	2	0	3	0	261
03:15 PM	1	0	131	6	2	5	0	0	6	0	7	82	2	0	1	8	2	10	1	0	0	4	0	3	0	271
03:30 PM	3	0	126	6	2	2	0	0	4	0	5	77	2	0	0	3	1	8	0	0	0	3	1	1	0	244
03:45 PM	5	0	128	5	0	6	0	0	3	0	5	109	2	0	0	5	4	8	0	0	0	2	0	3	0	285
Total	15	0	503	22	6	16	0	0	17	0	21	370	7	0	3	20	7	31	1	0	0	11	1	10	0	1061
04:00 PM	2	0	137	2	2	4	0	0	4	0	6	107	2	0	0	7	2	7	0	0	0	3	0	3	0	288

N/S/NW: Dorchester Avenue/ Dunkin Donuts
E/W: Ashmont T Station/ Bailey Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION DATA INDUSTRIES, LLC
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File Name : 143940 C
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Cars - Heavy Vehicles

	Dorchester Avenue From North					Ashmont T Station From East					Dorchester Avenue From South					Bailey Street From West					Dunkin Donuts From Northwest					
Start Time	Hard Right	Right	Thru	Left	U-Turn	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Int. Total
04:15 PM	3	0	130	3	3	3	0	0	5	0	4	105	0	0	0	12	1	15	0	0	0	2	0	3	0	289
04:30 PM	0	0	116	6	4	4	0	0	4	0	7	107	2	0	0	14	3	11	0	0	0	2	0	0	0	280
04:45 PM	5	0	143	7	0	5	0	0	5	0	4	72	0	0	0	10	1	6	0	0	0	3	0	2	0	263
Total	10	0	526	18	9	16	0	0	18	0	21	391	4	0	0	43	7	39	0	0	0	10	0	8	0	1120
05:00 PM	2	0	128	5	3	7	0	0	0	0	10	98	1	0	0	9	6	6	0	0	0	9	0	1	0	285
05:15 PM	4	0	144	3	0	5	0	0	0	1	8	86	1	0	0	11	0	4	0	0	0	10	0	0	0	277
05:30 PM	5	0	139	7	0	5	0	0	0	0	4	98	0	0	0	14	0	10	0	0	0	14	0	2	0	298
05:45 PM	1	0	138	4	1	1	0	0	1	0	10	97	0	0	0	16	0	11	0	0	0	12	0	0	0	292
Total	12	0	549	19	4	18	0	0	1	1	32	379	2	0	0	50	6	31	0	0	0	45	0	3	0	1152
Grand Total	111	0	4703	152	93	191	0	1	155	1	186	3966	59	2	12	337	52	371	11	1	0	137	1	92	0	10634
Apprch %	2.2	0	93	3	1.8	54.9	0	0.3	44.5	0.3	4.4	93.9	1.4	0	0.3	43.7	6.7	48.1	1.4	0.1	0	59.6	0.4	40	0	
Total %	1	0	44.2	1.4	0.9	1.8	0	0	1.5	0	1.7	37.3	0.6	0	0.1	3.2	0.5	3.5	0.1	0	0	1.3	0	0.9	0	
Cars	111	0	4264	147	93	8	0	1	5	1	179	3782	58	2	12	323	51	358	11	1	0	135	1	92	0	9635
% Cars	100	0	90.7	96.7	100	4.2	0	100	3.2	100	96.2	95.4	98.3	100	100	95.8	98.1	96.5	100	100	0	98.5	100	100	0	90.6
Heavy Vehicles	0	0	439	5	0	183	0	0	150	0	7	184	1	0	0	14	1	13	0	0	0	2	0	0	0	999
% Heavy Vehicles	0	0	9.3	3.3	0	95.8	0	0	96.8	0	3.8	4.6	1.7	0	0	4.2	1.9	3.5	0	0	0	1.5	0	0	0	9.4

	Dorchester Avenue From North						Ashmont T Station From East						Dorchester Avenue From South						Bailey Street From West						Dunkin Donuts From Northwest						
Start Time	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 07:15 AM																															
07:15 AM	**6**	0	90	4	0	100	**9**	0	0	5	0	14	3	**117**	1	0	0	**121**	15	3	8	**3**	0	29	0	4	0	4	0	8	272
07:30 AM	3	0	97	2	**1**	103	4	0	0	5	0	9	4	91	**3**	0	0	98	13	**4**	8	0	0	25	0	2	0	4	0	6	241
07:45 AM	5	0	**113**	**5**	1	**124**	7	0	0	4	0	11	**12**	89	1	0	0	102	**17**	1	**12**	2	0	**32**	0	**5**	0	4	0	**9**	**278**
08:00 AM	2	0	104	1	0	107	9	0	0	**6**	0	**15**	10	108	3	0	0	121	9	2	12	0	0	23	0	1	0	**5**	0	6	272
Total Volume	16	0	404	12	2	434	29	0	0	20	0	49	29	405	8	0	0	442	54	10	40	5	0	109	0	12	0	17	0	29	1063
% App. Total	3.7	0	93.1	2.8	0.5		59.2	0	0	40.8	0		6.6	91.6	1.8	0	0		49.5	9.2	36.7	4.6	0		0	41.4	0	58.6	0		
PHF	.667	.000	.894	.600	.500	.875	.806	.000	.000	.833	.000	.817	.604	.865	.667	.000	.000	.913	.794	.625	.833	.417	.000	.852	.000	.600	.000	.850	.000	.806	.956
Cars	16	0	348	12	2	378	1	0	0	2	0	3	29	383	8	0	0	420	53	10	39	5	0	107	0	12	0	17	0	29	937
% Cars	100	0	86.1	100	100	87.1	3.4	0	0	10.0	0	6.1	100	94.6	100	0	0	95.0	98.1	100	97.5	100	0	98.2	0	100	0	100	0	100	88.1
Heavy Vehicles	0	0	56	0	0	56	28	0	0	18	0	46	0	22	0	0	0	22	1	0	1	0	0	2	0	0	0	0	0	0	126
% Heavy Vehicles	0	0	13.9	0	0	12.9	96.6	0	0	90.0	0	93.9	0	5.4	0	0	0	5.0	1.9	0	2.5	0	0	1.8	0	0	0	0	0	0	11.9

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM

Start Time	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Int. Total
05:00 PM	2	0	128	5	**3**	138	**7**	0	0	0	0	**7**	**10**	**98**	**1**	0	0	**109**	9	**6**	6	0	0	21	0	9	0	1	0	10	285
05:15 PM	4	0	**144**	3	0	**151**	5	0	0	0	**1**	6	8	86	1	0	0	95	11	0	4	0	0	15	0	10	0	0	0	10	277
05:30 PM	**5**	0	139	**7**	0	151	5	0	0	0	0	5	4	98	0	0	0	102	14	0	10	0	0	24	0	**14**	0	**2**	0	**16**	**298**
05:45 PM	1	0	138	4	1	144	1	0	0	**1**	0	2	10	97	0	0	0	107	**16**	0	**11**	0	0	**27**	0	12	0	0	0	12	292
Total Volume	12	0	549	19	4	584	18	0	0	1	1	20	32	379	2	0	0	413	50	6	31	0	0	87	0	45	0	3	0	48	1152
% App. Total	2.1	0	94	3.3	0.7		90	0	0	5	5		7.7	91.8	0.5	0	0		57.5	6.9	35.6	0	0		0	93.8	0	6.2	0		
PHF	.600	.000	.953	.679	.333	.967	.643	.000	.000	.250	.250	.714	.800	.967	.500	.000	.000	.947	.781	.250	.705	.000	.000	.806	.000	.804	.000	.375	.000	.750	.966
Cars	12	0	512	19	4	547	1	0	0	0	1	2	32	368	2	0	0	402	48	6	29	0	0	83	0	43	0	3	0	46	1080
% Cars	100	0	93.3	100	100	93.7	5.6	0	0	0	100	10.0	100	97.1	100	0	0	97.3	96.0	100	93.5	0	0	95.4	0	95.6	0	100	0	95.8	93.8
Heavy Vehicles	0	0	37	0	0	37	17	0	0	1	0	18	0	11	0	0	0	11	2	0	2	0	0	4	0	2	0	0	0	2	72
% Heavy Vehicles	0	0	6.7	0	0	6.3	94.4	0	0	100	0	90.0	0	2.9	0	0	0	2.7	4.0	0	6.5	0	0	4.6	0	4.4	0	0	0	4.2	6.3

N/S/NW: Dorchester Avenue/ Dunkin Donuts
E/W: Ashmont T Station/ Bailey Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

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Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143940 C
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Cars

	Dorchester Avenue From North					Ashmont T Station From East					Dorchester Avenue From South					Bailey Street From West					Dunkin Donuts From Northwest					
Start Time	Hard Right	Right	Thru	Left	U-Turn	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Int. Total
07:00 AM	3	0	65	2	2	0	0	0	0	0	6	75	1	0	1	8	2	5	0	1	0	2	0	1	0	174
07:15 AM	6	0	83	4	0	1	0	0	0	0	3	105	1	0	0	14	3	8	3	0	0	4	0	4	0	239
07:30 AM	3	0	83	2	1	0	0	0	0	0	4	86	3	0	0	13	4	8	0	0	0	2	0	4	0	213
07:45 AM	5	0	97	5	1	0	0	0	1	0	12	86	1	0	0	17	1	11	2	0	0	5	0	4	0	248
Total	17	0	328	13	4	1	0	0	1	0	25	352	6	0	1	52	10	32	5	1	0	13	0	13	0	874
08:00 AM	2	0	85	1	0	0	0	0	1	0	10	106	3	0	0	9	2	12	0	0	0	1	0	5	0	237
08:15 AM	5	0	77	1	2	0	0	0	0	0	8	111	3	0	0	9	2	8	0	0	0	3	0	3	0	232
08:30 AM	4	0	94	4	2	0	0	0	0	0	6	92	5	0	0	6	0	11	0	0	0	1	0	7	0	232
08:45 AM	2	0	69	2	0	0	0	0	0	0	4	79	6	0	0	7	0	21	1	0	0	6	0	2	0	199
Total	13	0	325	8	4	0	0	0	1	0	28	388	17	0	0	31	4	52	1	0	0	11	0	17	0	900
09:00 AM	2	0	71	1	6	0	0	0	0	0	5	75	1	0	0	5	1	13	1	0	0	4	0	3	0	188
09:15 AM	1	0	79	0	0	0	0	0	0	0	3	89	5	0	0	5	1	9	0	0	0	2	0	3	0	197
09:30 AM	5	0	95	1	5	0	0	0	0	0	3	82	0	0	0	5	4	5	2	0	0	4	0	1	0	212
09:45 AM	2	0	67	1	3	0	0	0	0	0	1	117	3	0	1	8	0	9	0	0	0	2	0	3	0	217
Total	10	0	312	3	14	0	0	0	0	0	12	363	9	0	1	23	6	36	3	0	0	12	0	10	0	814
10:00 AM	1	0	85	4	1	0	0	0	0	0	2	86	0	1	1	5	1	7	0	0	0	2	0	2	0	198
10:15 AM	2	0	87	1	0	0	0	0	0	0	0	71	0	0	0	6	0	5	0	0	0	3	0	5	0	180
10:30 AM	2	0	93	4	2	0	0	0	1	0	1	95	0	0	0	7	0	5	0	0	0	3	0	5	0	218
10:45 AM	4	0	73	3	4	1	0	0	0	0	1	100	0	0	1	5	0	9	0	0	0	0	0	1	0	202
Total	9	0	338	12	7	1	0	0	1	0	4	352	0	1	2	23	1	26	0	0	0	8	0	13	0	798
11:00 AM	1	0	95	1	3	0	0	1	0	0	4	74	1	0	0	10	1	7	0	0	0	3	0	2	0	203
11:15 AM	1	0	100	2	5	0	0	0	0	0	3	64	0	0	2	3	0	7	0	0	0	0	0	1	0	188
11:30 AM	2	0	95	0	1	0	0	0	0	0	1	62	0	0	0	3	0	7	0	0	0	1	0	1	0	173
11:45 AM	1	0	87	5	2	0	0	0	0	0	0	77	0	0	0	7	1	10	1	0	0	2	0	0	0	193
Total	5	0	377	8	11	0	0	1	0	0	8	277	1	0	2	23	2	31	1	0	0	6	0	4	0	757
12:00 PM	2	0	89	3	4	0	0	0	0	0	4	75	2	0	0	7	1	6	0	0	0	2	0	1	0	196
12:15 PM	3	0	84	6	3	0	0	0	0	0	1	60	1	0	0	1	1	5	0	0	0	1	0	1	0	167
12:30 PM	0	0	99	2	4	1	0	0	0	0	2	100	1	0	0	5	0	3	0	0	0	2	0	2	0	221
12:45 PM	0	0	80	4	3	0	0	0	1	0	5	73	1	0	0	3	2	13	0	0	0	2	0	0	0	187
Total	5	0	352	15	14	1	0	0	1	0	12	308	5	0	0	16	4	27	0	0	0	7	0	4	0	771
01:00 PM	4	0	82	6	5	0	0	0	0	0	2	64	1	1	0	3	0	5	0	0	0	2	0	3	0	178
01:15 PM	2	0	84	3	3	1	0	0	0	0	1	74	0	0	0	7	0	6	0	0	0	1	0	3	0	185
01:30 PM	1	0	101	2	3	2	0	0	0	0	2	79	0	0	0	8	2	7	0	0	0	1	0	2	0	210
01:45 PM	2	0	107	3	4	1	0	0	0	0	1	75	0	0	2	3	0	6	0	0	0	2	0	1	0	207
Total	9	0	374	14	15	4	0	0	0	0	6	292	1	1	2	21	2	24	0	0	0	6	0	9	0	780
02:00 PM	1	0	97	3	0	0	0	0	0	0	4	96	3	0	1	6	0	9	0	0	0	2	0	0	0	222
02:15 PM	2	0	96	4	2	0	0	0	0	0	1	74	1	0	0	8	1	9	0	0	0	1	0	1	0	200
02:30 PM	2	0	97	4	1	0	0	0	0	0	4	85	1	0	0	5	0	12	0	0	0	2	0	0	0	213
02:45 PM	1	0	111	5	2	0	0	0	0	0	2	90	1	0	0	7	1	4	0	0	0	3	0	0	0	227
Total	6	0	401	16	5	0	0	0	0	0	11	345	6	0	1	26	2	34	0	0	0	8	0	1	0	862
03:00 PM	6	0	112	5	2	0	0	0	0	0	4	100	1	0	2	4	0	5	0	0	0	2	0	3	0	246
03:15 PM	1	0	117	6	2	0	0	0	0	0	7	79	2	0	1	7	2	8	1	0	0	4	0	3	0	240
03:30 PM	3	0	116	6	2	0	0	0	1	0	5	73	2	0	0	3	1	7	0	0	0	3	1	1	0	224
03:45 PM	5	0	118	5	0	0	0	0	0	0	5	107	2	0	0	5	4	8	0	0	0	2	0	3	0	264
Total	15	0	463	22	6	0	0	0	1	0	21	359	7	0	3	19	7	28	1	0	0	11	1	10	0	974
04:00 PM	2	0	124	2	2	0	0	0	0	0	6	106	2	0	0	7	2	7	0	0	0	3	0	3	0	266

N/S/NW: Dorchester Avenue/ Dunkin Donuts
E/W: Ashmont T Station/ Bailey Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
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File Name : 143940 C
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Cars

	Dorchester Avenue From North					Ashmont T Station From East					Dorchester Avenue From South					Bailey Street From West					Dunkin Donuts From Northwest					
Start Time	Hard Right	Right	Thru	Left	U-Turn	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Int. Total
04:15 PM	3	0	122	3	3	0	0	0	0	0	4	101	0	0	0	12	1	15	0	0	0	2	0	3	0	269
04:30 PM	0	0	108	6	4	0	0	0	0	0	6	103	2	0	0	12	3	11	0	0	0	2	0	0	0	257
04:45 PM	5	0	128	6	0	0	0	0	0	0	4	68	0	0	0	10	1	6	0	0	0	3	0	2	0	233
Total	10	0	482	17	9	0	0	0	0	0	20	378	4	0	0	41	7	39	0	0	0	10	0	8	0	1025
05:00 PM	2	0	119	5	3	1	0	0	0	0	10	92	1	0	0	8	6	5	0	0	0	8	0	1	0	261
05:15 PM	4	0	132	3	0	0	0	0	0	1	8	84	1	0	0	11	0	4	0	0	0	10	0	0	0	258
05:30 PM	5	0	131	7	0	0	0	0	0	0	4	96	0	0	0	14	0	10	0	0	0	14	0	2	0	283
05:45 PM	1	0	130	4	1	0	0	0	0	0	10	96	0	0	0	15	0	10	0	0	0	11	0	0	0	278
Total	12	0	512	19	4	1	0	0	0	1	32	368	2	0	0	48	6	29	0	0	0	43	0	3	0	1080
Grand Total	111	0	4264	147	93	8	0	1	5	1	179	3782	58	2	12	323	51	358	11	1	0	135	1	92	0	9635
Apprch %	2.4	0	92.4	3.2	2	53.3	0	6.7	33.3	6.7	4.4	93.8	1.4	0	0.3	43.4	6.9	48.1	1.5	0.1	0	59.2	0.4	40.4	0	
Total %	1.2	0	44.3	1.5	1	0.1	0	0	0.1	0	1.9	39.3	0.6	0	0.1	3.4	0.5	3.7	0.1	0	0	1.4	0	1	0	

	Dorchester Avenue From North						Ashmont T Station From East						Dorchester Avenue From South						Bailey Street From West						Dunkin Donuts From Northwest						
Start Time	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

Start Time	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Int. Total
07:45 AM	**5**	0	**97**	**5**	1	**108**	0	0	0	**1**	0	**1**	**12**	86	1	0	0	99	**17**	1	11	**2**	0	**31**	0	**5**	0	4	0	**9**	**248**
08:00 AM	2	0	85	1	0	88	0	0	0	1	0	1	10	106	3	0	0	119	9	**2**	**12**	0	0	23	0	1	0	5	0	6	237
08:15 AM	5	0	77	1	**2**	85	0	0	0	0	0	0	8	**111**	3	0	0	**122**	9	2	8	0	0	19	0	3	0	3	0	6	232
08:30 AM	4	0	94	4	2	104	0	0	0	0	0	0	6	92	**5**	0	0	103	6	0	11	0	0	17	0	1	0	**7**	0	8	232
Total Volume	16	0	353	11	5	385	0	0	0	2	0	2	36	395	12	0	0	443	41	5	42	2	0	90	0	10	0	19	0	29	949
% App. Total	4.2	0	91.7	2.9	1.3		0	0	0	100	0		8.1	89.2	2.7	0	0		45.6	5.6	46.7	2.2	0		0	34.5	0	65.5	0		
PHF	.800	.000	.910	.550	.625	.891	.000	.000	.000	.500	.000	.500	.750	.890	.600	.000	.000	.908	.603	.625	.875	.250	.000	.726	.000	.500	.000	.679	.000	.806	.957

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

Start Time	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Int. Total
05:00 PM	2	0	119	5	**3**	129	**1**	0	0	0	0	**1**	**10**	92	**1**	0	0	103	8	**6**	5	0	0	19	0	8	0	1	0	9	261
05:15 PM	4	0	**132**	3	0	139	0	0	0	0	**1**	1	8	84	1	0	0	93	11	0	4	0	0	15	0	10	0	0	0	10	258
05:30 PM	**5**	0	131	**7**	0	**143**	0	0	0	0	0	0	4	**96**	0	0	0	100	14	0	**10**	0	0	24	0	**14**	0	**2**	0	**16**	**283**
05:45 PM	1	0	130	4	1	136	0	0	0	0	0	0	10	96	0	0	0	**106**	**15**	0	10	0	0	**25**	0	11	0	0	0	11	278
Total Volume	12	0	512	19	4	547	1	0	0	0	1	2	32	368	2	0	0	402	48	6	29	0	0	83	0	43	0	3	0	46	1080
% App. Total	2.2	0	93.6	3.5	0.7		50	0	0	0	50		8	91.5	0.5	0	0		57.8	7.2	34.9	0	0		0	93.5	0	6.5	0		
PHF	.600	.000	.970	.679	.333	.956	.250	.000	.000	.000	.250	.500	.800	.958	.500	.000	.000	.948	.800	.250	.725	.000	.000	.830	.000	.768	.000	.375	.000	.719	.954

N/S/NW: Dorchester Avenue/ Dunkin Donuts
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INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143940 C
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Heavy Vehicles

	Dorchester Avenue From North					Ashmont T Station From East					Dorchester Avenue From South					Bailey Street From West					Dunkin Donuts From Northwest					
Start Time	Hard Right	Right	Thru	Left	U-Turn	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Int. Total
07:00 AM	0	0	12	1	0	5	0	0	5	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	31
07:15 AM	0	0	7	0	0	8	0	0	5	0	0	12	0	0	0	1	0	0	0	0	0	0	0	0	0	33
07:30 AM	0	0	14	0	0	4	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28
07:45 AM	0	0	16	0	0	7	0	0	3	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	30
Total	0	0	49	1	0	24	0	0	18	0	0	26	0	0	0	3	0	1	0	0	0	0	0	0	0	122
08:00 AM	0	0	19	0	0	9	0	0	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35
08:15 AM	0	0	6	0	0	2	0	0	3	0	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	16
08:30 AM	0	0	16	0	0	8	0	0	7	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33
08:45 AM	0	0	15	1	0	5	0	0	4	0	0	8	0	0	0	1	0	1	0	0	0	0	0	0	0	35
Total	0	0	56	1	0	24	0	0	19	0	0	15	0	0	0	2	0	2	0	0	0	0	0	0	0	119
09:00 AM	0	0	8	0	0	4	0	0	7	0	0	8	0	0	0	0	1	1	0	0	0	0	0	0	0	29
09:15 AM	0	0	14	0	0	6	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25
09:30 AM	0	0	6	0	0	5	0	0	6	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	21
09:45 AM	0	0	10	0	0	2	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	17
Total	0	0	38	0	0	17	0	0	19	0	0	14	0	0	0	1	1	2	0	0	0	0	0	0	0	92
10:00 AM	0	0	5	0	0	3	0	0	1	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	12
10:15 AM	0	0	5	0	0	1	0	0	4	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	17
10:30 AM	0	0	9	1	0	6	0	0	3	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	27
10:45 AM	0	0	6	0	0	3	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	0	0	25	1	0	13	0	0	10	0	0	17	0	0	0	1	0	1	0	0	0	0	0	0	0	68
11:00 AM	0	0	7	0	0	3	0	0	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16
11:15 AM	0	0	8	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
11:30 AM	0	0	4	0	0	5	0	0	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19
11:45 AM	0	0	9	0	0	2	0	0	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	0	0	28	0	0	12	0	0	13	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	67
12:00 PM	0	0	7	0	0	4	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16
12:15 PM	0	0	4	0	0	2	0	0	4	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
12:30 PM	0	0	11	0	0	5	0	0	3	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	27
12:45 PM	0	0	10	0	0	1	0	0	2	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	0	0	32	0	0	12	0	0	11	0	1	17	1	0	0	0	0	0	0	0	0	0	0	0	0	74
01:00 PM	0	0	11	1	0	2	0	0	1	0	1	7	0	0	0	1	0	0	0	0	0	0	0	0	0	24
01:15 PM	0	0	11	0	0	1	0	0	5	0	1	3	0	0	0	0	0	1	0	0	0	0	0	0	0	22
01:30 PM	0	0	5	0	0	4	0	0	2	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19
01:45 PM	0	0	8	0	0	2	0	0	3	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Total	0	0	35	1	0	9	0	0	11	0	5	22	0	0	0	1	0	1	0	0	0	0	0	0	0	85
02:00 PM	0	0	14	0	0	6	0	0	4	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	34
02:15 PM	0	0	15	0	0	5	0	0	2	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	26
02:30 PM	0	0	14	0	0	5	0	0	3	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	28
02:45 PM	0	0	12	0	0	7	0	0	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	30
Total	0	0	55	0	0	23	0	0	14	0	0	24	0	0	0	1	0	1	0	0	0	0	0	0	0	118
03:00 PM	0	0	6	0	0	3	0	0	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15
03:15 PM	0	0	14	0	0	5	0	0	6	0	0	3	0	0	0	1	0	2	0	0	0	0	0	0	0	31
03:30 PM	0	0	10	0	0	2	0	0	3	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	20
03:45 PM	0	0	10	0	0	6	0	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21
Total	0	0	40	0	0	16	0	0	16	0	0	11	0	0	0	1	0	3	0	0	0	0	0	0	0	87
04:00 PM	0	0	13	0	0	4	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22

N/S/NW: Dorchester Avenue/ Dunkin Donuts
E/W: Ashmont T Station/ Bailey Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

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Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Heavy Vehicles

	Dorchester Avenue From North					Ashmont T Station From East					Dorchester Avenue From South					Bailey Street From West					Dunkin Donuts From Northwest					
Start Time	Hard Right	Right	Thru	Left	U-Turn	Right	Bear Right	Thru	Left	U-Turn	Right	Thru	Bear Left	Left	U-Turn	Right	Thru	Left	Hard Left	U-Turn	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Int. Total
04:15 PM	0	0	8	0	0	3	0	0	5	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20
04:30 PM	0	0	8	0	0	4	0	0	4	0	1	4	0	0	0	2	0	0	0	0	0	0	0	0	0	23
04:45 PM	0	0	15	1	0	5	0	0	5	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30
Total	0	0	44	1	0	16	0	0	18	0	1	13	0	0	0	2	0	0	0	0	0	0	0	0	0	95
05:00 PM	0	0	9	0	0	6	0	0	0	0	0	6	0	0	0	1	0	1	0	0	0	1	0	0	0	24
05:15 PM	0	0	12	0	0	5	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19
05:30 PM	0	0	8	0	0	5	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15
05:45 PM	0	0	8	0	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	14
Total	0	0	37	0	0	17	0	0	1	0	0	11	0	0	0	2	0	2	0	0	0	2	0	0	0	72
Grand Total	0	0	439	5	0	183	0	0	150	0	7	184	1	0	0	14	1	13	0	0	0	2	0	0	0	999
Apprch %	0	0	98.9	1.1	0	55	0	0	45	0	3.6	95.8	0.5	0	0	50	3.6	46.4	0	0	0	100	0	0	0	
Total %	0	0	43.9	0.5	0	18.3	0	0	15	0	0.7	18.4	0.1	0	0	1.4	0.1	1.3	0	0	0	0.2	0	0	0	

	Dorchester Avenue From North						Ashmont T Station From East						Dorchester Avenue From South						Bailey Street From West						Dunkin Donuts From Northwest						
Start Time	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 07:15 AM																															
07:15 AM	0	0	7	0	0	7	8	0	0	**5**	0	13	0	**12**	0	0	0	**12**	**1**	0	0	0	0	**1**	0	0	0	0	0	0	33
07:30 AM	0	0	14	0	0	14	4	0	0	5	0	9	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	28
07:45 AM	0	0	16	0	0	16	7	0	0	3	0	10	0	3	0	0	0	3	0	0	**1**	0	0	1	0	0	0	0	0	0	30
08:00 AM	0	0	**19**	0	0	**19**	**9**	0	0	5	0	**14**	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	**35**
Total Volume	0	0	56	0	0	56	28	0	0	18	0	46	0	22	0	0	0	22	1	0	1	0	0	2	0	0	0	0	0	0	126
% App. Total	0	0	100	0	0		60.9	0	0	39.1	0		0	100	0	0	0		50	0	50	0	0		0	0	0	0	0		
PHF	.000	.000	.737	.000	.000	.737	.778	.000	.000	.900	.000	.821	.000	.458	.000	.000	.000	.458	.250	.000	.250	.000	.000	.500	.000	.000	.000	.000	.000	.000	.900
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 02:00 PM																															
02:00 PM	0	0	14	0	0	14	6	0	0	4	0	10	0	**10**	0	0	0	**10**	0	0	0	0	0	0	0	0	0	0	0	0	**34**
02:15 PM	0	0	**15**	0	0	**15**	5	0	0	2	0	7	0	3	0	0	0	3	**1**	0	0	0	0	**1**	0	0	0	0	0	0	26
02:30 PM	0	0	14	0	0	14	5	0	0	3	0	8	0	5	0	0	0	5	0	0	**1**	0	0	1	0	0	0	0	0	0	28
02:45 PM	0	0	12	0	0	12	**7**	0	0	**5**	0	**12**	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	30
Total Volume	0	0	55	0	0	55	23	0	0	14	0	37	0	24	0	0	0	24	1	0	1	0	0	2	0	0	0	0	0	0	118
% App. Total	0	0	100	0	0		62.2	0	0	37.8	0		0	100	0	0	0		50	0	50	0	0		0	0	0	0	0		
PHF	.000	.000	.917	.000	.000	.917	.821	.000	.000	.700	.000	.771	.000	.600	.000	.000	.000	.600	.250	.000	.250	.000	.000	.500	.000	.000	.000	.000	.000	.000	.868

N/S/NW: Dorchester Avenue/ Dunkin Donuts
E/W: Ashmont T Station/ Bailey Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
D A T A
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File Name : 143940 C
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Peds and Bicycles

	Dorchester Avenue From North					Ashmont T Station From East					Dorchester Avenue From South					Bailey Street From West					Dunkin Donuts From Northwest					
Start Time	Hard Right	Right	Thru	Left	Peds	Right	Bear Right	Thru	Left	Peds	Right	Thru	Bear Left	Left	Peds	Right	Thru	Left	Hard Left	Peds	Hard Right	Bear Right	Bear Left	Hard Left	Peds	Int. Total
07:00 AM	0	0	1	0	25	0	0	0	0	22	0	3	0	0	16	0	0	0	0	8	0	0	0	0	0	75
07:15 AM	0	0	1	0	19	0	0	0	0	12	0	1	0	0	14	0	0	0	0	15	0	0	0	0	11	73
07:30 AM	0	0	0	0	10	0	0	0	0	16	0	2	0	0	19	0	0	0	0	11	0	0	0	0	14	72
07:45 AM	0	0	0	0	6	0	0	0	0	20	0	2	0	0	34	0	0	0	0	20	0	0	0	0	23	105
Total	0	0	2	0	60	0	0	0	0	70	0	8	0	0	83	0	0	0	0	54	0	0	0	0	48	325
08:00 AM	0	0	0	0	28	0	0	0	0	27	0	1	0	0	19	0	0	0	0	19	0	0	0	0	14	108
08:15 AM	0	0	0	0	23	0	0	0	0	29	0	0	0	0	12	0	0	0	0	18	0	0	0	0	10	92
08:30 AM	0	0	0	0	29	0	0	0	0	21	0	0	0	0	13	0	0	0	0	19	0	0	0	0	9	91
08:45 AM	0	0	1	0	12	0	0	0	0	12	0	2	0	0	12	0	0	0	0	17	0	0	0	0	13	69
Total	0	0	1	0	92	0	0	0	0	89	0	3	0	0	56	0	0	0	0	73	0	0	0	0	46	360
09:00 AM	0	0	0	0	21	0	0	0	0	12	0	2	0	0	5	0	0	0	0	10	0	0	0	0	26	76
09:15 AM	0	0	0	0	14	0	0	0	0	8	0	0	0	0	7	0	0	0	0	4	0	0	0	0	9	42
09:30 AM	0	0	0	0	7	0	0	0	0	14	0	0	0	0	13	0	0	0	0	6	0	0	0	0	9	49
09:45 AM	0	0	0	0	21	0	0	0	0	5	0	0	0	0	10	0	0	0	0	4	0	0	0	0	10	50
Total	0	0	0	0	63	0	0	0	0	39	0	2	0	0	35	0	0	0	0	24	0	0	0	0	54	217
10:00 AM	0	0	0	0	18	0	0	0	0	20	0	0	0	0	20	0	0	0	0	7	0	0	0	0	15	80
10:15 AM	0	0	1	0	17	0	0	0	0	15	0	0	0	0	11	0	0	0	0	8	0	0	0	0	8	60
10:30 AM	0	0	0	0	11	0	0	0	0	17	0	0	0	0	14	0	0	0	0	5	0	0	0	0	10	57
10:45 AM	0	0	0	0	11	0	0	0	0	15	0	0	0	0	14	0	0	0	0	13	0	0	0	0	14	67
Total	0	0	1	0	57	0	0	0	0	67	0	0	0	0	59	0	0	0	0	33	0	0	0	0	47	264
11:00 AM	0	0	0	0	12	0	0	0	0	14	0	0	0	0	11	0	0	0	0	10	0	0	0	0	17	64
11:15 AM	0	0	0	0	10	0	0	0	0	18	0	0	0	0	13	0	0	0	0	15	0	0	0	0	14	70
11:30 AM	0	0	1	0	14	0	0	0	0	10	0	0	0	0	9	0	0	0	0	3	0	0	0	0	7	44
11:45 AM	0	0	0	0	13	0	0	0	0	10	0	0	0	0	10	0	0	0	0	7	0	0	0	0	12	52
Total	0	0	1	0	49	0	0	0	0	52	0	0	0	0	43	0	0	0	0	35	0	0	0	0	50	230
12:00 PM	0	0	0	0	14	0	0	0	0	9	0	0	0	0	8	0	0	0	0	6	0	0	0	0	13	50
12:15 PM	0	0	0	0	6	0	0	0	0	11	0	0	0	0	12	0	0	0	0	11	0	0	0	0	13	53
12:30 PM	0	0	0	0	15	0	0	0	0	6	1	0	0	0	8	0	0	0	0	5	0	0	0	0	11	46
12:45 PM	0	0	0	0	18	0	0	0	0	9	0	0	0	0	7	0	0	0	0	8	0	0	0	0	11	53
Total	0	0	0	0	53	0	0	0	0	35	1	0	0	0	35	0	0	0	0	30	0	0	0	0	48	202
01:00 PM	0	0	0	0	12	0	0	0	0	16	0	0	0	0	14	0	0	0	0	16	0	0	0	0	25	83
01:15 PM	0	0	0	0	13	0	0	0	0	10	0	0	0	0	10	0	0	0	0	6	0	0	0	0	10	49
01:30 PM	0	0	0	0	9	0	0	0	0	2	0	0	0	0	2	0	0	0	0	6	0	0	0	0	11	30
01:45 PM	0	0	0	0	11	0	0	0	0	9	0	0	0	0	5	0	0	0	0	8	0	0	0	0	11	44
Total	0	0	0	0	45	0	0	0	0	37	0	0	0	0	31	0	0	0	0	36	0	0	0	0	57	206
02:00 PM	0	0	0	0	25	0	0	0	0	39	0	0	0	0	10	0	0	0	0	3	0	0	0	0	20	97
02:15 PM	0	0	0	0	9	0	0	0	0	8	0	0	0	0	7	0	0	0	0	9	0	0	0	0	14	47
02:30 PM	0	0	0	0	15	0	0	0	0	46	0	0	0	0	12	0	0	0	0	12	0	0	0	0	16	101
02:45 PM	0	0	0	0	16	0	0	0	0	33	0	0	0	0	14	0	0	0	0	6	0	0	0	0	14	83
Total	0	0	0	0	65	0	0	0	0	126	0	0	0	0	43	0	0	0	0	30	0	0	0	0	64	328
03:00 PM	0	0	0	0	13	0	0	0	0	15	0	0	0	0	15	0	0	0	0	1	0	0	0	0	12	56
03:15 PM	0	0	0	0	7	0	0	0	0	7	0	0	0	0	10	0	0	0	0	2	0	0	0	0	10	36
03:30 PM	0	0	0	0	19	0	0	0	0	13	0	0	0	0	18	0	0	0	0	10	0	0	0	0	21	81
03:45 PM	0	0	0	0	15	0	0	0	0	14	0	0	0	0	4	0	0	0	0	5	0	0	0	0	30	68
Total	0	0	0	0	54	0	0	0	0	49	0	0	0	0	47	0	0	0	0	18	0	0	0	0	73	241
04:00 PM	0	0	0	0	10	0	0	0	0	9	0	0	0	0	13	0	0	0	0	10	0	0	0	0	22	64

N/S/NW: Dorchester Avenue/ Dunkin Donuts
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Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Peds and Bicycles

	Dorchester Avenue From North					Ashmont T Station From East					Dorchester Avenue From South					Bailey Street From West					Dunkin Donuts From Northwest					
Start Time	Hard Right	Right	Thru	Left	Peds	Right	Bear Right	Thru	Left	Peds	Right	Thru	Bear Left	Left	Peds	Right	Thru	Left	Hard Left	Peds	Hard Right	Bear Right	Bear Left	Hard Left	Peds	Int. Total
04:15 PM	0	0	0	0	18	0	0	0	0	14	0	0	0	0	13	0	0	0	0	14	0	0	0	0	22	81
04:30 PM	0	0	0	0	16	0	0	0	0	14	0	0	0	0	15	0	0	0	0	13	0	0	0	0	12	70
04:45 PM	0	0	0	0	7	0	0	0	0	12	0	0	0	0	17	0	0	0	0	15	0	0	0	0	12	63
Total	0	0	0	0	51	0	0	0	0	49	0	0	0	0	58	0	0	0	0	52	0	0	0	0	68	278
05:00 PM	0	0	0	0	12	1	0	0	0	24	0	0	0	0	16	0	0	0	0	31	0	0	0	0	23	107
05:15 PM	0	0	0	0	7	0	0	0	0	19	0	0	0	0	18	0	0	0	0	29	0	0	0	0	24	97
05:30 PM	0	0	0	0	8	0	0	0	0	22	0	2	0	0	19	0	0	0	0	18	0	0	0	0	23	92
05:45 PM	0	0	0	0	2	0	0	0	0	31	0	1	0	0	19	0	0	0	0	30	0	0	0	0	29	112
Total	0	0	0	0	29	1	0	0	0	96	0	3	0	0	72	0	0	0	0	108	0	0	0	0	99	408
Grand Total	0	0	5	0	618	1	0	0	0	709	1	16	0	0	562	0	0	0	0	493	0	0	0	0	654	3059
Apprch %	0	0	0.8	0	99.2	0.1	0	0	0	99.9	0.2	2.8	0	0	97.1	0	0	0	0	100	0	0	0	0	100	
Total %	0	0	0.2	0	20.2	0	0	0	0	23.2	0	0.5	0	0	18.4	0	0	0	0	16.1	0	0	0	0	21.4	

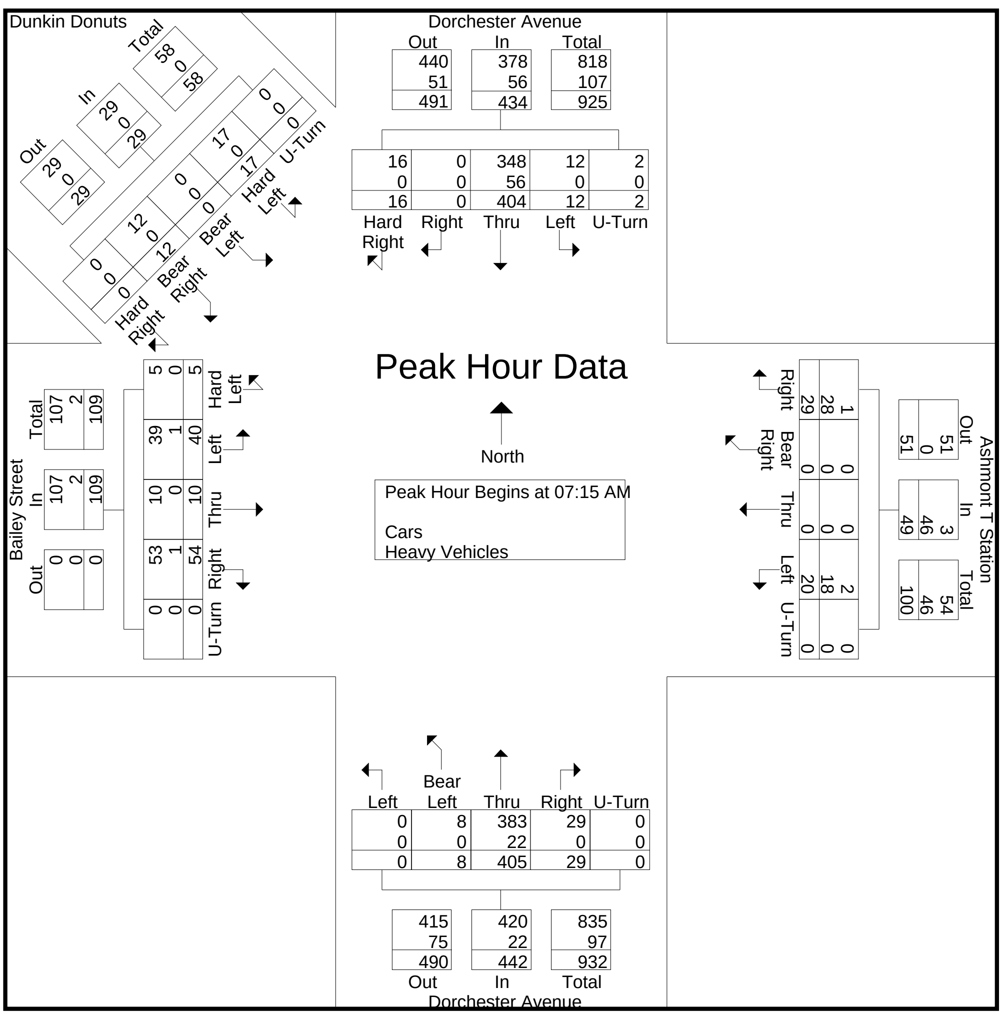
	Dorchester Avenue From North						Ashmont T Station From East						Dorchester Avenue From South						Bailey Street From West						Dunkin Donuts From Northwest						
Start Time	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 07:45 AM																															
07:45 AM	0	0	0	0	6	6	0	0	0	0	20	20	0	**2**	0	0	**34**	**36**	0	0	0	0	**20**	**20**	0	0	0	0	**23**	**23**	105
08:00 AM	0	0	0	0	28	28	0	0	0	0	27	27	0	1	0	0	19	20	0	0	0	0	19	19	0	0	0	0	14	14	**108**
08:15 AM	0	0	0	0	23	23	0	0	0	0	**29**	**29**	0	0	0	0	12	12	0	0	0	0	18	18	0	0	0	0	10	10	92
08:30 AM	0	0	0	0	**29**	**29**	0	0	0	0	21	21	0	0	0	0	13	13	0	0	0	0	19	19	0	0	0	0	9	9	91
Total Volume	0	0	0	0	86	86	0	0	0	0	97	97	0	3	0	0	78	81	0	0	0	0	76	76	0	0	0	0	56	56	396
% App. Total	0	0	0	0	100		0	0	0	0	100		0	3.7	0	0	96.3		0	0	0	0	100		0	0	0	0	100		
PHF	.000	.000	.000	.000	.741	.741	.000	.000	.000	.000	.836	.836	.000	.375	.000	.000	.574	.563	.000	.000	.000	.000	.950	.950	.000	.000	.000	.000	.609	.609	.917
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 05:00 PM																															
05:00 PM	0	0	0	0	**12**	**12**	**1**	0	0	0	24	25	0	0	0	0	16	16	0	0	0	0	**31**	**31**	0	0	0	0	23	23	107
05:15 PM	0	0	0	0	7	7	0	0	0	0	19	19	0	0	0	0	18	18	0	0	0	0	29	29	0	0	0	0	24	24	97
05:30 PM	0	0	0	0	8	8	0	0	0	0	22	22	0	**2**	0	0	**19**	**21**	0	0	0	0	18	18	0	0	0	0	23	23	92
05:45 PM	0	0	0	0	2	2	0	0	0	0	**31**	**31**	0	1	0	0	19	20	0	0	0	0	30	30	0	0	0	0	**29**	**29**	**112**
Total Volume	0	0	0	0	29	29	1	0	0	0	96	97	0	3	0	0	72	75	0	0	0	0	108	108	0	0	0	0	99	99	408
% App. Total	0	0	0	0	100		1	0	0	0	99		0	4	0	0	96		0	0	0	0	100		0	0	0	0	100		
PHF	.000	.000	.000	.000	.604	.604	.250	.000	.000	.000	.774	.782	.000	.375	.000	.000	.947	.893	.000	.000	.000	.000	.871	.871	.000	.000	.000	.000	.853	.853	.911

N/S/NW: Dorchester Avenue/ Dunkin Donuts
E/W: Ashmont T Station/ Bailey Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION DATA INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143940 C
Site Code : 10266
Start Date : 6/5/2014

	Dorchester Avenue From North						Ashmont T Station From East						Dorchester Avenue From South						Bailey Street From West						Dunkin Donuts From Northwest						
Start Time	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 07:15 AM																															
07:15 AM	**6**	0	90	4	0	100	**9**	0	0	5	0	14	3	**117**	1	0	0	**121**	15	3	8	**3**	0	29	0	4	0	4	0	8	272
07:30 AM	3	0	97	2	**1**	103	4	0	0	5	0	9	4	91	**3**	0	0	98	13	**4**	8	0	0	25	0	2	0	4	0	6	241
07:45 AM	5	0	**113**	**5**	1	**124**	7	0	0	4	0	11	**12**	89	1	0	0	102	**17**	1	**12**	2	0	**32**	0	**5**	0	4	0	**9**	**278**
08:00 AM	2	0	104	1	0	107	9	0	0	**6**	0	**15**	10	108	3	0	0	121	9	2	12	0	0	23	0	1	0	**5**	0	6	272
Total Volume	16	0	404	12	2	434	29	0	0	20	0	49	29	405	8	0	0	442	54	10	40	5	0	109	0	12	0	17	0	29	1063
% App. Total	3.7	0	93.1	2.8	0.5		59.2	0	0	40.8	0		6.6	91.6	1.8	0	0		49.5	9.2	36.7	4.6	0		0	41.4	0	58.6	0		
PHF	.667	.000	.894	.600	.500	.875	.806	.000	.000	.833	.000	.817	.604	.865	.667	.000	.000	.913	.794	.625	.833	.417	.000	.852	.000	.600	.000	.850	.000	.806	.956
Cars	16	0	348	12	2	378	1	0	0	2	0	3	29	383	8	0	0	420	53	10	39	5	0	107	0	12	0	17	0	29	937
% Cars	100	0	86.1	100	100	87.1	3.4	0	0	10.0	0	6.1	100	94.6	100	0	0	95.0	98.1	100	97.5	100	0	98.2	0	100	0	100	0	100	88.1
Heavy Vehicles	0	0	56	0	0	56	28	0	0	18	0	46	0	22	0	0	0	22	1	0	1	0	0	2	0	0	0	0	0	0	126
% Heavy Vehicles	0	0	13.9	0	0	12.9	96.6	0	0	90.0	0	93.9	0	5.4	0	0	0	5.0	1.9	0	2.5	0	0	1.8	0	0	0	0	0	0	11.9



N/S/NW: Dorchester Avenue/ Dunkin Donuts
E/W: Ashmont T Station/ Bailey Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION DATA INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
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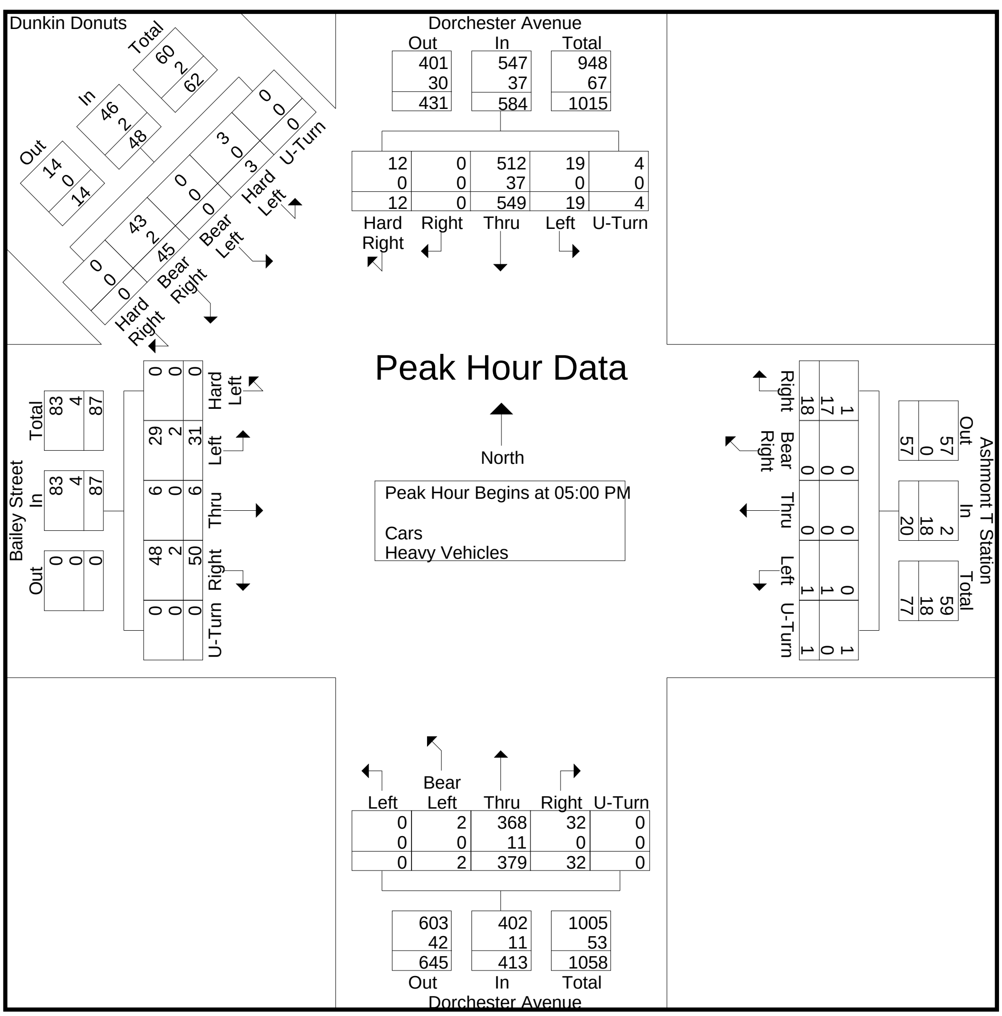
Email: datarequests@pdillc.com

File Name : 143940 C
Site Code : 10266
Start Date : 6/5/2014

	Dorchester Avenue From North						Ashmont T Station From East						Dorchester Avenue From South						Bailey Street From West						Dunkin Donuts From Northwest						
Start Time	Hard Right	Right	Thru	Left	U-Turn	App. Total	Right	Bear Right	Thru	Left	U-Turn	App. Total	Right	Thru	Bear Left	Left	U-Turn	App. Total	Right	Thru	Left	Hard Left	U-Turn	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 05:00 PM																															
05:00 PM	2	0	128	5	**3**	138	**7**	0	0	0	0	**7**	**10**	**98**	**1**	0	0	**109**	9	**6**	6	0	0	21	0	9	0	1	0	10	285
05:15 PM	4	0	**144**	3	0	**151**	5	0	0	0	**1**	6	8	86	1	0	0	95	11	0	4	0	0	15	0	10	0	0	0	10	277
05:30 PM	**5**	0	139	**7**	0	151	5	0	0	0	0	5	4	98	0	0	0	102	14	0	10	0	0	24	0	**14**	0	**2**	0	**16**	**298**
05:45 PM	1	0	138	4	1	144	1	0	0	**1**	0	2	10	97	0	0	0	107	**16**	0	**11**	0	0	**27**	0	12	0	0	0	12	292
Total Volume	12	0	549	19	4	584	18	0	0	1	1	20	32	379	2	0	0	413	50	6	31	0	0	87	0	45	0	3	0	48	1152
% App. Total	2.1	0	94	3.3	0.7		90	0	0	5	5		7.7	91.8	0.5	0	0		57.5	6.9	35.6	0	0		0	93.8	0	6.2	0		
PHF	.600	.000	.953	.679	.333	.967	.643	.000	.000	.250	.250	.714	.800	.967	.500	.000	.000	.947	.781	.250	.705	.000	.000	.806	.000	.804	.000	.375	.000	.750	.966
Cars	12	0	512	19	4	547	1	0	0	0	1	2	32	368	2	0	0	402	48	6	29	0	0	83	0	43	0	3	0	46	1080
% Cars	100	0	93.3	100	100	93.7	5.6	0	0	0	100	10.0	100	97.1	100	0	0	97.3	96.0	100	93.5	0	0	95.4	0	95.6	0	100	0	95.8	93.8
Heavy Vehicles	0	0	37	0	0	37	17	0	0	1	0	18	0	11	0	0	0	11	2	0	2	0	0	4	0	2	0	0	0	2	72
% Heavy Vehicles	0	0	6.7	0	0	6.3	94.4	0	0	100	0	90.0	0	2.9	0	0	0	2.7	4.0	0	6.5	0	0	4.6	0	4.4	0	0	0	4.2	6.3



N/S: Dorchester Avenue
W: Fuller Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

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File Name : 143940 D
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Cars - Heavy Vehicles

	Dorchester Avenue From North			Dorchester Avenue From South			Fuller Street From West			
Start Time	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	Int. Total
07:00 AM	29	66	0	80	7	1	0	0	0	183
07:15 AM	27	80	0	115	6	0	0	0	0	228
07:30 AM	29	85	0	97	7	0	0	0	0	218
07:45 AM	34	97	1	93	7	0	0	1	0	233
Total	119	328	1	385	27	1	0	1	0	862
08:00 AM	27	87	1	121	7	1	0	0	0	244
08:15 AM	28	77	0	134	12	0	0	0	0	251
08:30 AM	31	98	0	99	7	0	0	0	0	235
08:45 AM	31	68	1	106	5	1	0	0	0	212
Total	117	330	2	460	31	2	0	0	0	942
09:00 AM	23	69	0	86	5	1	1	2	0	187
09:15 AM	20	81	0	102	9	1	0	0	0	213
09:30 AM	20	91	0	89	8	3	0	1	0	212
09:45 AM	17	70	0	115	6	1	0	0	0	209
Total	80	311	0	392	28	6	1	3	0	821
10:00 AM	21	81	1	89	10	0	0	0	0	202
10:15 AM	23	80	0	83	5	0	0	0	0	191
10:30 AM	19	99	1	104	3	0	0	0	0	226
10:45 AM	17	71	0	97	3	0	0	0	0	188
Total	80	331	2	373	21	0	0	0	0	807
11:00 AM	32	84	1	74	8	0	0	0	0	199
11:15 AM	15	94	1	71	9	0	0	0	0	190
11:30 AM	20	87	0	73	4	0	0	0	0	184
11:45 AM	27	78	1	76	6	0	0	0	0	188
Total	94	343	3	294	27	0	0	0	0	761
12:00 PM	26	82	0	82	7	1	0	0	0	198
12:15 PM	23	72	1	66	6	1	0	0	0	169
12:30 PM	31	84	2	107	9	0	0	0	0	233
12:45 PM	23	74	1	81	9	2	0	0	0	190
Total	103	312	4	336	31	4	0	0	0	790
01:00 PM	26	76	0	80	6	1	1	0	0	190
01:15 PM	26	83	1	76	6	1	0	0	0	193
01:30 PM	26	89	0	83	9	0	0	0	0	207
01:45 PM	35	91	0	82	6	0	0	0	0	214
Total	113	339	1	321	27	2	1	0	0	804
02:00 PM	28	95	2	111	6	0	0	0	0	242
02:15 PM	36	89	1	74	8	0	0	0	0	208
02:30 PM	33	93	1	100	7	0	1	1	0	236
02:45 PM	31	107	1	105	12	0	0	0	0	256
Total	128	384	5	390	33	0	1	1	0	942
03:00 PM	26	103	1	105	7	0	0	0	0	242
03:15 PM	46	102	1	86	6	0	2	0	0	243
03:30 PM	35	99	1	92	6	0	0	0	0	233
03:45 PM	47	97	0	115	14	0	0	0	0	273
Total	154	401	3	398	33	0	2	0	0	991
04:00 PM	44	121	0	116	7	0	0	0	0	288
04:15 PM	48	114	3	102	8	0	0	0	0	275
04:30 PM	44	102	0	113	13	0	0	0	0	272
04:45 PM	47	118	0	82	8	0	0	0	0	255
Total	183	455	3	413	36	0	0	0	0	1090

N/S: Dorchester Avenue
W: Fuller Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION DATA INDUSTRIES, LLC
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Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143940 D
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Cars - Heavy Vehicles

	Dorchester Avenue From North			Dorchester Avenue From South			Fuller Street From West			
Start Time	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	Int. Total
05:00 PM	51	99	0	108	16	1	0	0	0	275
05:15 PM	54	117	1	94	13	0	0	0	0	279
05:30 PM	57	102	1	105	8	1	0	0	0	274
05:45 PM	57	102	0	100	12	0	0	0	0	271
Total	219	420	2	407	49	2	0	0	0	1099
Grand Total	1390	3954	26	4169	343	17	5	5	0	9909
Apprch %	25.9	73.6	0.5	92.1	7.6	0.4	50	50	0	
Total %	14	39.9	0.3	42.1	3.5	0.2	0.1	0.1	0	
Cars	1322	3410	25	3985	333	14	5	5	0	9099
% Cars	95.1	86.2	96.2	95.6	97.1	82.4	100	100	0	91.8
Heavy Vehicles	68	544	1	184	10	3	0	0	0	810
% Heavy Vehicles	4.9	13.8	3.8	4.4	2.9	17.6	0	0	0	8.2

	Dorchester Avenue From North				Dorchester Avenue From South				Fuller Street From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	**34**	97	**1**	**132**	93	7	0	100	0	**1**	0	**1**	233
08:00 AM	27	87	1	115	121	7	**1**	129	0	0	0	0	244
08:15 AM	28	77	0	105	**134**	**12**	0	**146**	0	0	0	0	**251**
08:30 AM	31	**98**	0	129	99	7	0	106	0	0	0	0	235
Total Volume	120	359	2	481	447	33	1	481	0	1	0	1	963
% App. Total	24.9	74.6	0.4		92.9	6.9	0.2		0	100	0		
PHF	.882	.916	.500	.911	.834	.688	.250	.824	.000	.250	.000	.250	.959
Cars	112	290	2	404	440	31	1	472	0	1	0	1	877
% Cars	93.3	80.8	100	84.0	98.4	93.9	100	98.1	0	100	0	100	91.1
Heavy Vehicles	8	69	0	77	7	2	0	9	0	0	0	0	86
% Heavy Vehicles	6.7	19.2	0	16.0	1.6	6.1	0	1.9	0	0	0	0	8.9
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:45 PM													
03:45 PM	47	97	0	144	115	**14**	0	**129**	0	0	0	0	273
04:00 PM	44	**121**	0	**165**	**116**	7	0	123	0	0	0	0	**288**
04:15 PM	**48**	114	**3**	165	102	8	0	110	0	0	0	0	275
04:30 PM	44	102	0	146	113	13	0	126	0	0	0	0	272
Total Volume	183	434	3	620	446	42	0	488	0	0	0	0	1108
% App. Total	29.5	70	0.5		91.4	8.6	0		0	0	0		
PHF	.953	.897	.250	.939	.961	.750	.000	.946	.000	.000	.000	.000	.962
Cars	173	386	3	562	433	40	0	473	0	0	0	0	1035
% Cars	94.5	88.9	100	90.6	97.1	95.2	0	96.9	0	0	0	0	93.4
Heavy Vehicles	10	48	0	58	13	2	0	15	0	0	0	0	73
% Heavy Vehicles	5.5	11.1	0	9.4	2.9	4.8	0	3.1	0	0	0	0	6.6

N/S: Dorchester Avenue
W: Fuller Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

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File Name : 143940 D
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Cars

	Dorchester Avenue From North			Dorchester Avenue From South			Fuller Street From West			
Start Time	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	Int. Total
07:00 AM	27	51	0	75	7	1	0	0	0	161
07:15 AM	25	68	0	105	5	0	0	0	0	203
07:30 AM	28	68	0	93	7	0	0	0	0	196
07:45 AM	31	81	1	89	6	0	0	1	0	209
Total	111	268	1	362	25	1	0	1	0	769
08:00 AM	25	66	1	119	7	1	0	0	0	219
08:15 AM	27	66	0	133	12	0	0	0	0	238
08:30 AM	29	77	0	99	6	0	0	0	0	211
08:45 AM	24	54	1	98	4	1	0	0	0	182
Total	105	263	2	449	29	2	0	0	0	850
09:00 AM	21	57	0	80	5	0	1	2	0	166
09:15 AM	18	68	0	100	8	1	0	0	0	195
09:30 AM	20	79	0	86	8	3	0	1	0	197
09:45 AM	17	55	0	115	6	1	0	0	0	194
Total	76	259	0	381	27	5	1	3	0	752
10:00 AM	21	75	1	87	9	0	0	0	0	193
10:15 AM	23	72	0	77	5	0	0	0	0	177
10:30 AM	18	89	1	96	3	0	0	0	0	207
10:45 AM	17	64	0	95	3	0	0	0	0	179
Total	79	300	2	355	20	0	0	0	0	756
11:00 AM	32	73	1	71	8	0	0	0	0	185
11:15 AM	15	83	1	68	9	0	0	0	0	176
11:30 AM	19	79	0	65	4	0	0	0	0	167
11:45 AM	26	67	1	70	6	0	0	0	0	170
Total	92	302	3	274	27	0	0	0	0	698
12:00 PM	25	74	0	77	7	1	0	0	0	184
12:15 PM	23	64	1	61	6	1	0	0	0	156
12:30 PM	31	70	2	101	9	0	0	0	0	213
12:45 PM	22	67	1	77	9	0	0	0	0	176
Total	101	275	4	316	31	2	0	0	0	729
01:00 PM	23	66	0	73	6	1	1	0	0	170
01:15 PM	24	69	1	73	6	1	0	0	0	174
01:30 PM	26	81	0	78	9	0	0	0	0	194
01:45 PM	35	80	0	76	6	0	0	0	0	197
Total	108	296	1	300	27	2	1	0	0	735
02:00 PM	27	78	2	102	6	0	0	0	0	215
02:15 PM	33	74	0	71	8	0	0	0	0	186
02:30 PM	30	80	1	93	6	0	1	1	0	212
02:45 PM	29	92	1	101	12	0	0	0	0	235
Total	119	324	4	367	32	0	1	1	0	848
03:00 PM	25	94	1	103	7	0	0	0	0	230
03:15 PM	45	82	1	82	6	0	2	0	0	218
03:30 PM	32	88	1	89	6	0	0	0	0	216
03:45 PM	46	85	0	113	14	0	0	0	0	258
Total	148	349	3	387	33	0	2	0	0	922
04:00 PM	41	106	0	114	7	0	0	0	0	268
04:15 PM	46	103	3	97	8	0	0	0	0	257
04:30 PM	40	92	0	109	11	0	0	0	0	252
04:45 PM	44	101	0	76	7	0	0	0	0	228
Total	171	402	3	396	33	0	0	0	0	1005

N/S: Dorchester Avenue
W: Fuller Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
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File Name : 143940 D
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Cars

	Dorchester Avenue From North			Dorchester Avenue From South			Fuller Street From West			
Start Time	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	Int. Total
05:00 PM	49	87	0	104	16	1	0	0	0	257
05:15 PM	51	103	1	92	13	0	0	0	0	260
05:30 PM	57	89	1	102	8	1	0	0	0	258
05:45 PM	55	93	0	100	12	0	0	0	0	260
Total	212	372	2	398	49	2	0	0	0	1035
Grand Total	1322	3410	25	3985	333	14	5	5	0	9099
Apprch %	27.8	71.7	0.5	92	7.7	0.3	50	50	0	
Total %	14.5	37.5	0.3	43.8	3.7	0.2	0.1	0.1	0	

	Dorchester Avenue From North				Dorchester Avenue From South				Fuller Street From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	**31**	**81**	**1**	**113**	89	6	0	95	0	**1**	0	**1**	209
08:00 AM	25	66	1	92	119	7	**1**	127	0	0	0	0	219
08:15 AM	27	66	0	93	**133**	**12**	0	**145**	0	0	0	0	**238**
08:30 AM	29	77	0	106	99	6	0	105	0	0	0	0	211
Total Volume	112	290	2	404	440	31	1	472	0	1	0	1	877
% App. Total	27.7	71.8	0.5		93.2	6.6	0.2		0	100	0		
PHF	.903	.895	.500	.894	.827	.646	.250	.814	.000	.250	.000	.250	.921
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:45 PM													
03:45 PM	**46**	85	0	131	113	**14**	0	**127**	0	0	0	0	258
04:00 PM	41	**106**	0	147	**114**	7	0	121	0	0	0	0	**268**
04:15 PM	46	103	**3**	**152**	97	8	0	105	0	0	0	0	257
04:30 PM	40	92	0	132	109	11	0	120	0	0	0	0	252
Total Volume	173	386	3	562	433	40	0	473	0	0	0	0	1035
% App. Total	30.8	68.7	0.5		91.5	8.5	0		0	0	0		
PHF	.940	.910	.250	.924	.950	.714	.000	.931	.000	.000	.000	.000	.965

N/S: Dorchester Avenue
W: Fuller Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

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File Name : 143940 D
Site Code : 10266
Start Date : 6/5/2014
Page No : 1

Groups Printed- Heavy Vehicles

	Dorchester Avenue From North			Dorchester Avenue From South			Fuller Street From West			
Start Time	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	Int. Total
07:00 AM	2	15	0	5	0	0	0	0	0	22
07:15 AM	2	12	0	10	1	0	0	0	0	25
07:30 AM	1	17	0	4	0	0	0	0	0	22
07:45 AM	3	16	0	4	1	0	0	0	0	24
Total	8	60	0	23	2	0	0	0	0	93
08:00 AM	2	21	0	2	0	0	0	0	0	25
08:15 AM	1	11	0	1	0	0	0	0	0	13
08:30 AM	2	21	0	0	1	0	0	0	0	24
08:45 AM	7	14	0	8	1	0	0	0	0	30
Total	12	67	0	11	2	0	0	0	0	92
09:00 AM	2	12	0	6	0	1	0	0	0	21
09:15 AM	2	13	0	2	1	0	0	0	0	18
09:30 AM	0	12	0	3	0	0	0	0	0	15
09:45 AM	0	15	0	0	0	0	0	0	0	15
Total	4	52	0	11	1	1	0	0	0	69
10:00 AM	0	6	0	2	1	0	0	0	0	9
10:15 AM	0	8	0	6	0	0	0	0	0	14
10:30 AM	1	10	0	8	0	0	0	0	0	19
10:45 AM	0	7	0	2	0	0	0	0	0	9
Total	1	31	0	18	1	0	0	0	0	51
11:00 AM	0	11	0	3	0	0	0	0	0	14
11:15 AM	0	11	0	3	0	0	0	0	0	14
11:30 AM	1	8	0	8	0	0	0	0	0	17
11:45 AM	1	11	0	6	0	0	0	0	0	18
Total	2	41	0	20	0	0	0	0	0	63
12:00 PM	1	8	0	5	0	0	0	0	0	14
12:15 PM	0	8	0	5	0	0	0	0	0	13
12:30 PM	0	14	0	6	0	0	0	0	0	20
12:45 PM	1	7	0	4	0	2	0	0	0	14
Total	2	37	0	20	0	2	0	0	0	61
01:00 PM	3	10	0	7	0	0	0	0	0	20
01:15 PM	2	14	0	3	0	0	0	0	0	19
01:30 PM	0	8	0	5	0	0	0	0	0	13
01:45 PM	0	11	0	6	0	0	0	0	0	17
Total	5	43	0	21	0	0	0	0	0	69
02:00 PM	1	17	0	9	0	0	0	0	0	27
02:15 PM	3	15	1	3	0	0	0	0	0	22
02:30 PM	3	13	0	7	1	0	0	0	0	24
02:45 PM	2	15	0	4	0	0	0	0	0	21
Total	9	60	1	23	1	0	0	0	0	94
03:00 PM	1	9	0	2	0	0	0	0	0	12
03:15 PM	1	20	0	4	0	0	0	0	0	25
03:30 PM	3	11	0	3	0	0	0	0	0	17
03:45 PM	1	12	0	2	0	0	0	0	0	15
Total	6	52	0	11	0	0	0	0	0	69
04:00 PM	3	15	0	2	0	0	0	0	0	20
04:15 PM	2	11	0	5	0	0	0	0	0	18
04:30 PM	4	10	0	4	2	0	0	0	0	20
04:45 PM	3	17	0	6	1	0	0	0	0	27
Total	12	53	0	17	3	0	0	0	0	85

N/S: Dorchester Avenue
W: Fuller Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

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File Name : 143940 D
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Heavy Vehicles

	Dorchester Avenue From North			Dorchester Avenue From South			Fuller Street From West			
Start Time	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	Int. Total
05:00 PM	2	12	0	4	0	0	0	0	0	18
05:15 PM	3	14	0	2	0	0	0	0	0	19
05:30 PM	0	13	0	3	0	0	0	0	0	16
05:45 PM	2	9	0	0	0	0	0	0	0	11
Total	7	48	0	9	0	0	0	0	0	64
Grand Total	68	544	1	184	10	3	0	0	0	810
Apprch %	11.1	88.7	0.2	93.4	5.1	1.5	0	0	0	
Total %	8.4	67.2	0.1	22.7	1.2	0.4	0	0	0	

	Dorchester Avenue From North				Dorchester Avenue From South				Fuller Street From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	2	12	0	14	**10**	**1**	0	**11**	0	0	0	0	**25**
07:30 AM	1	17	0	18	4	0	0	4	0	0	0	0	22
07:45 AM	**3**	16	0	19	4	1	0	5	0	0	0	0	24
08:00 AM	2	**21**	0	**23**	2	0	0	2	0	0	0	0	25
Total Volume	8	66	0	74	20	2	0	22	0	0	0	0	96
% App. Total	10.8	89.2	0		90.9	9.1	0		0	0	0		
PHF	.667	.786	.000	.804	.500	.500	.000	.500	.000	.000	.000	.000	.960
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:00 PM													
02:00 PM	1	**17**	0	18	**9**	0	0	**9**	0	0	0	0	**27**
02:15 PM	**3**	15	**1**	**19**	3	0	0	3	0	0	0	0	22
02:30 PM	3	13	0	16	7	**1**	0	8	0	0	0	0	24
02:45 PM	2	15	0	17	4	0	0	4	0	0	0	0	21
Total Volume	9	60	1	70	23	1	0	24	0	0	0	0	94
% App. Total	12.9	85.7	1.4		95.8	4.2	0		0	0	0		
PHF	.750	.882	.250	.921	.639	.250	.000	.667	.000	.000	.000	.000	.870

N/S: Dorchester Avenue
W: Fuller Street
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

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File Name : 143940 D
Site Code : 10266
Start Date : 6/5/2014
Page No : 1

Groups Printed- Peds and Bicycles

	Dorchester Avenue From North			Dorchester Avenue From South			Fuller Street From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
07:00 AM	0	1	6	3	0	7	0	0	4	21
07:15 AM	0	1	3	0	0	10	0	0	9	23
07:30 AM	0	1	5	2	0	10	0	0	4	22
07:45 AM	0	0	8	2	0	3	0	0	6	19
Total	0	3	22	7	0	30	0	0	23	85
08:00 AM	0	0	1	0	0	13	0	0	8	22
08:15 AM	0	0	0	0	0	10	0	0	10	20
08:30 AM	0	1	1	0	0	6	0	0	12	20
08:45 AM	0	2	5	0	0	10	0	0	5	22
Total	0	3	7	0	0	39	0	0	35	84
09:00 AM	0	0	3	1	0	3	0	0	5	12
09:15 AM	0	0	1	1	0	7	0	0	5	14
09:30 AM	0	0	2	0	0	1	0	0	1	4
09:45 AM	0	0	0	0	0	2	0	0	3	5
Total	0	0	6	2	0	13	0	0	14	35
10:00 AM	0	0	0	0	0	2	0	0	3	5
10:15 AM	0	0	1	0	0	4	0	0	4	9
10:30 AM	0	0	0	0	0	10	0	0	3	13
10:45 AM	0	0	2	0	0	2	0	0	4	8
Total	0	0	3	0	0	18	0	0	14	35
11:00 AM	0	0	1	0	0	4	0	0	5	10
11:15 AM	0	0	1	0	0	6	0	0	6	13
11:30 AM	0	1	1	0	0	6	0	0	3	11
11:45 AM	0	0	1	0	0	7	0	0	4	12
Total	0	1	4	0	0	23	0	0	18	46
12:00 PM	0	0	1	0	0	3	0	0	2	6
12:15 PM	0	0	0	0	0	4	0	0	9	13
12:30 PM	0	0	0	0	0	9	0	0	2	11
12:45 PM	0	0	0	0	0	12	0	0	2	14
Total	0	0	1	0	0	28	0	0	15	44
01:00 PM	0	0	3	1	0	7	0	0	5	16
01:15 PM	0	0	0	0	0	3	0	0	1	4
01:30 PM	0	0	2	0	0	4	0	0	6	12
01:45 PM	0	0	1	0	0	10	0	0	3	14
Total	0	0	6	1	0	24	0	0	15	46
02:00 PM	0	0	1	0	0	5	0	0	3	9
02:15 PM	0	0	0	0	0	10	0	0	8	18
02:30 PM	0	0	0	0	0	9	0	0	8	17
02:45 PM	0	0	0	0	0	1	0	0	6	7
Total	0	0	1	0	0	25	0	0	25	51
03:00 PM	0	0	1	0	0	6	0	0	1	8
03:15 PM	0	0	1	0	0	0	0	0	1	2
03:30 PM	0	0	0	0	0	3	0	0	5	8
03:45 PM	0	0	0	0	0	8	0	0	4	12
Total	0	0	2	0	0	17	0	0	11	30
04:00 PM	0	0	1	0	0	7	0	0	0	8
04:15 PM	0	0	3	0	0	6	0	0	8	17
04:30 PM	0	0	3	0	0	7	0	0	0	10
04:45 PM	0	0	4	0	0	5	0	0	0	9
Total	0	0	11	0	0	25	0	0	8	44

N/S: Dorchester Avenue
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Start Date : 6/5/2014

Groups Printed- Peds and Bicycles

	Dorchester Avenue From North			Dorchester Avenue From South			Fuller Street From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
05:00 PM	0	0	2	0	0	13	0	0	6	21
05:15 PM	0	1	0	0	0	6	0	0	8	15
05:30 PM	0	1	0	0	0	10	0	0	15	26
05:45 PM	0	0	0	0	0	4	0	0	4	8
Total	0	2	2	0	0	33	0	0	33	70
Grand Total	0	9	65	10	0	275	0	0	211	570
Apprch %	0	12.2	87.8	3.5	0	96.5	0	0	100	
Total %	0	1.6	11.4	1.8	0	48.2	0	0	37	

	Dorchester Avenue From North				Dorchester Avenue From South				Fuller Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	**1**	3	4	0	0	10	10	0	0	**9**	**9**	**23**
07:30 AM	0	1	5	6	**2**	0	10	12	0	0	4	4	22
07:45 AM	0	0	**8**	**8**	2	0	3	5	0	0	6	6	19
08:00 AM	0	0	1	1	0	0	**13**	**13**	0	0	8	8	22
Total Volume	0	2	17	19	4	0	36	40	0	0	27	27	86
% App. Total	0	10.5	89.5		10	0	90		0	0	100		
PHF	.000	.500	.531	.594	.500	.000	.692	.769	.000	.000	.750	.750	.935
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	0	**4**	**4**	0	0	5	5	0	0	0	0	9
05:00 PM	0	0	2	2	0	0	**13**	**13**	0	0	6	6	21
05:15 PM	0	**1**	0	1	0	0	6	6	0	0	8	8	15
05:30 PM	0	1	0	1	0	0	10	10	0	0	**15**	**15**	**26**
Total Volume	0	2	6	8	0	0	34	34	0	0	29	29	71
% App. Total	0	25	75		0	0	100		0	0	100		
PHF	.000	.500	.375	.500	.000	.000	.654	.654	.000	.000	.483	.483	.683

N/S: Dorchester Avenue
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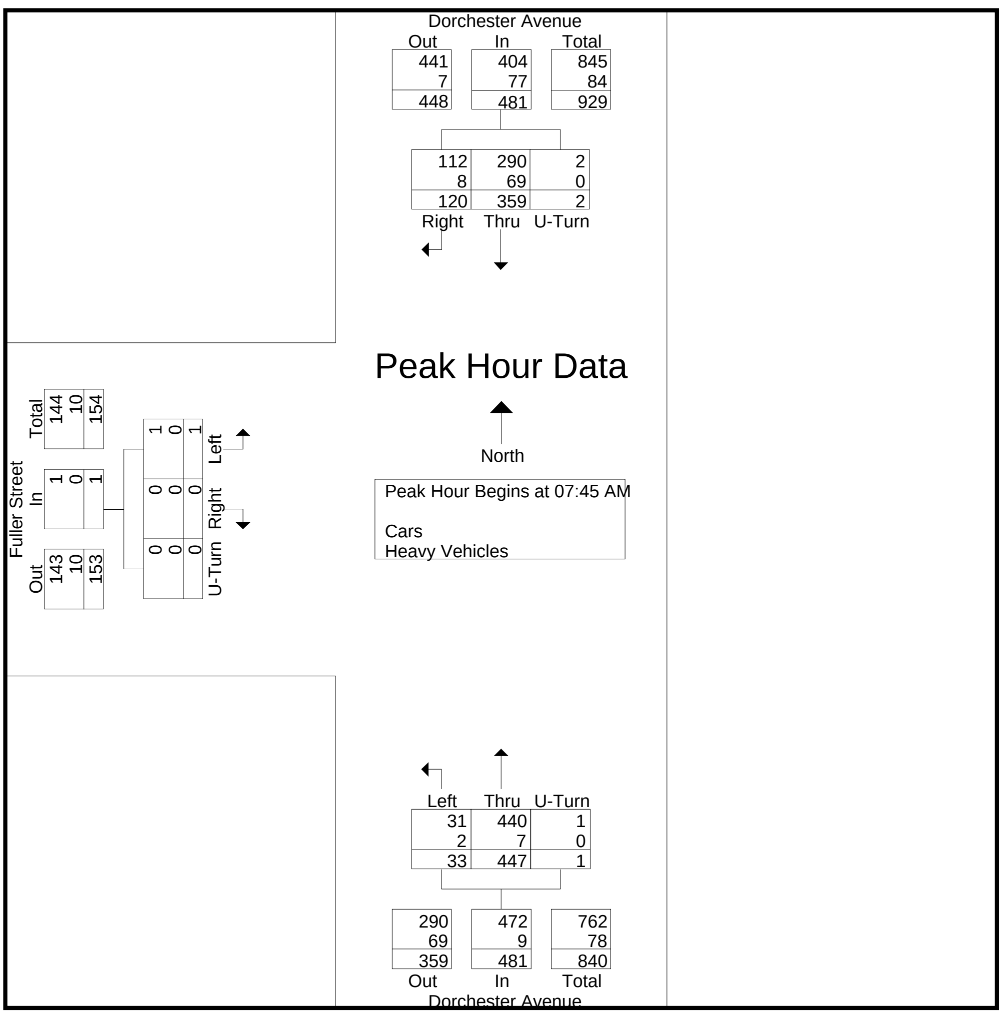
	Dorchester Avenue From North				Dorchester Avenue From South				Fuller Street From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	**34**	97	**1**	**132**	93	7	0	100	0	**1**	0	**1**	233
08:00 AM	27	87	1	115	121	7	**1**	129	0	0	0	0	244
08:15 AM	28	77	0	105	**134**	**12**	0	**146**	0	0	0	0	**251**
08:30 AM	31	**98**	0	129	99	7	0	106	0	0	0	0	235
Total Volume	120	359	2	481	447	33	1	481	0	1	0	1	963
% App. Total	24.9	74.6	0.4		92.9	6.9	0.2		0	100	0		
PHF	.882	.916	.500	.911	.834	.688	.250	.824	.000	.250	.000	.250	.959
Cars	112	290	2	404	440	31	1	472	0	1	0	1	877
% Cars	93.3	80.8	100	84.0	98.4	93.9	100	98.1	0	100	0	100	91.1
Heavy Vehicles	8	69	0	77	7	2	0	9	0	0	0	0	86
% Heavy Vehicles	6.7	19.2	0	16.0	1.6	6.1	0	1.9	0	0	0	0	8.9



N/S: Dorchester Avenue
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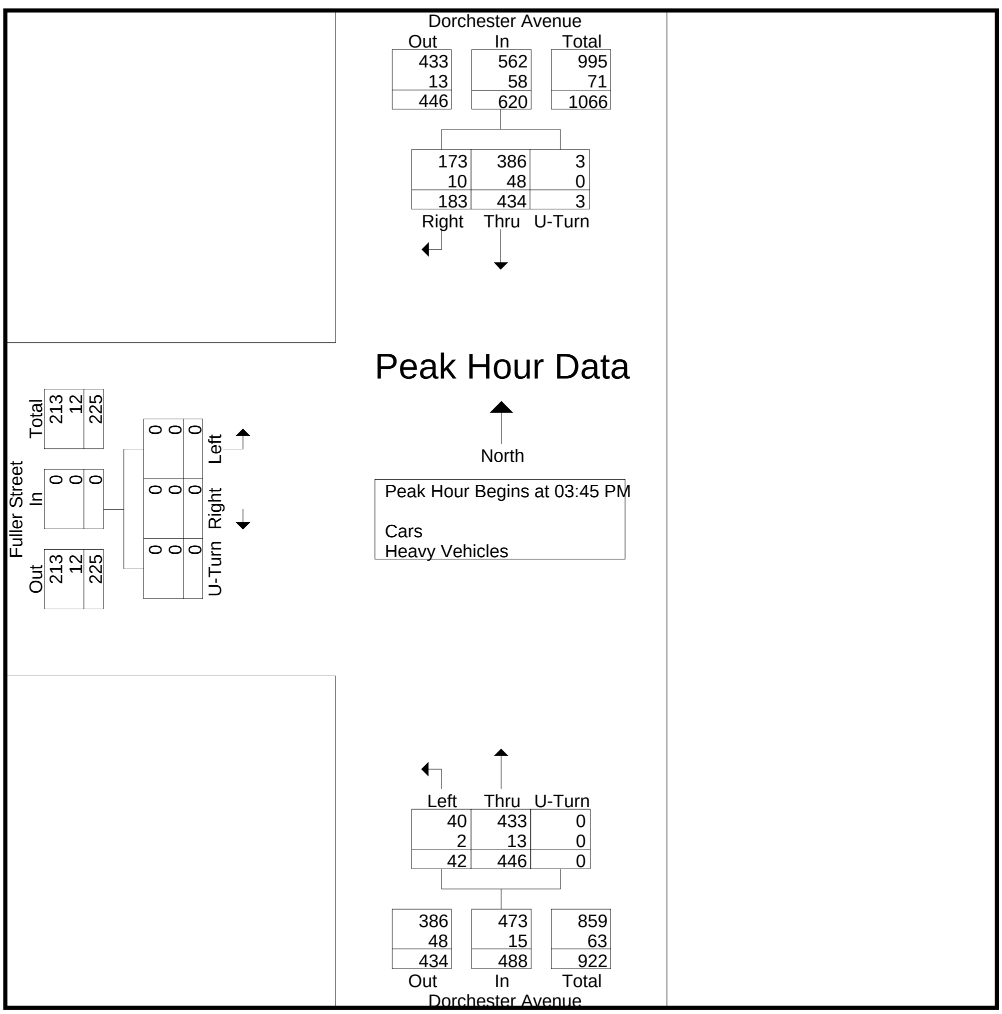
Start Date : 6/5/2014

	Dorchester Avenue From North				Dorchester Avenue From South				Fuller Street From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:45 PM													
03:45 PM	47	97	0	144	115	**14**	0	**129**	0	0	0	0	273
04:00 PM	44	**121**	0	**165**	**116**	7	0	123	0	0	0	0	**288**
04:15 PM	**48**	114	**3**	165	102	8	0	110	0	0	0	0	275
04:30 PM	44	102	0	146	113	13	0	126	0	0	0	0	272
Total Volume	183	434	3	620	446	42	0	488	0	0	0	0	1108
% App. Total	29.5	70	0.5		91.4	8.6	0		0	0	0		
PHF	.953	.897	.250	.939	.961	.750	.000	.946	.000	.000	.000	.000	.962
Cars	173	386	3	562	433	40	0	473	0	0	0	0	1035
% Cars	94.5	88.9	100	90.6	97.1	95.2	0	96.9	0	0	0	0	93.4
Heavy Vehicles	10	48	0	58	13	2	0	15	0	0	0	0	73
% Heavy Vehicles	5.5	11.1	0	9.4	2.9	4.8	0	3.1	0	0	0	0	6.6



PRECISION
D A T A
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
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N/S: Dorchester Avenue
E/W: Beale Street/ Mercier Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

File Name : 143940 E
Site Code : 10266
Start Date : 6/5/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Dorchester Avenue From North				Beale Street From East				Dorchester Avenue From South				Mercier Avenue From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	2	64	0	0	2	0	1	0	1	76	1	0	3	0	4	0	154
07:15 AM	8	67	1	1	0	0	1	0	2	107	3	0	2	1	6	0	199
07:30 AM	3	77	1	0	2	0	3	0	0	96	0	0	2	0	8	0	192
07:45 AM	12	97	0	0	1	0	0	0	3	96	5	0	5	0	4	0	223
Total	25	305	2	1	5	0	5	0	6	375	9	0	12	1	22	0	768
08:00 AM	16	61	0	0	1	0	0	0	3	103	0	0	2	0	17	0	203
08:15 AM	1	93	0	1	1	0	3	0	2	140	1	0	6	1	7	0	256
08:30 AM	1	85	2	0	0	0	0	0	0	94	1	0	2	0	3	0	188
08:45 AM	6	71	1	0	0	0	0	0	3	110	0	0	1	0	3	0	195
Total	24	310	3	1	2	0	3	0	8	447	2	0	11	1	30	0	842
09:00 AM	4	74	0	0	1	0	1	0	2	88	0	0	3	0	5	0	178
09:15 AM	0	72	1	0	1	0	0	0	0	112	0	0	1	0	2	0	189
09:30 AM	2	95	0	1	1	0	1	0	2	93	1	0	0	0	3	0	199
09:45 AM	1	65	0	1	1	0	3	0	0	111	0	0	1	0	4	0	187
Total	7	306	1	2	4	0	5	0	4	404	1	0	5	0	14	0	753
10:00 AM	2	71	2	1	1	0	1	0	1	91	2	0	2	0	4	0	178
10:15 AM	2	73	1	0	2	0	0	0	0	88	1	0	0	0	1	0	168
10:30 AM	4	83	3	0	1	0	1	0	1	105	0	0	1	0	0	0	199
10:45 AM	1	73	3	0	3	1	2	0	0	99	1	1	3	0	1	0	188
Total	9	300	9	1	7	1	4	0	2	383	4	1	6	0	6	0	733
11:00 AM	3	75	0	0	1	0	0	0	0	78	3	0	3	0	1	0	164
11:15 AM	3	82	0	0	0	0	0	0	0	73	0	1	1	0	0	0	160
11:30 AM	1	76	0	0	0	0	2	0	1	72	0	0	3	0	4	0	159
11:45 AM	1	69	0	0	2	0	1	0	2	80	1	1	1	0	2	0	160
Total	8	302	0	0	3	0	3	0	3	303	4	2	8	0	7	0	643
12:00 PM	0	78	1	0	1	0	2	0	1	78	1	0	2	1	4	0	169
12:15 PM	3	68	1	0	0	0	1	0	0	68	1	0	0	0	3	0	145
12:30 PM	3	78	0	0	0	0	2	0	0	113	0	0	0	0	3	0	199
12:45 PM	1	73	0	1	0	0	2	0	2	84	2	0	1	0	7	0	173
Total	7	297	2	1	1	0	7	0	3	343	4	0	3	1	17	0	686
01:00 PM	3	77	1	0	1	0	2	0	1	86	2	0	0	0	0	0	173
01:15 PM	6	82	1	0	0	1	2	0	2	77	1	1	1	0	4	0	178
01:30 PM	5	78	1	0	1	1	0	0	1	88	4	0	1	0	2	0	182
01:45 PM	6	81	2	0	1	0	0	0	0	84	2	1	2	0	1	0	180
Total	20	318	5	0	3	2	4	0	4	335	9	2	4	0	7	0	713
02:00 PM	6	85	2	0	1	0	2	0	2	111	2	0	2	0	4	0	217
02:15 PM	5	78	0	0	2	0	0	0	2	78	1	1	2	0	6	0	175
02:30 PM	2	89	1	0	2	0	0	0	1	103	0	0	3	0	2	0	203
02:45 PM	2	91	3	0	3	1	1	0	2	108	2	0	6	0	6	0	225
Total	15	343	6	0	8	1	3	0	7	400	5	1	13	0	18	0	820
03:00 PM	4	93	1	0	0	0	2	0	3	98	2	0	2	2	7	0	214
03:15 PM	3	94	0	0	0	1	1	0	1	80	0	1	0	0	4	0	185
03:30 PM	5	95	0	0	1	0	0	0	2	87	2	0	1	0	3	0	196
03:45 PM	4	92	0	0	4	0	1	0	3	113	0	0	3	1	5	0	226
Total	16	374	1	0	5	1	4	0	9	378	4	1	6	3	19	0	821
04:00 PM	8	108	2	1	0	0	0	0	2	115	2	0	1	0	6	0	245
04:15 PM	6	101	2	0	3	0	3	0	3	95	1	0	3	0	8	0	225
04:30 PM	5	97	1	1	5	0	4	0	4	107	3	0	2	1	7	0	237
04:45 PM	5	112	1	0	1	1	3	0	1	83	3	0	1	0	2	0	213
Total	24	418	6	2	9	1	10	0	10	400	9	0	7	1	23	0	920

N/S: Dorchester Avenue
E/W: Beale Street/ Mercier Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
DATA
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File Name : 143940 E
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Cars - Heavy Vehicles

	Dorchester Avenue From North				Beale Street From East				Dorchester Avenue From South				Mercier Avenue From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
05:00 PM	7	90	3	1	2	0	2	0	3	105	4	0	2	0	10	0	229
05:15 PM	6	112	1	1	2	0	2	0	1	93	2	1	1	0	3	0	225
05:30 PM	4	96	3	0	2	0	2	0	2	110	1	0	2	1	2	0	225
05:45 PM	6	96	1	0	2	0	3	0	0	95	5	0	1	1	5	0	215
Total	23	394	8	2	8	0	9	0	6	403	12	1	6	2	20	0	894
Grand Total	178	3667	43	10	55	6	57	0	62	4171	63	8	81	9	183	0	8593
Apprch %	4.6	94.1	1.1	0.3	46.6	5.1	48.3	0	1.4	96.9	1.5	0.2	29.7	3.3	67	0	
Total %	2.1	42.7	0.5	0.1	0.6	0.1	0.7	0	0.7	48.5	0.7	0.1	0.9	0.1	2.1	0	
Cars	168	3311	41	10	54	5	56	0	61	3822	59	8	79	9	179	0	7862
% Cars	94.4	90.3	95.3	100	98.2	83.3	98.2	0	98.4	91.6	93.7	100	97.5	100	97.8	0	91.5
Heavy Vehicles	10	356	2	0	1	1	1	0	1	349	4	0	2	0	4	0	731
% Heavy Vehicles	5.6	9.7	4.7	0	1.8	16.7	1.8	0	1.6	8.4	6.3	0	2.5	0	2.2	0	8.5

	Dorchester Avenue From North					Beale Street From East					Dorchester Avenue From South					Mercier Avenue From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	77	**1**	0	81	**2**	0	**3**	0	**5**	0	96	0	0	96	2	0	8	0	10	192
07:45 AM	12	**97**	0	0	**109**	1	0	0	0	1	**3**	96	**5**	0	104	5	0	4	0	9	223
08:00 AM	**16**	61	0	0	77	1	0	0	0	1	3	103	0	0	106	2	0	**17**	0	**19**	203
08:15 AM	1	93	0	**1**	95	1	0	3	0	4	2	**140**	1	0	**143**	**6**	**1**	7	0	14	**256**
Total Volume	32	328	1	1	362	5	0	6	0	11	8	435	6	0	449	15	1	36	0	52	874
% App. Total	8.8	90.6	0.3	0.3		45.5	0	54.5	0		1.8	96.9	1.3	0		28.8	1.9	69.2	0		
PHF	.500	.845	.250	.250	.830	.625	.000	.500	.000	.550	.667	.777	.300	.000	.785	.625	.250	.529	.000	.684	.854
Cars	31	285	1	1	318	5	0	6	0	11	8	396	5	0	409	15	1	36	0	52	790
% Cars	96.9	86.9	100	100	87.8	100	0	100	0	100	100	91.0	83.3	0	91.1	100	100	100	0	100	90.4
Heavy Vehicles	1	43	0	0	44	0	0	0	0	0	0	39	1	0	40	0	0	0	0	0	84
% Heavy Vehicles	3.1	13.1	0	0	12.2	0	0	0	0	0	0	9.0	16.7	0	8.9	0	0	0	0	0	9.6
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	4	92	0	0	96	4	0	1	0	5	3	113	0	0	116	**3**	**1**	5	0	9	226
04:00 PM	**8**	**108**	**2**	**1**	**119**	0	0	0	0	0	2	**115**	2	0	**119**	1	0	6	0	7	**245**
04:15 PM	6	101	2	0	109	3	0	3	0	6	3	95	1	0	99	3	0	**8**	0	**11**	225
04:30 PM	5	97	1	1	104	**5**	0	**4**	0	**9**	**4**	107	**3**	0	114	2	1	7	0	10	237
Total Volume	23	398	5	2	428	12	0	8	0	20	12	430	6	0	448	9	2	26	0	37	933
% App. Total	5.4	93	1.2	0.5		60	0	40	0		2.7	96	1.3	0		24.3	5.4	70.3	0		
PHF	.719	.921	.625	.500	.899	.600	.000	.500	.000	.556	.750	.935	.500	.000	.941	.750	.500	.813	.000	.841	.952
Cars	22	363	5	2	392	12	0	8	0	20	12	399	6	0	417	8	2	25	0	35	864
% Cars	95.7	91.2	100	100	91.6	100	0	100	0	100	100	92.8	100	0	93.1	88.9	100	96.2	0	94.6	92.6
Heavy Vehicles	1	35	0	0	36	0	0	0	0	0	0	31	0	0	31	1	0	1	0	2	69
% Heavy Vehicles	4.3	8.8	0	0	8.4	0	0	0	0	0	0	7.2	0	0	6.9	11.1	0	3.8	0	5.4	7.4

N/S: Dorchester Avenue
E/W: Beale Street/ Mercier Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
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File Name : 143940 E
Site Code : 10266
Start Date : 6/5/2014
Page No : 1

Groups Printed- Cars

	Dorchester Avenue From North				Beale Street From East				Dorchester Avenue From South				Mercier Avenue From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	1	54	0	0	2	0	1	0	1	67	1	0	3	0	4	0	134
07:15 AM	7	60	1	1	0	0	1	0	2	93	3	0	2	1	6	0	177
07:30 AM	3	64	1	0	2	0	3	0	0	84	0	0	2	0	8	0	167
07:45 AM	11	87	0	0	1	0	0	0	3	86	4	0	5	0	4	0	201
Total	22	265	2	1	5	0	5	0	6	330	8	0	12	1	22	0	679
08:00 AM	16	51	0	0	1	0	0	0	3	97	0	0	2	0	17	0	187
08:15 AM	1	83	0	1	1	0	3	0	2	129	1	0	6	1	7	0	235
08:30 AM	1	73	2	0	0	0	0	0	0	90	0	0	2	0	3	0	171
08:45 AM	5	62	1	0	0	0	0	0	3	96	0	0	1	0	2	0	170
Total	23	269	3	1	2	0	3	0	8	412	1	0	11	1	29	0	763
09:00 AM	4	64	0	0	1	0	1	0	2	79	0	0	3	0	4	0	158
09:15 AM	0	67	1	0	1	0	0	0	0	103	0	0	1	0	2	0	175
09:30 AM	2	87	0	1	1	0	1	0	2	87	1	0	0	0	3	0	185
09:45 AM	1	56	0	1	1	0	3	0	0	108	0	0	1	0	4	0	175
Total	7	274	1	2	4	0	5	0	4	377	1	0	5	0	13	0	693
10:00 AM	2	66	2	1	1	0	1	0	1	86	2	0	2	0	4	0	168
10:15 AM	2	67	1	0	2	0	0	0	0	78	1	0	0	0	1	0	152
10:30 AM	4	76	2	0	1	0	1	0	1	96	0	0	1	0	0	0	182
10:45 AM	1	68	3	0	3	0	2	0	0	92	0	1	3	0	1	0	174
Total	9	277	8	1	7	0	4	0	2	352	3	1	6	0	6	0	676
11:00 AM	3	67	0	0	1	0	0	0	0	72	3	0	3	0	1	0	150
11:15 AM	3	75	0	0	0	0	0	0	0	70	0	1	1	0	0	0	150
11:30 AM	1	70	0	0	0	0	2	0	1	62	0	0	3	0	4	0	143
11:45 AM	1	61	0	0	1	0	0	0	1	70	1	1	1	0	2	0	139
Total	8	273	0	0	2	0	2	0	2	274	4	2	8	0	7	0	582
12:00 PM	0	70	1	0	1	0	2	0	1	75	0	0	2	1	4	0	157
12:15 PM	3	64	1	0	0	0	1	0	0	60	1	0	0	0	3	0	133
12:30 PM	3	69	0	0	0	0	2	0	0	104	0	0	0	0	3	0	181
12:45 PM	1	63	0	1	0	0	2	0	2	76	2	0	1	0	6	0	154
Total	7	266	2	1	1	0	7	0	3	315	3	0	3	1	16	0	625
01:00 PM	2	70	1	0	1	0	2	0	1	76	2	0	0	0	0	0	155
01:15 PM	6	69	1	0	0	1	2	0	2	74	1	1	1	0	4	0	162
01:30 PM	5	72	1	0	1	1	0	0	1	80	4	0	1	0	2	0	168
01:45 PM	4	75	2	0	1	0	0	0	0	74	2	1	2	0	1	0	162
Total	17	286	5	0	3	2	4	0	4	304	9	2	4	0	7	0	647
02:00 PM	5	74	2	0	1	0	2	0	2	99	2	0	2	0	4	0	193
02:15 PM	4	70	0	0	2	0	0	0	2	73	1	1	2	0	6	0	161
02:30 PM	2	80	1	0	2	0	0	0	1	93	0	0	3	0	2	0	184
02:45 PM	2	83	3	0	3	1	1	0	2	100	2	0	6	0	6	0	209
Total	13	307	6	0	8	1	3	0	7	365	5	1	13	0	18	0	747
03:00 PM	4	89	1	0	0	0	2	0	3	88	2	0	1	2	7	0	199
03:15 PM	3	84	0	0	0	1	1	0	1	74	0	1	0	0	4	0	169
03:30 PM	5	89	0	0	1	0	0	0	2	81	2	0	1	0	3	0	184
03:45 PM	4	84	0	0	4	0	1	0	3	108	0	0	3	1	5	0	213
Total	16	346	1	0	5	1	4	0	9	351	4	1	5	3	19	0	765
04:00 PM	8	96	2	1	0	0	0	0	2	105	2	0	1	0	6	0	223
04:15 PM	5	92	2	0	3	0	3	0	3	89	1	0	3	0	7	0	208
04:30 PM	5	91	1	1	5	0	4	0	4	97	3	0	1	1	7	0	220
04:45 PM	5	101	1	0	1	1	3	0	1	73	3	0	1	0	2	0	192
Total	23	380	6	2	9	1	10	0	10	364	9	0	6	1	22	0	843

N/S: Dorchester Avenue
E/W: Beale Street/ Mercier Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
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File Name : 143940 E
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Cars

	Dorchester Avenue From North				Beale Street From East				Dorchester Avenue From South				Mercier Avenue From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
05:00 PM	7	83	3	1	2	0	2	0	3	95	4	0	2	0	10	0	212
05:15 PM	6	105	1	1	2	0	2	0	1	89	2	1	1	0	3	0	214
05:30 PM	4	87	3	0	2	0	2	0	2	103	1	0	2	1	2	0	209
05:45 PM	6	93	0	0	2	0	3	0	0	91	5	0	1	1	5	0	207
Total	23	368	7	2	8	0	9	0	6	378	12	1	6	2	20	0	842
Grand Total	168	3311	41	10	54	5	56	0	61	3822	59	8	79	9	179	0	7862
Apprch %	4.8	93.8	1.2	0.3	47	4.3	48.7	0	1.5	96.8	1.5	0.2	29.6	3.4	67	0	
Total %	2.1	42.1	0.5	0.1	0.7	0.1	0.7	0	0.8	48.6	0.8	0.1	1	0.1	2.3	0	

	Dorchester Avenue From North					Beale Street From East					Dorchester Avenue From South					Mercier Avenue From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	11	**87**	0	0	**98**	**1**	0	0	0	1	**3**	86	**4**	0	93	5	0	4	0	9	201
08:00 AM	**16**	51	0	0	67	1	0	0	0	1	3	97	0	0	100	2	0	**17**	0	**19**	187
08:15 AM	1	83	0	**1**	85	1	0	**3**	0	**4**	2	**129**	1	0	**132**	**6**	**1**	7	0	14	**235**
08:30 AM	1	73	**2**	0	76	0	0	0	0	0	0	90	0	0	90	2	0	3	0	5	171
Total Volume	29	294	2	1	326	3	0	3	0	6	8	402	5	0	415	15	1	31	0	47	794
% App. Total	8.9	90.2	0.6	0.3		50	0	50	0		1.9	96.9	1.2	0		31.9	2.1	66	0		
PHF	.453	.845	.250	.250	.832	.750	.000	.250	.000	.375	.667	.779	.313	.000	.786	.625	.250	.456	.000	.618	.845
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	4	84	0	0	88	4	0	1	0	5	3	**108**	0	0	**111**	**3**	**1**	5	0	9	213
04:00 PM	**8**	**96**	**2**	**1**	**107**	0	0	0	0	0	2	105	2	0	109	1	0	6	0	7	**223**
04:15 PM	5	92	2	0	99	3	0	3	0	6	3	89	1	0	93	3	0	**7**	0	**10**	208
04:30 PM	5	91	1	1	98	**5**	0	**4**	0	**9**	**4**	97	**3**	0	104	1	1	7	0	9	220
Total Volume	22	363	5	2	392	12	0	8	0	20	12	399	6	0	417	8	2	25	0	35	864
% App. Total	5.6	92.6	1.3	0.5		60	0	40	0		2.9	95.7	1.4	0		22.9	5.7	71.4	0		
PHF	.688	.945	.625	.500	.916	.600	.000	.500	.000	.556	.750	.924	.500	.000	.939	.667	.500	.893	.000	.875	.969

N/S: Dorchester Avenue
E/W: Beale Street/ Mercier Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
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File Name : 143940 E
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Heavy Vehicles

	Dorchester Avenue From North				Beale Street From East				Dorchester Avenue From South				Mercier Avenue From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	1	10	0	0	0	0	0	0	0	9	0	0	0	0	0	0	20
07:15 AM	1	7	0	0	0	0	0	0	0	14	0	0	0	0	0	0	22
07:30 AM	0	13	0	0	0	0	0	0	0	12	0	0	0	0	0	0	25
07:45 AM	1	10	0	0	0	0	0	0	0	10	1	0	0	0	0	0	22
Total	3	40	0	0	0	0	0	0	0	45	1	0	0	0	0	0	89
08:00 AM	0	10	0	0	0	0	0	0	0	6	0	0	0	0	0	0	16
08:15 AM	0	10	0	0	0	0	0	0	0	11	0	0	0	0	0	0	21
08:30 AM	0	12	0	0	0	0	0	0	0	4	1	0	0	0	0	0	17
08:45 AM	1	9	0	0	0	0	0	0	0	14	0	0	0	0	1	0	25
Total	1	41	0	0	0	0	0	0	0	35	1	0	0	0	1	0	79
09:00 AM	0	10	0	0	0	0	0	0	0	9	0	0	0	0	1	0	20
09:15 AM	0	5	0	0	0	0	0	0	0	9	0	0	0	0	0	0	14
09:30 AM	0	8	0	0	0	0	0	0	0	6	0	0	0	0	0	0	14
09:45 AM	0	9	0	0	0	0	0	0	0	3	0	0	0	0	0	0	12
Total	0	32	0	0	0	0	0	0	0	27	0	0	0	0	1	0	60
10:00 AM	0	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0	10
10:15 AM	0	6	0	0	0	0	0	0	0	10	0	0	0	0	0	0	16
10:30 AM	0	7	1	0	0	0	0	0	0	9	0	0	0	0	0	0	17
10:45 AM	0	5	0	0	0	1	0	0	0	7	1	0	0	0	0	0	14
Total	0	23	1	0	0	1	0	0	0	31	1	0	0	0	0	0	57
11:00 AM	0	8	0	0	0	0	0	0	0	6	0	0	0	0	0	0	14
11:15 AM	0	7	0	0	0	0	0	0	0	3	0	0	0	0	0	0	10
11:30 AM	0	6	0	0	0	0	0	0	0	10	0	0	0	0	0	0	16
11:45 AM	0	8	0	0	1	0	1	0	1	10	0	0	0	0	0	0	21
Total	0	29	0	0	1	0	1	0	1	29	0	0	0	0	0	0	61
12:00 PM	0	8	0	0	0	0	0	0	0	3	1	0	0	0	0	0	12
12:15 PM	0	4	0	0	0	0	0	0	0	8	0	0	0	0	0	0	12
12:30 PM	0	9	0	0	0	0	0	0	0	9	0	0	0	0	0	0	18
12:45 PM	0	10	0	0	0	0	0	0	0	8	0	0	0	0	1	0	19
Total	0	31	0	0	0	0	0	0	0	28	1	0	0	0	1	0	61
01:00 PM	1	7	0	0	0	0	0	0	0	10	0	0	0	0	0	0	18
01:15 PM	0	13	0	0	0	0	0	0	0	3	0	0	0	0	0	0	16
01:30 PM	0	6	0	0	0	0	0	0	0	8	0	0	0	0	0	0	14
01:45 PM	2	6	0	0	0	0	0	0	0	10	0	0	0	0	0	0	18
Total	3	32	0	0	0	0	0	0	0	31	0	0	0	0	0	0	66
02:00 PM	1	11	0	0	0	0	0	0	0	12	0	0	0	0	0	0	24
02:15 PM	1	8	0	0	0	0	0	0	0	5	0	0	0	0	0	0	14
02:30 PM	0	9	0	0	0	0	0	0	0	10	0	0	0	0	0	0	19
02:45 PM	0	8	0	0	0	0	0	0	0	8	0	0	0	0	0	0	16
Total	2	36	0	0	0	0	0	0	0	35	0	0	0	0	0	0	73
03:00 PM	0	4	0	0	0	0	0	0	0	10	0	0	1	0	0	0	15
03:15 PM	0	10	0	0	0	0	0	0	0	6	0	0	0	0	0	0	16
03:30 PM	0	6	0	0	0	0	0	0	0	6	0	0	0	0	0	0	12
03:45 PM	0	8	0	0	0	0	0	0	0	5	0	0	0	0	0	0	13
Total	0	28	0	0	0	0	0	0	0	27	0	0	1	0	0	0	56
04:00 PM	0	12	0	0	0	0	0	0	0	10	0	0	0	0	0	0	22
04:15 PM	1	9	0	0	0	0	0	0	0	6	0	0	0	0	1	0	17
04:30 PM	0	6	0	0	0	0	0	0	0	10	0	0	1	0	0	0	17
04:45 PM	0	11	0	0	0	0	0	0	0	10	0	0	0	0	0	0	21
Total	1	38	0	0	0	0	0	0	0	36	0	0	1	0	1	0	77

N/S: Dorchester Avenue
E/W: Beale Street/ Mercier Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

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File Name : 143940 E
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Heavy Vehicles

	Dorchester Avenue From North				Beale Street From East				Dorchester Avenue From South				Mercier Avenue From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
05:00 PM	0	7	0	0	0	0	0	0	0	10	0	0	0	0	0	0	17
05:15 PM	0	7	0	0	0	0	0	0	0	4	0	0	0	0	0	0	11
05:30 PM	0	9	0	0	0	0	0	0	0	7	0	0	0	0	0	0	16
05:45 PM	0	3	1	0	0	0	0	0	0	4	0	0	0	0	0	0	8
Total	0	26	1	0	0	0	0	0	0	25	0	0	0	0	0	0	52
Grand Total	10	356	2	0	1	1	1	0	1	349	4	0	2	0	4	0	731
Apprch %	2.7	96.7	0.5	0	33.3	33.3	33.3	0	0.3	98.6	1.1	0	33.3	0	66.7	0	
Total %	1.4	48.7	0.3	0	0.1	0.1	0.1	0	0.1	47.7	0.5	0	0.3	0	0.5	0	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

	Dorchester Avenue From North					Beale Street From East					Dorchester Avenue From South					Mercier Avenue From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	**1**	10	0	0	11	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	20
07:15 AM	1	7	0	0	8	0	0	0	0	0	0	**14**	0	0	**14**	0	0	0	0	0	22
07:30 AM	0	**13**	0	0	**13**	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	**25**
07:45 AM	1	10	0	0	11	0	0	0	0	0	0	10	**1**	0	11	0	0	0	0	0	22
Total Volume	3	40	0	0	43	0	0	0	0	0	0	45	1	0	46	0	0	0	0	0	89
% App. Total	7	93	0	0		0	0	0	0		0	97.8	2.2	0		0	0	0	0		
PHF	.750	.769	.000	.000	.827	.000	.000	.000	.000	.000	.000	.804	.250	.000	.821	.000	.000	.000	.000	.000	.890

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

	Dorchester Avenue From North					Beale Street From East					Dorchester Avenue From South					Mercier Avenue From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	**12**	0	0	**12**	0	0	0	0	0	0	**10**	0	0	**10**	0	0	0	0	0	**22**
04:15 PM	**1**	9	0	0	10	0	0	0	0	0	0	6	0	0	6	0	0	**1**	0	**1**	17
04:30 PM	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	**1**	0	0	0	1	17
04:45 PM	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	21
Total Volume	1	38	0	0	39	0	0	0	0	0	0	36	0	0	36	1	0	1	0	2	77
% App. Total	2.6	97.4	0	0		0	0	0	0		0	100	0	0		50	0	50	0		
PHF	.250	.792	.000	.000	.813	.000	.000	.000	.000	.000	.000	.900	.000	.000	.900	.250	.000	.250	.000	.500	.875

N/S: Dorchester Avenue
E/W: Beale Street/ Mercier Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

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File Name : 143940 E
Site Code : 10266
Start Date : 6/5/2014
Page No : 1

Groups Printed- Peds and Bicycles

	Dorchester Avenue From North				Beale Street From East				Dorchester Avenue From South				Mercier Avenue From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	1	0	8	0	0	0	17	0	3	0	5	0	0	0	3	37
07:15 AM	0	1	0	11	0	0	0	22	0	0	0	3	0	0	0	4	41
07:30 AM	0	0	0	11	0	0	0	26	0	3	0	11	0	0	0	3	54
07:45 AM	0	0	0	7	0	0	0	34	0	2	0	12	0	0	0	3	58
Total	0	2	0	37	0	0	0	99	0	8	0	31	0	0	0	13	190
08:00 AM	0	0	0	11	0	0	0	27	0	0	0	10	0	0	0	9	57
08:15 AM	0	0	0	11	0	0	0	17	0	0	0	2	0	0	0	8	38
08:30 AM	0	0	0	7	0	0	0	22	0	0	0	5	0	0	0	8	42
08:45 AM	0	2	0	6	0	0	0	11	0	0	0	16	0	0	0	5	40
Total	0	2	0	35	0	0	0	77	0	0	0	33	0	0	0	30	177
09:00 AM	0	0	0	1	0	0	0	14	0	2	0	0	0	0	0	4	21
09:15 AM	0	0	0	5	0	0	0	23	0	1	0	3	0	0	0	0	32
09:30 AM	0	0	0	3	0	0	0	13	0	0	0	3	0	0	0	3	22
09:45 AM	0	0	0	6	0	0	0	14	0	0	0	1	0	0	0	3	24
Total	0	0	0	15	0	0	0	64	0	3	0	7	0	0	0	10	99
10:00 AM	0	0	0	3	0	0	0	24	0	0	0	3	0	0	0	2	32
10:15 AM	0	2	0	1	0	0	0	11	0	0	0	1	0	0	0	2	17
10:30 AM	0	0	0	1	0	0	0	15	0	0	0	4	0	0	0	3	23
10:45 AM	0	0	0	2	0	0	0	20	0	0	0	3	0	0	0	3	28
Total	0	2	0	7	0	0	0	70	0	0	0	11	0	0	0	10	100
11:00 AM	0	0	0	2	0	0	0	12	0	0	0	6	0	0	0	0	20
11:15 AM	0	0	0	2	0	1	0	6	0	0	0	1	0	0	0	8	18
11:30 AM	0	1	0	2	0	0	0	4	0	0	0	1	0	0	0	3	11
11:45 AM	0	0	0	1	0	0	0	6	0	0	0	4	0	0	0	4	15
Total	0	1	0	7	0	1	0	28	0	0	0	12	0	0	0	15	64
12:00 PM	0	0	0	5	0	0	0	14	0	0	0	5	0	0	0	0	24
12:15 PM	0	0	0	3	0	0	0	13	0	1	0	4	0	0	0	4	25
12:30 PM	0	0	0	3	0	0	0	10	0	0	0	4	0	0	0	1	18
12:45 PM	0	0	0	2	0	0	0	15	0	0	0	2	0	0	0	1	20
Total	0	0	0	13	0	0	0	52	0	1	0	15	0	0	0	6	87
01:00 PM	0	0	0	1	0	0	0	19	0	0	0	1	0	0	0	3	24
01:15 PM	0	0	0	4	0	0	0	8	0	0	0	0	0	0	0	1	13
01:30 PM	0	0	0	5	0	0	0	10	0	0	0	0	0	0	0	0	15
01:45 PM	0	0	0	4	0	0	0	13	0	0	0	1	0	0	0	0	18
Total	0	0	0	14	0	0	0	50	0	0	0	2	0	0	0	4	70
02:00 PM	0	0	0	6	0	0	0	16	0	0	0	5	0	0	0	5	32
02:15 PM	0	0	0	56	0	0	0	18	0	0	0	11	0	0	0	0	85
02:30 PM	0	0	0	7	0	0	0	21	0	0	0	5	0	0	0	1	34
02:45 PM	0	0	0	3	0	0	0	17	0	0	0	6	0	0	0	1	27
Total	0	0	0	72	0	0	0	72	0	0	0	27	0	0	0	7	178
03:00 PM	0	0	0	3	0	0	0	10	0	0	0	16	0	0	0	6	35
03:15 PM	0	0	0	2	0	0	0	16	0	0	0	2	0	0	0	2	22
03:30 PM	0	0	0	2	0	0	0	18	0	0	0	6	0	0	0	2	28
03:45 PM	0	0	0	0	0	0	0	16	0	0	0	7	0	0	0	3	26
Total	0	0	0	7	0	0	0	60	0	0	0	31	0	0	0	13	111
04:00 PM	0	0	0	6	0	0	0	11	0	0	0	2	0	0	0	5	24
04:15 PM	0	1	0	10	0	0	0	25	0	0	0	6	0	0	0	2	44
04:30 PM	0	0	0	5	0	0	0	18	0	0	0	2	0	0	0	2	27
04:45 PM	0	0	0	1	0	0	0	33	0	0	0	1	0	0	0	0	35
Total	0	1	0	22	0	0	0	87	0	0	0	11	0	0	0	9	130

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N/S: Dorchester Avenue
E/W: Beale Street/ Mercier Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

File Name : 143940 E
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Peds and Bicycles

	Dorchester Avenue From North				Beale Street From East				Dorchester Avenue From South				Mercier Avenue From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
05:00 PM	0	0	0	6	0	0	0	23	0	0	0	7	0	0	0	3	39
05:15 PM	0	0	0	8	0	0	0	23	0	0	0	3	0	0	0	2	36
05:30 PM	0	0	0	12	0	0	0	25	0	1	0	12	0	0	0	4	54
05:45 PM	0	0	0	9	0	0	0	30	0	0	0	2	0	0	0	2	43
Total	0	0	0	35	0	0	0	101	0	1	0	24	0	0	0	11	172
Grand Total	0	8	0	264	0	1	0	760	0	13	0	204	0	0	0	128	1378
Apprch %	0	2.9	0	97.1	0	0.1	0	99.9	0	6	0	94	0	0	0	100	
Total %	0	0.6	0	19.2	0	0.1	0	55.2	0	0.9	0	14.8	0	0	0	9.3	

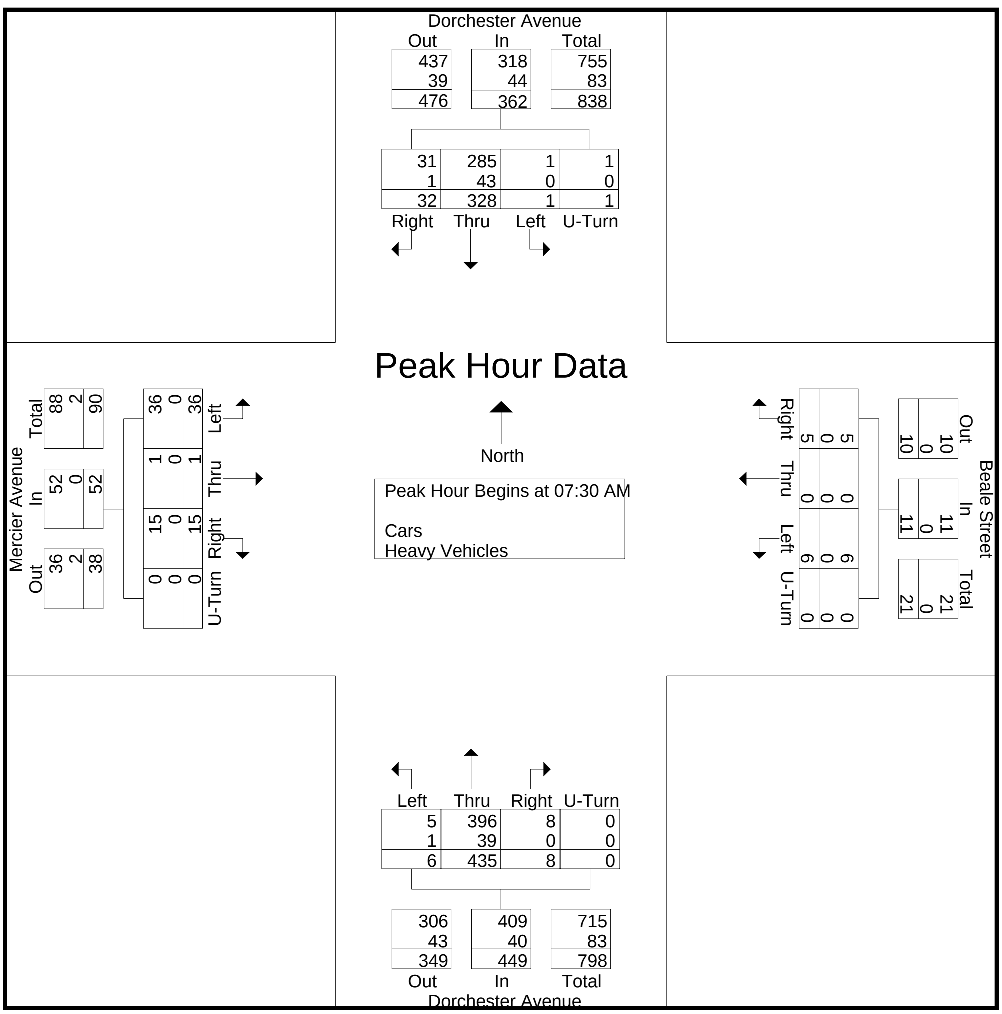
	Dorchester Avenue From North					Beale Street From East					Dorchester Avenue From South					Mercier Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	**1**	0	**11**	**12**	0	0	0	22	22	0	0	0	3	3	0	0	0	4	4	41
07:30 AM	0	0	0	11	11	0	0	0	26	26	0	**3**	0	11	**14**	0	0	0	3	3	54
07:45 AM	0	0	0	7	7	0	0	0	**34**	**34**	0	2	0	**12**	14	0	0	0	3	3	**58**
08:00 AM	0	0	0	11	11	0	0	0	27	27	0	0	0	10	10	0	0	0	**9**	**9**	57
Total Volume	0	1	0	40	41	0	0	0	109	109	0	5	0	36	41	0	0	0	19	19	210
% App. Total	0	2.4	0	97.6		0	0	0	100		0	12.2	0	87.8		0	0	0	100		
PHF	.000	.250	.000	.909	.854	.000	.000	.000	.801	.801	.000	.417	.000	.750	.732	.000	.000	.000	.528	.528	.905
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:15 PM																					
02:15 PM	0	0	0	**56**	**56**	0	0	0	18	18	0	0	0	11	11	0	0	0	0	0	**85**
02:30 PM	0	0	0	7	7	0	0	0	**21**	**21**	0	0	0	5	5	0	0	0	1	1	34
02:45 PM	0	0	0	3	3	0	0	0	17	17	0	0	0	6	6	0	0	0	1	1	27
03:00 PM	0	0	0	3	3	0	0	0	10	10	0	0	0	**16**	**16**	0	0	0	**6**	**6**	35
Total Volume	0	0	0	69	69	0	0	0	66	66	0	0	0	38	38	0	0	0	8	8	181
% App. Total	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.308	.308	.000	.000	.000	.786	.786	.000	.000	.000	.594	.594	.000	.000	.000	.333	.333	.532

N/S: Dorchester Avenue
E/W: Beale Street/ Mercier Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION DATA INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143940 E
Site Code : 10266
Start Date : 6/5/2014
Page No : 1

	Dorchester Avenue From North					Beale Street From East					Dorchester Avenue From South					Mercier Avenue From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	77	**1**	0	81	**2**	0	**3**	0	**5**	0	96	0	0	96	2	0	8	0	10	192
07:45 AM	12	**97**	0	0	**109**	1	0	0	0	1	**3**	96	**5**	0	104	5	0	4	0	9	223
08:00 AM	**16**	61	0	0	77	1	0	0	0	1	3	103	0	0	106	2	0	**17**	0	**19**	203
08:15 AM	1	93	0	**1**	95	1	0	3	0	4	2	**140**	1	0	**143**	**6**	**1**	7	0	14	**256**
Total Volume	32	328	1	1	362	5	0	6	0	11	8	435	6	0	449	15	1	36	0	52	874
% App. Total	8.8	90.6	0.3	0.3		45.5	0	54.5	0		1.8	96.9	1.3	0		28.8	1.9	69.2	0		
PHF	.500	.845	.250	.250	.830	.625	.000	.500	.000	.550	.667	.777	.300	.000	.785	.625	.250	.529	.000	.684	.854
Cars	31	285	1	1	318	5	0	6	0	11	8	396	5	0	409	15	1	36	0	52	790
% Cars	96.9	86.9	100	100	87.8	100	0	100	0	100	100	91.0	83.3	0	91.1	100	100	100	0	100	90.4
Heavy Vehicles	1	43	0	0	44	0	0	0	0	0	0	39	1	0	40	0	0	0	0	0	84
% Heavy Vehicles	3.1	13.1	0	0	12.2	0	0	0	0	0	0	9.0	16.7	0	8.9	0	0	0	0	0	9.6



N/S: Dorchester Avenue
E/W: Beale Street/ Mercier Avenue
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
D A T A
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
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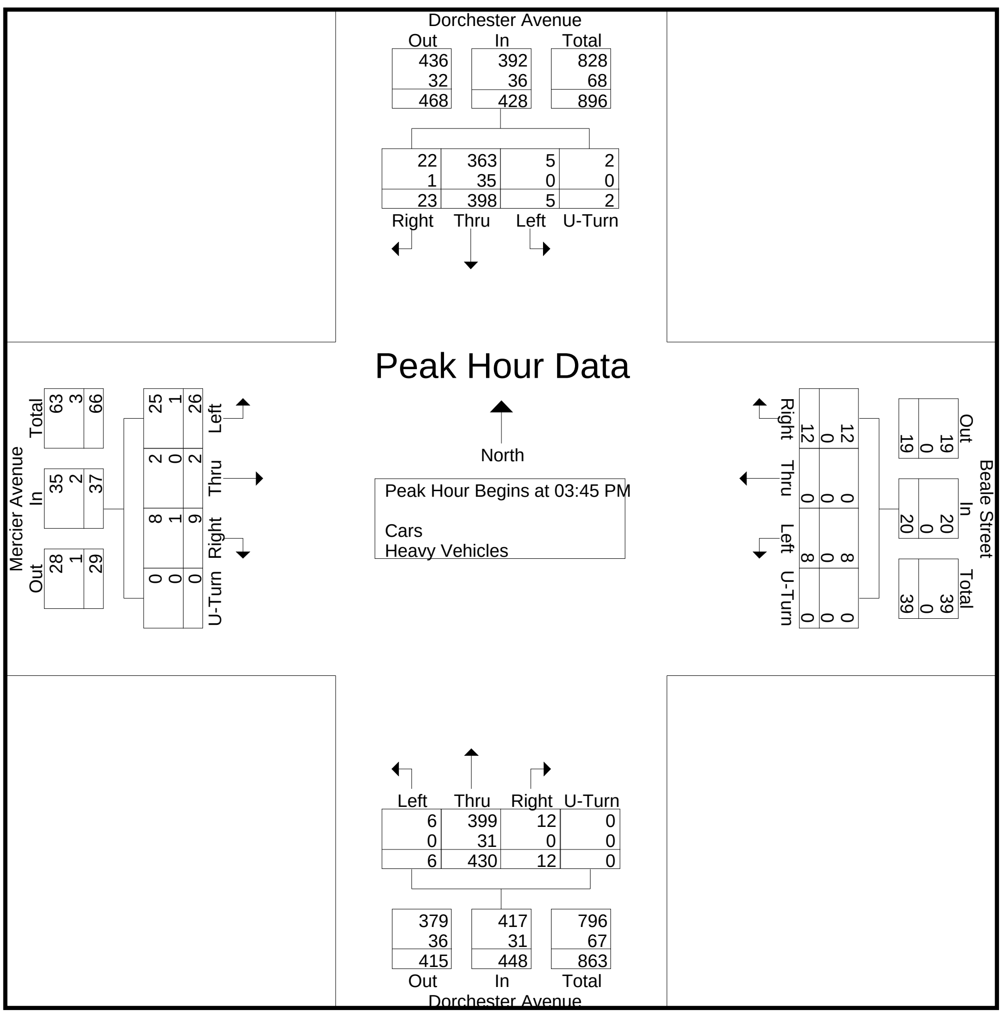
File Name : 143940 E
Site Code : 10266
Start Date : 6/5/2014

	Dorchester Avenue From North					Beale Street From East					Dorchester Avenue From South					Mercier Avenue From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	4	92	0	0	96	4	0	1	0	5	3	113	0	0	116	**3**	**1**	5	0	9	226
04:00 PM	**8**	**108**	**2**	**1**	**119**	0	0	0	0	0	2	**115**	2	0	**119**	1	0	6	0	7	**245**
04:15 PM	6	101	2	0	109	3	0	3	0	6	3	95	1	0	99	3	0	**8**	0	**11**	225
04:30 PM	5	97	1	1	104	**5**	0	**4**	0	**9**	**4**	107	**3**	0	114	2	1	7	0	10	237
Total Volume	23	398	5	2	428	12	0	8	0	20	12	430	6	0	448	9	2	26	0	37	933
% App. Total	5.4	93	1.2	0.5		60	0	40	0		2.7	96	1.3	0		24.3	5.4	70.3	0		
PHF	.719	.921	.625	.500	.899	.600	.000	.500	.000	.556	.750	.935	.500	.000	.941	.750	.500	.813	.000	.841	.952
Cars	22	363	5	2	392	12	0	8	0	20	12	399	6	0	417	8	2	25	0	35	864
% Cars	95.7	91.2	100	100	91.6	100	0	100	0	100	100	92.8	100	0	93.1	88.9	100	96.2	0	94.6	92.6
Heavy Vehicles	1	35	0	0	36	0	0	0	0	0	0	31	0	0	31	1	0	1	0	2	69
% Heavy Vehicles	4.3	8.8	0	0	8.4	0	0	0	0	0	0	7.2	0	0	6.9	11.1	0	3.8	0	5.4	7.4



N/S: Dorchester Avenue
E/W: Gallivan Boulevard (Route 203)
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION
D A T A
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
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File Name : 143940 F
Site Code : 10266
Start Date : 6/5/2014
Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Dorchester Avenue From North				Gallivan Boulevard (Route 203) From East				Dorchester Avenue From South				Gallivan Boulevard (Route 203) From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	21	38	16	0	11	109	10	0	14	49	7	0	4	103	16	0	398
07:15 AM	16	38	6	0	21	128	15	0	10	52	6	0	8	116	21	0	437
07:30 AM	19	50	22	0	16	114	15	0	22	60	7	0	4	113	21	0	463
07:45 AM	25	51	12	0	8	134	11	0	10	67	4	0	4	140	23	0	489
Total	81	177	56	0	56	485	51	0	56	228	24	0	20	472	81	0	1787
08:00 AM	20	41	11	0	15	112	21	0	13	58	2	0	6	135	26	0	460
08:15 AM	23	63	16	0	20	129	25	0	11	81	4	0	2	153	21	0	548
08:30 AM	16	42	16	0	13	116	16	0	10	60	10	0	7	114	20	0	440
08:45 AM	7	44	16	0	15	133	12	0	10	62	2	0	6	121	22	0	450
Total	66	190	59	0	63	490	74	0	44	261	18	0	21	523	89	0	1898
09:00 AM	6	49	17	0	19	105	11	0	20	51	7	0	6	117	15	0	423
09:15 AM	18	45	15	0	21	93	11	0	13	72	3	0	5	88	13	0	397
09:30 AM	18	53	14	0	24	103	17	0	15	65	3	0	5	111	15	0	443
09:45 AM	10	51	11	0	20	107	12	0	16	60	8	0	12	87	13	0	407
Total	52	198	57	0	84	408	51	0	64	248	21	0	28	403	56	0	1670
10:00 AM	10	42	22	0	28	126	15	0	20	50	8	0	8	117	14	0	460
10:15 AM	15	47	9	0	20	115	6	0	9	50	3	0	2	102	13	0	391
10:30 AM	9	47	20	0	18	97	7	0	13	65	6	0	2	94	18	0	396
10:45 AM	19	43	16	0	28	113	15	0	15	47	6	0	8	109	9	0	428
Total	53	179	67	0	94	451	43	0	57	212	23	0	20	422	54	0	1675
11:00 AM	10	47	18	0	22	89	16	0	16	42	5	0	5	87	10	0	367
11:15 AM	21	47	30	0	20	82	12	0	15	36	10	0	5	110	16	0	404
11:30 AM	9	45	18	0	19	103	11	0	12	43	7	0	4	130	8	0	409
11:45 AM	16	41	21	0	17	107	16	0	22	41	4	0	3	118	11	0	417
Total	56	180	87	0	78	381	55	0	65	162	26	0	17	445	45	0	1597
12:00 PM	12	44	28	0	21	102	17	0	13	40	5	0	6	119	14	0	421
12:15 PM	21	36	21	0	20	108	11	0	25	41	5	0	8	130	15	0	441
12:30 PM	13	42	24	0	22	118	13	0	14	57	5	0	3	129	20	0	460
12:45 PM	12	43	19	0	19	103	16	0	16	47	2	0	7	123	15	0	422
Total	58	165	92	0	82	431	57	0	68	185	17	0	24	501	64	0	1744
01:00 PM	20	46	16	0	24	104	15	0	19	50	4	0	3	113	12	0	426
01:15 PM	15	51	19	0	26	88	30	0	19	44	4	0	3	110	13	0	422
01:30 PM	15	52	19	0	16	98	12	0	24	48	1	0	6	111	13	0	415
01:45 PM	12	55	16	0	21	97	19	0	19	44	5	0	6	134	18	0	446
Total	62	204	70	0	87	387	76	0	81	186	14	0	18	468	56	0	1709
02:00 PM	10	59	19	0	21	104	4	0	21	57	5	0	5	133	23	0	461
02:15 PM	23	59	10	0	9	124	12	0	19	60	10	0	4	149	12	0	491
02:30 PM	18	49	22	0	19	90	16	0	19	63	7	0	3	147	17	0	470
02:45 PM	19	61	20	0	18	96	14	0	21	62	7	0	9	159	26	0	512
Total	70	228	71	0	67	414	46	0	80	242	29	0	21	588	78	0	1934
03:00 PM	12	72	22	0	16	97	8	0	20	62	14	0	3	133	24	0	483
03:15 PM	15	71	14	0	15	118	11	0	22	34	6	0	6	140	17	1	470
03:30 PM	12	59	21	0	22	120	14	0	28	41	12	0	2	144	19	0	494
03:45 PM	19	63	15	0	18	110	18	0	23	63	6	0	4	115	21	0	475
Total	58	265	72	0	71	445	51	0	93	200	38	0	15	532	81	1	1922
04:00 PM	16	67	17	0	14	105	15	0	25	63	3	0	12	120	24	0	481
04:15 PM	20	79	16	0	13	120	11	0	24	70	8	0	4	109	15	0	489
04:30 PM	23	65	8	0	17	132	14	0	20	61	8	0	6	169	22	0	545
04:45 PM	23	77	14	0	11	118	11	0	17	49	5	0	4	126	16	0	471
Total	82	288	55	0	55	475	51	0	86	243	24	0	26	524	77	0	1986

N/S: Dorchester Avenue
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Client: Nitsch Engineering/ N. Havan

PRECISION
D A T A
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143940 F
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Cars - Heavy Vehicles

	Dorchester Avenue From North				Gallivan Boulevard (Route 203) From East				Dorchester Avenue From South				Gallivan Boulevard (Route 203) From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
05:00 PM	23	63	12	0	18	110	4	0	23	53	6	0	6	181	22	0	521
05:15 PM	16	55	15	0	15	128	17	0	17	52	6	0	6	169	17	0	513
05:30 PM	17	77	14	0	14	133	11	0	30	58	11	0	7	159	29	0	560
05:45 PM	14	80	18	0	11	122	14	0	18	63	15	0	4	113	15	0	487
Total	70	275	59	0	58	493	46	0	88	226	38	0	23	622	83	0	2081
Grand Total	708	2349	745	0	795	4860	601	0	782	2393	272	0	233	5500	764	1	20003
Apprch %	18.6	61.8	19.6	0	12.7	77.7	9.6	0	22.7	69.4	7.9	0	3.6	84.6	11.8	0	
Total %	3.5	11.7	3.7	0	4	24.3	3	0	3.9	12	1.4	0	1.2	27.5	3.8	0	
Cars	613	2163	676	0	711	4727	556	0	739	2229	251	0	221	5321	670	1	18878
% Cars	86.6	92.1	90.7	0	89.4	97.3	92.5	0	94.5	93.1	92.3	0	94.8	96.7	87.7	100	94.4
Heavy Vehicles	95	186	69	0	84	133	45	0	43	164	21	0	12	179	94	0	1125
% Heavy Vehicles	13.4	7.9	9.3	0	10.6	2.7	7.5	0	5.5	6.9	7.7	0	5.2	3.3	12.3	0	5.6

	Dorchester Avenue From North					Gallivan Boulevard (Route 203) From East					Dorchester Avenue From South					Gallivan Boulevard (Route 203) From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:30 AM	19	50	**22**	0	91	16	114	15	0	145	**22**	60	**7**	0	89	4	113	21	0	138	463
07:45 AM	**25**	51	12	0	88	8	**134**	11	0	153	10	67	4	0	81	4	140	23	0	167	489
08:00 AM	20	41	11	0	72	15	112	21	0	148	13	58	2	0	73	**6**	135	**26**	0	167	460
08:15 AM	23	**63**	16	0	**102**	**20**	129	**25**	0	**174**	11	**81**	4	0	**96**	2	**153**	21	0	**176**	**548**
Total Volume	87	205	61	0	353	59	489	72	0	620	56	266	17	0	339	16	541	91	0	648	1960
% App. Total	24.6	58.1	17.3	0		9.5	78.9	11.6	0		16.5	78.5	5	0		2.5	83.5	14	0		
PHF	.870	.813	.693	.000	.865	.738	.912	.720	.000	.891	.636	.821	.607	.000	.883	.667	.884	.875	.000	.920	.894
Cars	73	185	53	0	311	52	473	68	0	593	53	247	15	0	315	15	528	78	0	621	1840
% Cars	83.9	90.2	86.9	0	88.1	88.1	96.7	94.4	0	95.6	94.6	92.9	88.2	0	92.9	93.8	97.6	85.7	0	95.8	93.9
Heavy Vehicles	14	20	8	0	42	7	16	4	0	27	3	19	2	0	24	1	13	13	0	27	120
% Heavy Vehicles	16.1	9.8	13.1	0	11.9	11.9	3.3	5.6	0	4.4	5.4	7.1	11.8	0	7.1	6.3	2.4	14.3	0	4.2	6.1

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
05:00 PM	**23**	63	12	0	98	**18**	110	4	0	132	23	53	6	0	82	6	**181**	22	0	**209**	521
05:15 PM	16	55	15	0	86	15	128	**17**	0	**160**	17	52	6	0	75	6	169	17	0	192	513
05:30 PM	17	77	14	0	108	14	**133**	11	0	158	**30**	58	11	0	**99**	**7**	159	**29**	0	195	**560**
05:45 PM	14	**80**	**18**	0	**112**	11	122	14	0	147	18	**63**	**15**	0	96	4	113	15	0	132	487
Total Volume	70	275	59	0	404	58	493	46	0	597	88	226	38	0	352	23	622	83	0	728	2081
% App. Total	17.3	68.1	14.6	0		9.7	82.6	7.7	0		25	64.2	10.8	0		3.2	85.4	11.4	0		
PHF	.761	.859	.819	.000	.902	.806	.927	.676	.000	.933	.733	.897	.633	.000	.889	.821	.859	.716	.000	.871	.929
Cars	63	258	56	0	377	53	488	45	0	586	84	214	35	0	333	22	607	76	0	705	2001
% Cars	90.0	93.8	94.9	0	93.3	91.4	99.0	97.8	0	98.2	95.5	94.7	92.1	0	94.6	95.7	97.6	91.6	0	96.8	96.2
Heavy Vehicles	7	17	3	0	27	5	5	1	0	11	4	12	3	0	19	1	15	7	0	23	80
% Heavy Vehicles	10.0	6.2	5.1	0	6.7	8.6	1.0	2.2	0	1.8	4.5	5.3	7.9	0	5.4	4.3	2.4	8.4	0	3.2	3.8

N/S: Dorchester Avenue
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File Name : 143940 F
Site Code : 10266
Start Date : 6/5/2014
Page No : 1

Groups Printed- Cars

	Dorchester Avenue From North				Gallivan Boulevard (Route 203) From East				Dorchester Avenue From South				Gallivan Boulevard (Route 203) From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	18	32	14	0	7	104	10	0	14	46	5	0	4	99	14	0	367
07:15 AM	13	35	6	0	16	125	12	0	10	51	4	0	8	114	16	0	410
07:30 AM	16	46	18	0	12	109	15	0	20	55	7	0	4	109	18	0	429
07:45 AM	22	44	12	0	7	132	10	0	10	64	3	0	3	138	19	0	464
Total	69	157	50	0	42	470	47	0	54	216	19	0	19	460	67	0	1670
08:00 AM	14	39	9	0	14	108	21	0	12	55	2	0	6	132	23	0	435
08:15 AM	21	56	14	0	19	124	22	0	11	73	3	0	2	149	18	0	512
08:30 AM	13	37	13	0	12	111	15	0	9	58	10	0	5	111	19	0	413
08:45 AM	5	40	15	0	14	127	11	0	7	55	1	0	6	116	19	0	416
Total	53	172	51	0	59	470	69	0	39	241	16	0	19	508	79	0	1776
09:00 AM	4	45	15	0	15	103	11	0	14	47	7	0	6	112	14	0	393
09:15 AM	17	42	13	0	20	89	10	0	12	68	3	0	5	83	12	0	374
09:30 AM	15	48	14	0	21	101	14	0	15	64	3	0	5	110	12	0	422
09:45 AM	8	47	9	0	20	105	11	0	16	58	7	0	11	84	11	0	387
Total	44	182	51	0	76	398	46	0	57	237	20	0	27	389	49	0	1576
10:00 AM	9	38	21	0	28	121	14	0	17	45	8	0	8	112	12	0	433
10:15 AM	13	43	9	0	16	107	6	0	9	45	3	0	2	99	12	0	364
10:30 AM	8	43	18	0	18	91	6	0	12	59	6	0	2	90	15	0	368
10:45 AM	18	40	15	0	24	110	14	0	13	44	6	0	8	103	8	0	403
Total	48	164	63	0	86	429	40	0	51	193	23	0	20	404	47	0	1568
11:00 AM	10	42	15	0	22	89	16	0	15	39	5	0	5	83	9	0	350
11:15 AM	19	43	29	0	20	81	12	0	13	34	10	0	5	107	16	0	389
11:30 AM	9	41	16	0	15	102	8	0	11	38	6	0	4	125	6	0	381
11:45 AM	14	38	18	0	15	104	16	0	22	37	3	0	3	118	9	0	397
Total	52	164	78	0	72	376	52	0	61	148	24	0	17	433	40	0	1517
12:00 PM	11	38	26	0	19	99	16	0	12	39	5	0	6	116	13	0	400
12:15 PM	21	33	20	0	19	105	11	0	23	35	5	0	7	124	14	0	417
12:30 PM	11	37	22	0	19	115	12	0	14	52	4	0	2	119	19	0	426
12:45 PM	10	39	16	0	16	99	16	0	16	44	2	0	7	120	14	0	399
Total	53	147	84	0	73	418	55	0	65	170	16	0	22	479	60	0	1642
01:00 PM	17	43	15	0	23	100	14	0	18	44	4	0	3	108	9	0	398
01:15 PM	12	44	17	0	25	88	24	0	18	41	4	0	3	104	12	0	392
01:30 PM	15	48	18	0	15	96	11	0	23	43	1	0	6	107	11	0	394
01:45 PM	10	52	16	0	16	93	19	0	17	39	5	0	5	129	17	0	418
Total	54	187	66	0	79	377	68	0	76	167	14	0	17	448	49	0	1602
02:00 PM	9	55	17	0	17	101	4	0	20	53	4	0	4	124	18	0	426
02:15 PM	19	54	8	0	8	121	10	0	19	58	9	0	4	146	9	0	465
02:30 PM	13	49	20	0	15	86	16	0	19	60	6	0	3	140	14	0	441
02:45 PM	17	56	20	0	17	93	11	0	20	58	7	0	8	153	24	0	484
Total	58	214	65	0	57	401	41	0	78	229	26	0	19	563	65	0	1816
03:00 PM	11	68	21	0	13	93	7	0	19	56	13	0	3	126	21	0	451
03:15 PM	12	63	12	0	13	117	11	0	21	32	6	0	5	137	15	1	445
03:30 PM	11	54	19	0	20	120	13	0	28	39	12	0	2	142	17	0	477
03:45 PM	16	63	12	0	17	106	17	0	23	60	5	0	4	109	19	0	451
Total	50	248	64	0	63	436	48	0	91	187	36	0	14	514	72	1	1824
04:00 PM	14	60	15	0	12	105	14	0	24	60	3	0	11	117	21	0	456
04:15 PM	16	75	14	0	13	118	8	0	22	67	6	0	4	106	13	0	462
04:30 PM	21	63	6	0	15	125	13	0	20	56	8	0	6	169	19	0	521
04:45 PM	18	72	13	0	11	116	10	0	17	44	5	0	4	124	13	0	447
Total	69	270	48	0	51	464	45	0	83	227	22	0	25	516	66	0	1886

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N/S: Dorchester Avenue
E/W: Gallivan Boulevard (Route 203)
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

File Name : 143940 F
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Cars

	Dorchester Avenue From North				Gallivan Boulevard (Route 203) From East				Dorchester Avenue From South				Gallivan Boulevard (Route 203) From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
05:00 PM	19	60	10	0	16	109	4	0	23	48	6	0	5	177	19	0	496
05:15 PM	15	50	15	0	13	125	17	0	17	51	5	0	6	160	17	0	491
05:30 PM	16	72	13	0	13	133	11	0	28	56	10	0	7	158	26	0	543
05:45 PM	13	76	18	0	11	121	13	0	16	59	14	0	4	112	14	0	471
Total	63	258	56	0	53	488	45	0	84	214	35	0	22	607	76	0	2001
Grand Total	613	2163	676	0	711	4727	556	0	739	2229	251	0	221	5321	670	1	18878
Apprch %	17.8	62.7	19.6	0	11.9	78.9	9.3	0	23	69.2	7.8	0	3.6	85.6	10.8	0	
Total %	3.2	11.5	3.6	0	3.8	25	2.9	0	3.9	11.8	1.3	0	1.2	28.2	3.5	0	

	Dorchester Avenue From North					Gallivan Boulevard (Route 203) From East					Dorchester Avenue From South					Gallivan Boulevard (Route 203) From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	16	46	**18**	0	80	12	109	15	0	136	**20**	55	**7**	0	82	4	109	18	0	131	429
07:45 AM	**22**	44	12	0	78	7	**132**	10	0	149	10	64	3	0	77	3	138	19	0	160	464
08:00 AM	14	39	9	0	62	14	108	21	0	143	12	55	2	0	69	**6**	132	**23**	0	161	435
08:15 AM	21	**56**	14	0	**91**	**19**	124	**22**	0	**165**	11	**73**	3	0	**87**	2	**149**	18	0	**169**	**512**
Total Volume	73	185	53	0	311	52	473	68	0	593	53	247	15	0	315	15	528	78	0	621	1840
% App. Total	23.5	59.5	17	0		8.8	79.8	11.5	0		16.8	78.4	4.8	0		2.4	85	12.6	0		
PHF	.830	.826	.736	.000	.854	.684	.896	.773	.000	.898	.663	.846	.536	.000	.905	.625	.886	.848	.000	.919	.898

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
05:00 PM	**19**	60	10	0	89	**16**	109	4	0	129	23	48	6	0	77	5	**177**	19	0	**201**	496
05:15 PM	15	50	15	0	80	13	125	**17**	0	155	17	51	5	0	73	6	160	17	0	183	491
05:30 PM	16	72	13	0	101	13	**133**	11	0	**157**	**28**	56	10	0	**94**	**7**	158	**26**	0	191	**543**
05:45 PM	13	**76**	**18**	0	**107**	11	121	13	0	145	16	**59**	**14**	0	89	4	112	14	0	130	471
Total Volume	63	258	56	0	377	53	488	45	0	586	84	214	35	0	333	22	607	76	0	705	2001
% App. Total	16.7	68.4	14.9	0		9	83.3	7.7	0		25.2	64.3	10.5	0		3.1	86.1	10.8	0		
PHF	.829	.849	.778	.000	.881	.828	.917	.662	.000	.933	.750	.907	.625	.000	.886	.786	.857	.731	.000	.877	.921

N/S: Dorchester Avenue
E/W: Gallivan Boulevard (Route 203)
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION DATA INDUSTRIES, LLC
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File Name : 143940 F
Site Code : 10266
Start Date : 6/5/2014
Page No : 1

Groups Printed- Heavy Vehicles

	Dorchester Avenue From North				Gallivan Boulevard (Route 203) From East				Dorchester Avenue From South				Gallivan Boulevard (Route 203) From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	3	6	2	0	4	5	0	0	0	3	2	0	0	4	2	0	31
07:15 AM	3	3	0	0	5	3	3	0	0	1	2	0	0	2	5	0	27
07:30 AM	3	4	4	0	4	5	0	0	2	5	0	0	0	4	3	0	34
07:45 AM	3	7	0	0	1	2	1	0	0	3	1	0	1	2	4	0	25
Total	12	20	6	0	14	15	4	0	2	12	5	0	1	12	14	0	117
08:00 AM	6	2	2	0	1	4	0	0	1	3	0	0	0	3	3	0	25
08:15 AM	2	7	2	0	1	5	3	0	0	8	1	0	0	4	3	0	36
08:30 AM	3	5	3	0	1	5	1	0	1	2	0	0	2	3	1	0	27
08:45 AM	2	4	1	0	1	6	1	0	3	7	1	0	0	5	3	0	34
Total	13	18	8	0	4	20	5	0	5	20	2	0	2	15	10	0	122
09:00 AM	2	4	2	0	4	2	0	0	6	4	0	0	0	5	1	0	30
09:15 AM	1	3	2	0	1	4	1	0	1	4	0	0	0	5	1	0	23
09:30 AM	3	5	0	0	3	2	3	0	0	1	0	0	0	1	3	0	21
09:45 AM	2	4	2	0	0	2	1	0	0	2	1	0	1	3	2	0	20
Total	8	16	6	0	8	10	5	0	7	11	1	0	1	14	7	0	94
10:00 AM	1	4	1	0	0	5	1	0	3	5	0	0	0	5	2	0	27
10:15 AM	2	4	0	0	4	8	0	0	0	5	0	0	0	3	1	0	27
10:30 AM	1	4	2	0	0	6	1	0	1	6	0	0	0	4	3	0	28
10:45 AM	1	3	1	0	4	3	1	0	2	3	0	0	0	6	1	0	25
Total	5	15	4	0	8	22	3	0	6	19	0	0	0	18	7	0	107
11:00 AM	0	5	3	0	0	0	0	0	1	3	0	0	0	4	1	0	17
11:15 AM	2	4	1	0	0	1	0	0	2	2	0	0	0	3	0	0	15
11:30 AM	0	4	2	0	4	1	3	0	1	5	1	0	0	5	2	0	28
11:45 AM	2	3	3	0	2	3	0	0	0	4	1	0	0	0	2	0	20
Total	4	16	9	0	6	5	3	0	4	14	2	0	0	12	5	0	80
12:00 PM	1	6	2	0	2	3	1	0	1	1	0	0	0	3	1	0	21
12:15 PM	0	3	1	0	1	3	0	0	2	6	0	0	1	6	1	0	24
12:30 PM	2	5	2	0	3	3	1	0	0	5	1	0	1	10	1	0	34
12:45 PM	2	4	3	0	3	4	0	0	0	3	0	0	0	3	1	0	23
Total	5	18	8	0	9	13	2	0	3	15	1	0	2	22	4	0	102
01:00 PM	3	3	1	0	1	4	1	0	1	6	0	0	0	5	3	0	28
01:15 PM	3	7	2	0	1	0	6	0	1	3	0	0	0	6	1	0	30
01:30 PM	0	4	1	0	1	2	1	0	1	5	0	0	0	4	2	0	21
01:45 PM	2	3	0	0	5	4	0	0	2	5	0	0	1	5	1	0	28
Total	8	17	4	0	8	10	8	0	5	19	0	0	1	20	7	0	107
02:00 PM	1	4	2	0	4	3	0	0	1	4	1	0	1	9	5	0	35
02:15 PM	4	5	2	0	1	3	2	0	0	2	1	0	0	3	3	0	26
02:30 PM	5	0	2	0	4	4	0	0	0	3	1	0	0	7	3	0	29
02:45 PM	2	5	0	0	1	3	3	0	1	4	0	0	1	6	2	0	28
Total	12	14	6	0	10	13	5	0	2	13	3	0	2	25	13	0	118
03:00 PM	1	4	1	0	3	4	1	0	1	6	1	0	0	7	3	0	32
03:15 PM	3	8	2	0	2	1	0	0	1	2	0	0	1	3	2	0	25
03:30 PM	1	5	2	0	2	0	1	0	0	2	0	0	0	2	2	0	17
03:45 PM	3	0	3	0	1	4	1	0	0	3	1	0	0	6	2	0	24
Total	8	17	8	0	8	9	3	0	2	13	2	0	1	18	9	0	98
04:00 PM	2	7	2	0	2	0	1	0	1	3	0	0	1	3	3	0	25
04:15 PM	4	4	2	0	0	2	3	0	2	3	2	0	0	3	2	0	27
04:30 PM	2	2	2	0	2	7	1	0	0	5	0	0	0	0	3	0	24
04:45 PM	5	5	1	0	0	2	1	0	0	5	0	0	0	2	3	0	24
Total	13	18	7	0	4	11	6	0	3	16	2	0	1	8	11	0	100

N/S: Dorchester Avenue
E/W: Gallivan Boulevard (Route 203)
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

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File Name : 143940 F
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Heavy Vehicles

	Dorchester Avenue From North				Gallivan Boulevard (Route 203) From East				Dorchester Avenue From South				Gallivan Boulevard (Route 203) From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
05:00 PM	4	3	2	0	2	1	0	0	0	5	0	0	1	4	3	0	25
05:15 PM	1	5	0	0	2	3	0	0	0	1	1	0	0	9	0	0	22
05:30 PM	1	5	1	0	1	0	0	0	2	2	1	0	0	1	3	0	17
05:45 PM	1	4	0	0	0	1	1	0	2	4	1	0	0	1	1	0	16
Total	7	17	3	0	5	5	1	0	4	12	3	0	1	15	7	0	80
Grand Total	95	186	69	0	84	133	45	0	43	164	21	0	12	179	94	0	1125
Apprch %	27.1	53.1	19.7	0	32.1	50.8	17.2	0	18.9	71.9	9.2	0	4.2	62.8	33	0	
Total %	8.4	16.5	6.1	0	7.5	11.8	4	0	3.8	14.6	1.9	0	1.1	15.9	8.4	0	

	Dorchester Avenue From North					Gallivan Boulevard (Route 203) From East					Dorchester Avenue From South					Gallivan Boulevard (Route 203) From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	2	**7**	2	0	**11**	1	5	**3**	0	**9**	0	**8**	**1**	0	9	0	4	**3**	0	7	**36**
08:30 AM	**3**	5	**3**	0	11	1	5	1	0	7	1	2	0	0	3	**2**	3	1	0	6	27
08:45 AM	2	4	1	0	7	1	**6**	1	0	8	3	7	1	0	**11**	0	**5**	3	0	**8**	34
09:00 AM	2	4	2	0	8	**4**	2	0	0	6	**6**	4	0	0	10	0	5	1	0	6	30
Total Volume	9	20	8	0	37	7	18	5	0	30	10	21	2	0	33	2	17	8	0	27	127
% App. Total	24.3	54.1	21.6	0		23.3	60	16.7	0		30.3	63.6	6.1	0		7.4	63	29.6	0		
PHF	.750	.714	.667	.000	.841	.438	.750	.417	.000	.833	.417	.656	.500	.000	.750	.250	.850	.667	.000	.844	.882
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:45 PM																					
01:45 PM	2	3	0	0	5	**5**	**4**	0	0	**9**	**2**	**5**	0	0	**7**	**1**	5	1	0	7	28
02:00 PM	1	4	**2**	0	7	4	3	0	0	7	1	4	**1**	0	6	1	**9**	**5**	0	**15**	**35**
02:15 PM	4	**5**	2	0	**11**	1	3	**2**	0	6	0	2	1	0	3	0	3	3	0	6	26
02:30 PM	**5**	0	2	0	7	4	4	0	0	8	0	3	1	0	4	0	7	3	0	10	29
Total Volume	12	12	6	0	30	14	14	2	0	30	3	14	3	0	20	2	24	12	0	38	118
% App. Total	40	40	20	0		46.7	46.7	6.7	0		15	70	15	0		5.3	63.2	31.6	0		
PHF	.600	.600	.750	.000	.682	.700	.875	.250	.000	.833	.375	.700	.750	.000	.714	.500	.667	.600	.000	.633	.843

N/S: Dorchester Avenue
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File Name : 143940 F
Site Code : 10266
Start Date : 6/5/2014
Page No : 1

Groups Printed- Peds and Bicycles

	Dorchester Avenue From North				Gallivan Boulevard (Route 203) From East				Dorchester Avenue From South				Gallivan Boulevard (Route 203) From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	1	0	2	0	0	0	2	1	2	0	2	0	0	0	5	15
07:15 AM	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	3	9
07:30 AM	0	0	0	0	0	0	0	8	0	3	0	0	0	0	0	1	12
07:45 AM	0	0	0	1	0	0	0	13	0	1	0	0	0	0	0	4	19
Total	0	1	0	3	0	0	0	29	1	6	0	2	0	0	0	13	55
08:00 AM	0	0	0	2	0	0	0	9	0	0	0	0	0	0	0	5	16
08:15 AM	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	5	16
08:30 AM	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	4	15
08:45 AM	0	0	0	0	0	0	0	12	0	0	0	0	1	0	0	1	14
Total	1	0	0	2	0	0	0	42	0	0	0	0	1	0	0	15	61
09:00 AM	0	1	0	1	0	0	0	10	0	2	0	1	0	0	0	2	17
09:15 AM	0	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	7
09:30 AM	0	0	0	0	0	0	0	9	0	0	0	1	0	0	0	0	10
09:45 AM	0	0	0	0	0	0	0	11	0	0	0	2	0	0	0	2	15
Total	0	1	0	2	0	0	0	36	0	2	0	4	0	0	0	4	49
10:00 AM	0	0	0	1	0	0	0	5	0	0	0	1	0	0	0	3	10
10:15 AM	0	1	0	0	0	0	0	11	0	0	0	0	0	0	0	1	13
10:30 AM	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	2	9
10:45 AM	0	0	0	1	0	0	0	3	0	0	0	2	0	0	0	5	11
Total	0	1	0	4	0	0	0	24	0	0	0	3	0	0	0	11	43
11:00 AM	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	8
11:15 AM	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	3	10
11:30 AM	0	1	0	1	0	0	0	3	0	0	0	1	0	0	0	0	6
11:45 AM	0	0	0	1	0	0	0	6	0	1	0	0	0	0	0	2	10
Total	0	1	0	2	0	0	0	20	0	1	0	2	0	0	0	8	34
12:00 PM	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	8
12:15 PM	0	0	0	0	0	0	0	6	0	1	0	1	0	0	0	0	8
12:30 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
12:45 PM	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	8
Total	0	0	0	0	0	0	0	26	0	1	0	1	0	0	0	0	28
01:00 PM	0	0	0	0	0	0	0	7	0	1	0	0	0	0	0	3	11
01:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
01:30 PM	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7
01:45 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	6
Total	0	0	0	0	0	0	0	21	0	1	0	0	0	0	0	5	27
02:00 PM	0	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	7
02:15 PM	0	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	8
02:30 PM	0	0	0	1	0	0	0	12	0	0	0	0	0	0	0	2	15
02:45 PM	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	0	7
Total	0	0	0	4	0	0	0	30	0	0	0	1	0	0	0	2	37
03:00 PM	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	4	9
03:15 PM	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	1	8
03:30 PM	0	1	0	1	0	0	0	5	0	0	0	0	0	0	0	7	14
03:45 PM	0	0	0	1	0	0	0	10	0	0	0	0	0	0	0	8	19
Total	0	1	0	3	0	0	0	26	0	0	0	0	0	0	0	20	50
04:00 PM	0	0	0	1	0	0	0	8	0	0	0	1	0	0	0	0	10
04:15 PM	0	1	0	2	0	0	0	12	0	0	0	0	0	0	0	1	16
04:30 PM	0	0	0	1	0	0	0	11	0	0	0	0	0	0	0	2	14
04:45 PM	0	0	0	1	0	0	0	15	0	0	0	2	0	0	0	1	19
Total	0	1	0	5	0	0	0	46	0	0	0	3	0	0	0	4	59

N/S: Dorchester Avenue
E/W: Gallivan Boulevard (Route 203)
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION DATA INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143940 F
Site Code : 10266
Start Date : 6/5/2014

Groups Printed- Peds and Bicycles

	Dorchester Avenue From North				Gallivan Boulevard (Route 203) From East				Dorchester Avenue From South				Gallivan Boulevard (Route 203) From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
05:00 PM	0	0	0	0	0	0	0	11	0	0	0	3	0	1	0	3	18
05:15 PM	1	0	0	1	0	0	0	15	0	0	0	2	0	0	0	3	22
05:30 PM	1	2	0	1	0	0	0	13	0	0	1	0	0	0	0	0	18
05:45 PM	0	0	0	3	0	0	0	12	0	1	0	1	0	0	0	0	17
Total	2	2	0	5	0	0	0	51	0	1	1	6	0	1	0	6	75
Grand Total	3	8	0	30	0	0	0	351	1	12	1	22	1	1	0	88	518
Apprch %	7.3	19.5	0	73.2	0	0	0	100	2.8	33.3	2.8	61.1	1.1	1.1	0	97.8	
Total %	0.6	1.5	0	5.8	0	0	0	67.8	0.2	2.3	0.2	4.2	0.2	0.2	0	17	

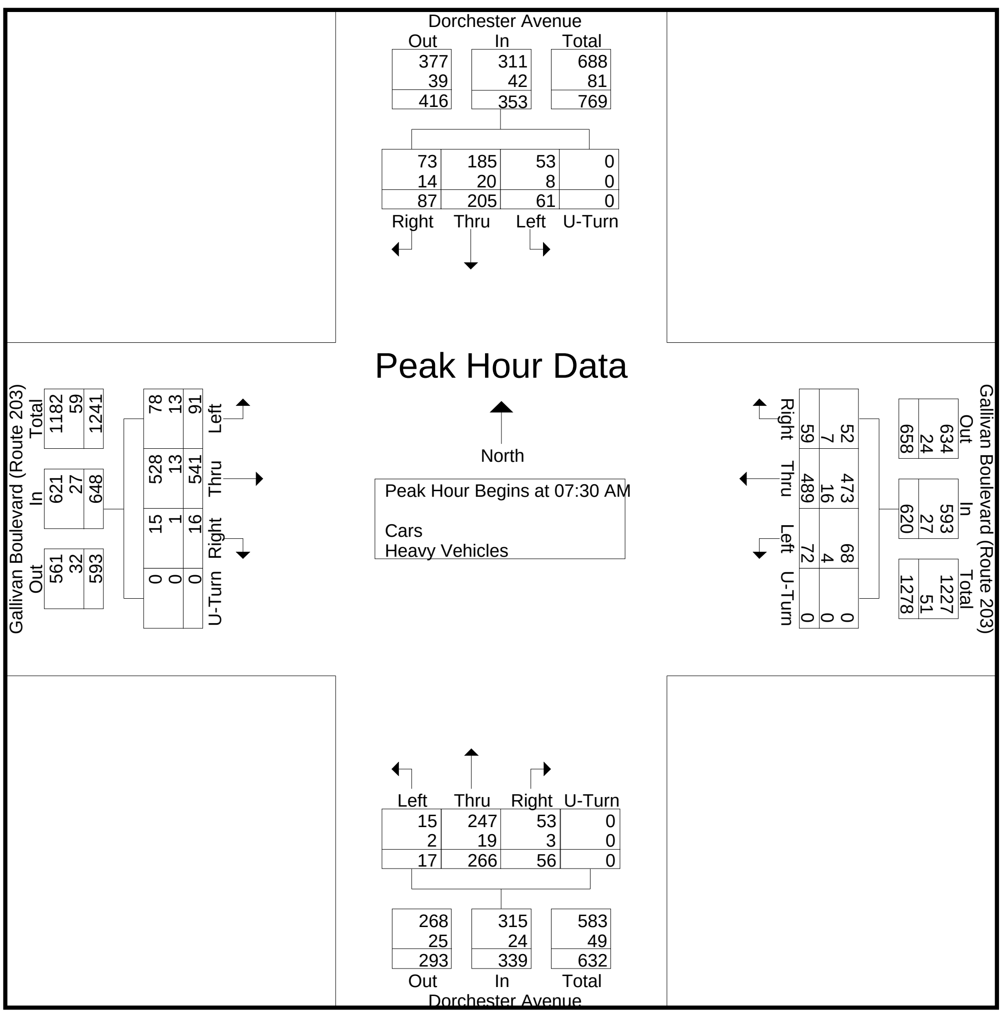
	Dorchester Avenue From North					Gallivan Boulevard (Route 203) From East					Dorchester Avenue From South					Gallivan Boulevard (Route 203) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	1	1	0	0	0	**13**	**13**	0	**1**	0	0	**1**	0	0	0	4	4	**19**
08:00 AM	0	0	0	**2**	**2**	0	0	0	9	9	0	0	0	0	0	0	0	0	**5**	**5**	16
08:15 AM	0	0	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	5	5	16
08:30 AM	**1**	0	0	0	1	0	0	0	10	10	0	0	0	0	0	0	0	0	4	4	15
Total Volume	1	0	0	3	4	0	0	0	43	43	0	1	0	0	1	0	0	0	18	18	66
% App. Total	25	0	0	75		0	0	0	100		0	100	0	0		0	0	0	100		
PHF	.250	.000	.000	.375	.500	.000	.000	.000	.827	.827	.000	.250	.000	.000	.250	.000	.000	.000	.900	.900	.868
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	**1**	1	0	0	0	**15**	**15**	0	0	0	2	2	0	0	0	1	1	19
05:00 PM	0	0	0	0	0	0	0	0	11	11	0	0	0	**3**	**3**	0	**1**	0	**3**	**4**	18
05:15 PM	**1**	0	0	1	2	0	0	0	15	15	0	0	0	2	2	0	0	0	3	3	**22**
05:30 PM	1	**2**	0	1	**4**	0	0	0	13	13	0	0	**1**	0	1	0	0	0	0	0	18
Total Volume	2	2	0	3	7	0	0	0	54	54	0	0	1	7	8	0	1	0	7	8	77
% App. Total	28.6	28.6	0	42.9		0	0	0	100		0	0	12.5	87.5		0	12.5	0	87.5		
PHF	.500	.250	.000	.750	.438	.000	.000	.000	.900	.900	.000	.000	.250	.583	.667	.000	.250	.000	.583	.500	.875

N/S: Dorchester Avenue
E/W: Gallivan Boulevard (Route 203)
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION DATA INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143940 F
Site Code : 10266
Start Date : 6/5/2014

	Dorchester Avenue From North					Gallivan Boulevard (Route 203) From East					Dorchester Avenue From South					Gallivan Boulevard (Route 203) From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	19	50	**22**	0	91	16	114	15	0	145	**22**	60	**7**	0	89	4	113	21	0	138	463
07:45 AM	**25**	51	12	0	88	8	**134**	11	0	153	10	67	4	0	81	4	140	23	0	167	489
08:00 AM	20	41	11	0	72	15	112	21	0	148	13	58	2	0	73	**6**	135	**26**	0	167	460
08:15 AM	23	**63**	16	0	**102**	**20**	129	**25**	0	**174**	11	**81**	4	0	**96**	2	**153**	21	0	**176**	**548**
Total Volume	87	205	61	0	353	59	489	72	0	620	56	266	17	0	339	16	541	91	0	648	1960
% App. Total	24.6	58.1	17.3	0		9.5	78.9	11.6	0		16.5	78.5	5	0		2.5	83.5	14	0		
PHF	.870	.813	.693	.000	.865	.738	.912	.720	.000	.891	.636	.821	.607	.000	.883	.667	.884	.875	.000	.920	.894
Cars	73	185	53	0	311	52	473	68	0	593	53	247	15	0	315	15	528	78	0	621	1840
% Cars	83.9	90.2	86.9	0	88.1	88.1	96.7	94.4	0	95.6	94.6	92.9	88.2	0	92.9	93.8	97.6	85.7	0	95.8	93.9
Heavy Vehicles	14	20	8	0	42	7	16	4	0	27	3	19	2	0	24	1	13	13	0	27	120
% Heavy Vehicles	16.1	9.8	13.1	0	11.9	11.9	3.3	5.6	0	4.4	5.4	7.1	11.8	0	7.1	6.3	2.4	14.3	0	4.2	6.1

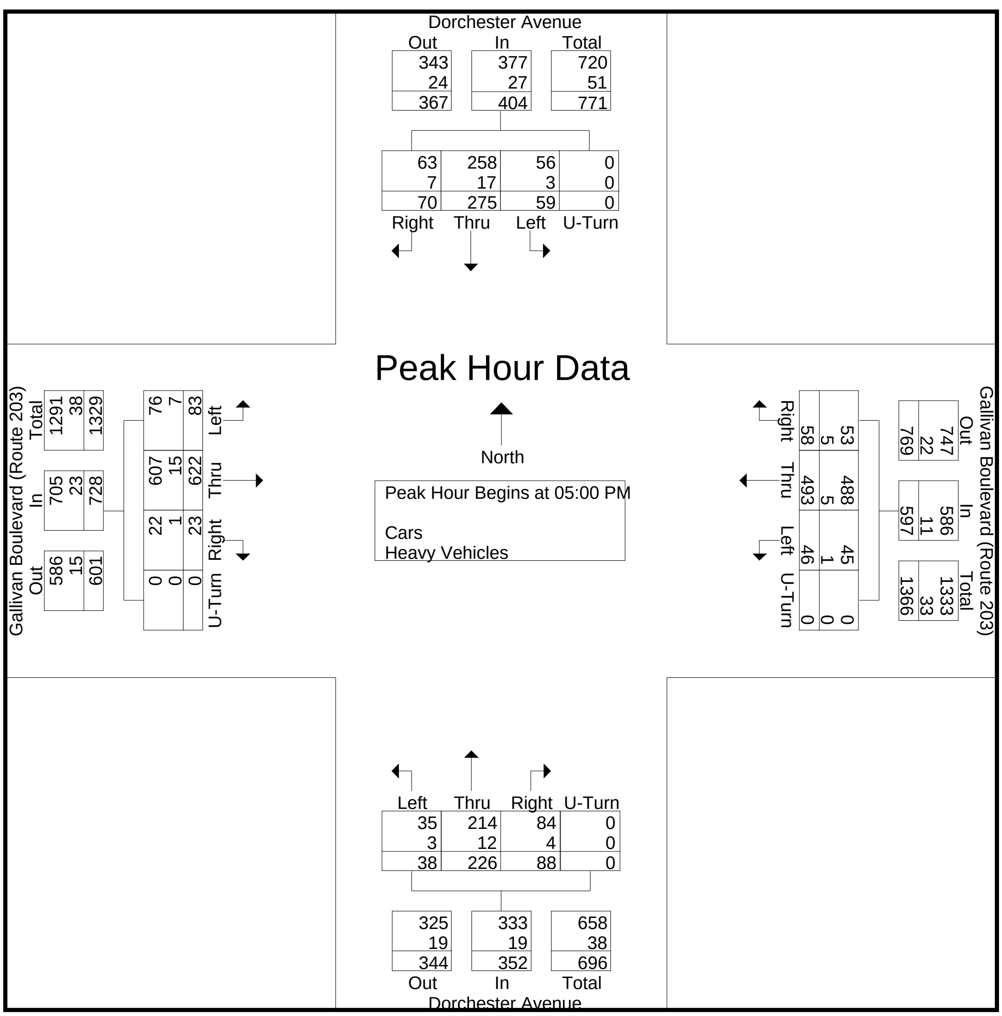


N/S: Dorchester Avenue
E/W: Gallivan Boulevard (Route 203)
City, State: Dorchester, MA
Client: Nitsch Engineering/ N. Havan

PRECISION DATA INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

File Name : 143940 F
Site Code : 10266
Start Date : 6/5/2014

	Dorchester Avenue From North					Gallivan Boulevard (Route 203) From East					Dorchester Avenue From South					Gallivan Boulevard (Route 203) From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**23**	63	12	0	98	**18**	110	4	0	132	23	53	6	0	82	6	**181**	22	0	**209**	521
05:15 PM	16	55	15	0	86	15	128	**17**	0	**160**	17	52	6	0	75	6	169	17	0	192	513
05:30 PM	17	77	14	0	108	14	**133**	11	0	158	**30**	58	11	0	**99**	**7**	159	**29**	0	195	**560**
05:45 PM	14	**80**	**18**	0	**112**	11	122	14	0	147	18	**63**	**15**	0	96	4	113	15	0	132	487
Total Volume	70	275	59	0	404	58	493	46	0	597	88	226	38	0	352	23	622	83	0	728	2081
% App. Total	17.3	68.1	14.6	0		9.7	82.6	7.7	0		25	64.2	10.8	0		3.2	85.4	11.4	0		
PHF	.761	.859	.819	.000	.902	.806	.927	.676	.000	.933	.733	.897	.633	.000	.889	.821	.859	.716	.000	.871	.929
Cars	63	258	56	0	377	53	488	45	0	586	84	214	35	0	333	22	607	76	0	705	2001
% Cars	90.0	93.8	94.9	0	93.3	91.4	99.0	97.8	0	98.2	95.5	94.7	92.1	0	94.6	95.7	97.6	91.6	0	96.8	96.2
Heavy Vehicles	7	17	3	0	27	5	5	1	0	11	4	12	3	0	19	1	15	7	0	23	80
% Heavy Vehicles	10.0	6.2	5.1	0	6.7	8.6	1.0	2.2	0	1.8	4.5	5.3	7.9	0	5.4	4.3	2.4	8.4	0	3.2	3.8



Section A-2

Crash Data

massDOT **2010**

Crash Number	City/Town Name	Crash Date	Crash Time	Crash Severity	Number of Vehicles	Total Nonfatal Injuries	Total Fatal Injuries	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	Most Harmful Events	Vehicle Configuration	Road Surface Condition	Ambient Light	Weather Condition	At Roadway Intersection	Distance from Nearest Roadway Intersection
Bailey Street																	
2570082	BOSTON	11-Feb-2010	11:45 PM	Not Reported	2	0	0	Rear-end	V1: Travelling straight ahead / V2:Parked	V1:Northbound / V2:Not reported	V1: Collision with parked motor vehicle / V2: Not reported	V1: Not reported / V2:Not reported	Dry	Dark - lighted roadway	Clear		1910 DORCHESTER AVENUE
2640492	BOSTON (DORCHESTER)	03-Sep-2010	2:15 PM	Property damage only (none injured)	2	0	0	Sideswipe, same direction	V1: Not reported / V2:Parked	V1:Southbound / V2:Southbound	V1: Not reported / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Cloudy		1913 DORCHESTER AVENUE
2648104	BOSTON	23-Sep-2010	10:00 PM	Non-fatal injury	2	1	0	Angle	V1: Turning left / V2:Travelling straight ahead	V1:Eastbound / V2:Northbound	V1: Collision with moped / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:MOPED	Dry	Dark - lighted roadway	Clear/Clear		1916 DORCHESTER AVENUE / BAILEY STREET
Ashmont Street																	
2610692	BOSTON (DORCHESTER)	24-May-2010	12:00 PM	Non-fatal injury	2	3	0	Head-on	V1: Not reported / V2:Not reported	V1:Not reported / V2:Not reported	V1: Not reported / V2: Not reported	V1: Passenger car / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Clear	DORCHESTER AVENUE / ASHMONT STREET / TALBOT AVENUE	
2664251	BOSTON (DORCHESTER)	19-Nov-2010	7:46 AM	Property damage only (none injured)	1	0	0	Rear-end	V1: Not reported	V1:Not reported	V1: Not reported	V1: Passenger car	Wet	Daylight	Rain/Rain	ASHMONT STREET / DORCHESTER AVENUE	
2670529	BOSTON (DORCHESTER)	01-Dec-2010	9:15 AM	Non-fatal injury	2	4	0	Rear-end	V1: Not reported / V2:Not reported	V1:Not reported / V2:Not reported	V1: Not reported / V2: Not reported	V1: Passenger car / V2:Passenger car	Dry	Daylight	Cloudy/Cloudy		195 ASHMONT STREET
Fuller Street																	
2613287	BOSTON (DORCHESTER)	17-Jun-2010	7:00 PM	Not Reported	2	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Not reported	V1:Southbound / V2:Not reported	V1: Collision with motor vehicle in traffic / V2: Not reported	V1: Not reported / V2:Not reported	Dry	Dusk	Cloudy		1908 DORCHESTER AVENUE

massDOT	2011																
Crash Number	City/Town Name	Crash Date	Crash Time	Crash Severity	Number of Vehicles	Total Nonfatal Injuries	Total Fatal Injuries	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	Most Harmful Events	Vehicle Configuration	Road Surface Condition	Ambient Light	Weather Condition	At Roadway Intersection	Distance from Nearest Roadway Intersection
Bailey Street																	
2760032	BOSTON (DORCHESTER)	04-Aug-2011	1:10 PM	Not Reported	1	0	0	Head-on	V1: Travelling straight ahead	V1:Northbound	V1: Collision with pedestrian	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Clear		1931 DORCHESTER AVENUE
Ashmont Street																	
3027548	BOSTON (DORCHESTER)	12-Aug-2011	3:28 PM	Property damage only (none injured)	2	0	0	Not reported	V1: Travelling straight ahead / V2:Not reported	V1:Northbound / V2:Not reported	V1: Collision with cyclist (bicycle, tricycle, unicycle, pedal car) / V2: Not reported	V1: Passenger car / V2:MOPED	Not reported	Daylight	Not Reported		175 ASHMONT STREET
Fuller Street																	
2714019	BOSTON (DORCHESTER)	23-Mar-2011	9:47 PM	Property damage only (none injured)	3	0	0	Rear-end	V1: Turning right / V2:Parked / V3:Parked	V1:Not reported / V2:Not reported / V3:Not reported	V1: Not reported / V2: Not reported / V3: Not reported	V1: Passenger car / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V3:Passenger car	Dry	Dark - lighted roadway	Clear/Clear		3 FULLER STREET

2012

Crash Number	City/Town Name	Crash Date	Crash Time	Crash Severity	Number of Vehicles	Total Nonfatal Injuries	Total Fatal Injuries	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	Most Harmful Events	Vehicle Configuration	Road Surface Condition	Ambient Light	Weather Condition	At Roadway Intersection	Distance from Nearest Roadway Intersection
Bailey Street																	
3149633	BOSTON (DORCHESTER)	27-May-2012	9:40 PM	Property damage only (none injured)	1	0	0	Rear-end	V1: Travelling straight ahead	V1:Northbound	V1: Collision with other movable object	V1: Bus (seats for more than 15 people, including driver)	Dry	Dark - lighted roac	Cloudy/Cloudy		1906 DORCHESTER AVENUE
3251203	BOSTON	24-Jul-2012	1:38 AM	Property damage only (none injured)	2	0	0	Head-on	V1: Travelling straight ahead / V2:Making U-turn	V1:Northbound / V2:Not reported	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Not reported	Dry	Dark - lighted roac	Clear/Clear		1927 DORCHESTER AVENUE
Ashmont Street																	
3196142	BOSTON (DORCHESTER)	09-May-2012	9:20 PM	Non-fatal injury	1	1	0	Single vehicle crash	V1: Turning left	V1:Not reported	V1: Collision with pedestrian	V1: Passenger car	Wet	Dark - lighted roadway	Rain/Rain	DORCHESTER AVENUE / ASHMONT STREET	
3254794	BOSTON (DORCHESTER)	23-Jun-2012	7:47 PM	Property damage only (none injured)	2	0	0	Not reported	V1: Travelling straight ahead / V2:Turning left	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Not reported	Not reported	Not Reported	ASHMONT STREET / DORCHESTER AVENUE	
3321739	BOSTON (DORCHESTER)	30-Sep-2012	10:25 PM	Not Reported	3	0	0	Not reported	V1: Slowing or stopped in traffic / V2:Travelling straight ahead / V3:Slowing or stopped in traffic	V1:Not reported / V2:Not reported / V3:Not reported	V1: Not reported / V2: Not reported / V3: Not reported	V1: Passenger car / V2:Passenger car / V3:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Not reported	Not reported	Not Reported		1911 DORCHESTER AVENUE
Fuller Street																	
3286879	BOSTON (DORCHESTER)	23-Sep-2012	7:30 PM	Not Reported	2	0	0	Sideswipe, same directic	V1: Not reported / V2:Travelling straight ahead	V1:Not reported / V2:Not reported	V1: Not reported / V2: Collision with parked motor vehicle	V1: Passenger car / V2:Not reported	Unknown	Unknown	Clear	FULLER STREET / DORCHESTER AVENUE	

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BOSTON

COUNT DATE : 6/5/14

DISTRICT : 6

UNSIGNALIZED : X

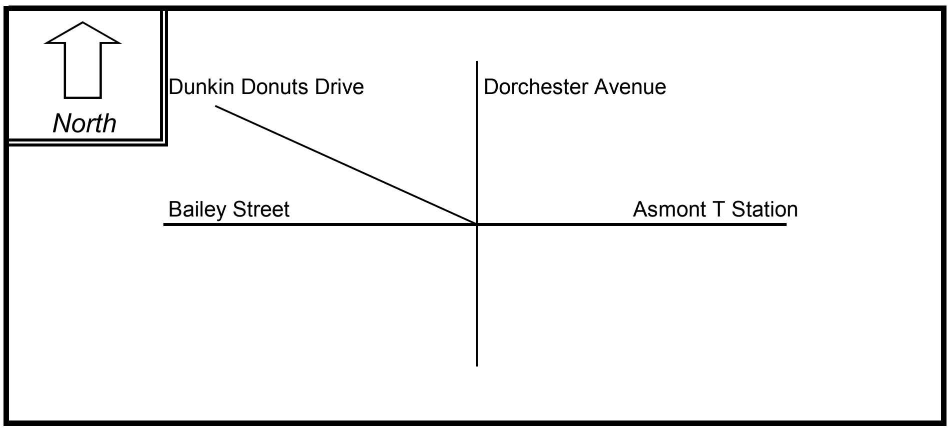
SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : DORCHESTER AVENUE

MINOR STREET(S) : BAILEY STREET, DUNKIN DONUTS DRIVE, & ASHMONT T STATION

INTERSECTION DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB	SEB	
PEAK HOURLY VOLUMES (AM/PM) :	413	584	87	20	48	1,152

" K " FACTOR : 0.08

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : 14,400

TOTAL # OF CRASHES : 6

OF YEARS : 3

AVERAGE # OF CRASHES PER YEAR (**A**) : 2.00

CRASH RATE CALCULATION : 0.38

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

Comments : PM VOLUMES USED

Project Title & Date: ASHMONT TOD 2

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BOSTON　　COUNT DATE : 6/5/14

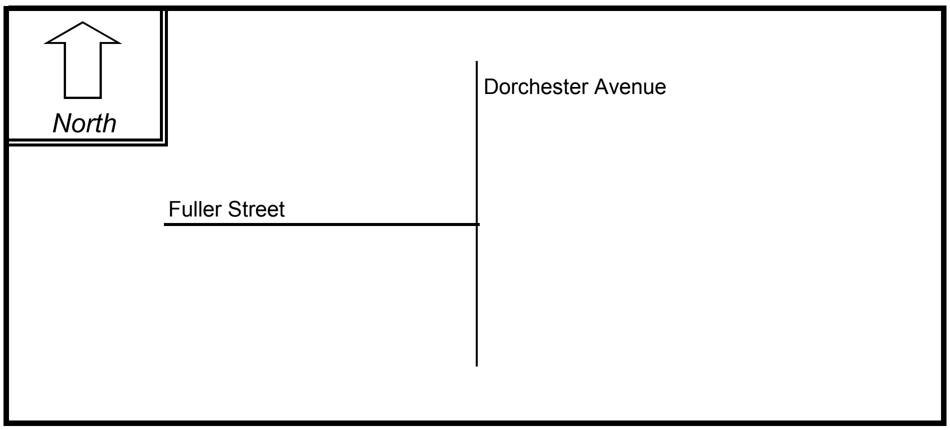
DISTRICT : 6　　UNSIGNALIZED : X　　SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : DORCHESTER AVENUE

MINOR STREET(S) : FULLER STREET

INTERSECTION DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	488	620		0		**1,108**

" K " FACTOR : **0.08**　　INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **13,850**

TOTAL # OF CRASHES : 3　　# OF YEARS : 3　　AVERAGE # OF CRASHES PER YEAR (**A**) : **1.00**

CRASH RATE CALCULATION : **0.20**　　RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : PM VOLUMES USED

Project Title & Date: ASHMONT TOD 2

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : BOSTON

COUNT DATE : 6/5/14

DISTRICT : 6

UNSIGNALIZED : X

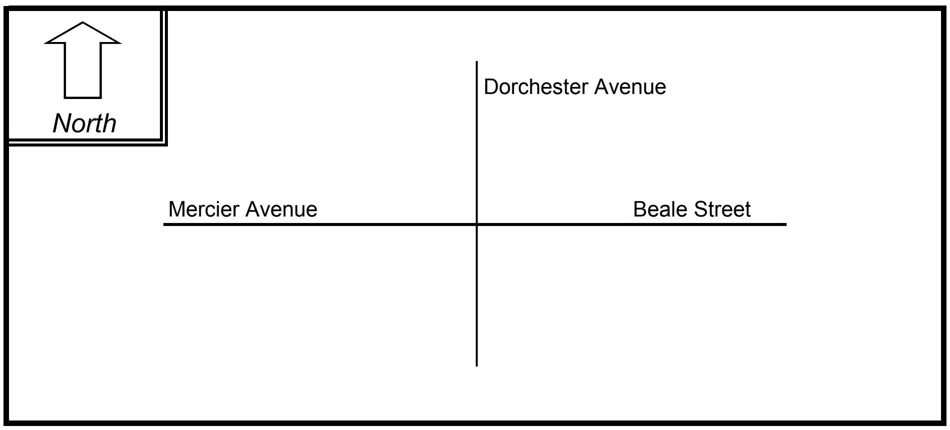
SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : DORCHESTER AVENUE

MINOR STREET(S) : MERCIER AVENUE & BEALE STREET

INTERSECTION DIAGRAM
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	EB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	448	428	37	20		933

" K " FACTOR : **0.08**

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **11,663**

TOTAL # OF CRASHES : 1

OF YEARS : 3

AVERAGE # OF CRASHES PER YEAR (**A**) : **0.33**

CRASH RATE CALCULATION : **0.08**

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

Comments : PM VOLUMES USED

Project Title & Date: ASHMONT TOD 2

Section A-3

Capacity Analysis

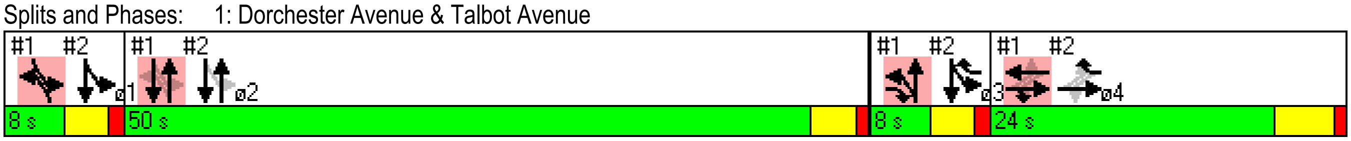
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	0	188	4	2	1	259	377	7	2	202	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	15	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.983			0.997			0.994	
Flt Protected		0.950			0.973		0.950			0.950		
Satd. Flow (prot)	0	1805	1531	0	1817	0	1641	1823	0	1805	1731	0
Flt Permitted		0.747			0.906		0.527			0.403		
Satd. Flow (perm)	0	1419	1531	0	1692	0	910	1823	0	766	1731	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200		2			2			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		496			118			178			371	
Travel Time (s)		11.3			2.7			4.0			8.4	
Peak Hour Factor	0.94	0.94	0.94	0.44	0.44	0.44	0.94	0.94	0.94	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	16%	0%	0%	0%	10%	4%	0%	0%	9%	11%
Adj. Flow (vph)	12	0	200	9	5	2	276	401	7	2	243	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	200	0	16	0	276	408	0	2	254	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	0.88	1.00	0.88	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	1	1	1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
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)	50	50	50	50	50		50	50		50	50	
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	
Turn Type	Perm	NA	custom	Perm	NA		D.P+P	NA		pm+pt	NA	
Protected Phases		4	3 4		4		1 3	2 3		1	2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4	3 4	4	4		1 3	2 3		1	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0					4.0	1.0	
Minimum Split (s)	22.0	22.0		22.0	22.0					8.0	5.0	

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. 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)	
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)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	24.0	24.0		24.0	24.0					8.0	50.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%					8.9%	55.6%	
Maximum Green (s)	19.0	19.0		19.0	19.0					4.0	46.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		-1.0			-1.0					0.0	-1.0	
Total Lost Time (s)		4.0			4.0					4.0	3.0	
Lead/Lag	Lag	Lag		Lag	Lag					Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Recall Mode	None	None		None	None					None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	7.0	7.0		7.0	7.0							
Pedestrian Calls (#/hr)	10	10		10	10							
Act Effct Green (s)		17.7	27.1		17.7		40.4	38.3		33.1	30.0	
Actuated g/C Ratio		0.25	0.38		0.25		0.56	0.53		0.46	0.42	
v/c Ratio		0.03	0.28		0.04		0.45	0.42		0.00	0.35	
Control Delay		25.1	4.6		23.4		5.7	6.7		8.0	14.9	
Queue Delay		0.0	0.0		0.0		0.3	0.4		0.0	0.0	
Total Delay		25.1	4.6		23.4		6.0	7.1		8.0	14.9	
LOS		C	A		C		A	A		A	B	
Approach Delay		5.8			23.4			6.7			14.8	
Approach LOS		A			C			A			B	
90th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	46.0	
90th %ile Term Code	Max	Max		Max	Max					Max	Max	
70th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	35.5	
70th %ile Term Code	Max	Max		Max	Max					Max	Gap	
50th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	28.8	
50th %ile Term Code	Max	Max		Max	Max					Max	Gap	
30th %ile Green (s)	15.9	15.9		15.9	15.9					4.0	23.4	
30th %ile Term Code	Gap	Gap		Gap	Gap					Max	Gap	
10th %ile Green (s)	10.7	10.7		10.7	10.7					4.0	15.9	
10th %ile Term Code	Gap	Gap		Gap	Gap					Max	Gap	
Stops (vph)		10	22		6		58	100		2	122	
Fuel Used(gal)		0	1		0		1	2		0	2	
CO Emissions (g/hr)		11	72		5		69	113		1	134	
NOx Emissions (g/hr)		2	14		1		13	22		0	26	
VOC Emissions (g/hr)		2	17		1		16	26		0	31	
Dilemma Vehicles (#)		0	0		0		0	0		0	0	
Queue Length 50th (ft)		4	0		5		25	47		0	75	
Queue Length 95th (ft)		20	46		11		59	89		3	111	
Internal Link Dist (ft)		416			38			98			291	
Turn Bay Length (ft)			100									
Base Capacity (vph)		410	758		491		619	1272		414	1178	
Starvation Cap Reductn		0	0		0		63	434		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.03	0.26		0.03		0.50	0.49		0.00	0.22	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 71.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 39.3%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 90	
70th %ile Actuated Cycle: 79.5	
50th %ile Actuated Cycle: 72.8	
30th %ile Actuated Cycle: 64.3	
10th %ile Actuated Cycle: 51.6	

Splits and Phases: 1: Dorchester Avenue & Talbot Avenue



Lane Group	ø3
Total Split (s)	8.0
Total Split (%)	9%
Maximum Green (s)	4.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	4.0
90th %ile Term Code	Max
70th %ile Green (s)	4.0
70th %ile Term Code	Max
50th %ile Green (s)	4.0
50th %ile Term Code	Max
30th %ile Green (s)	4.0
30th %ile Term Code	Max
10th %ile Green (s)	4.0
10th %ile Term Code	Max
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	121	37	123	0	182	0	405	92	107	285	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	12	12	16	16	16	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977				0.850		0.975				
Flt Protected		0.987		0.950						0.950		
Satd. Flow (prot)	0	1985	0	1601	0	1568	0	1961	0	1736	1638	0
Flt Permitted		0.987		0.491						0.233		
Satd. Flow (perm)	0	1985	0	827	0	1568	0	1961	0	426	1638	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				204		19				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			345			318			178	
Travel Time (s)		8.0			7.8			7.2			4.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.91	0.91	0.91	0.97	0.97	0.97
Heavy Vehicles (%)	9%	3%	3%	9%	0%	3%	0%	8%	3%	4%	16%	0%
Adj. Flow (vph)	65	136	42	138	0	204	0	445	101	110	294	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	243	0	138	0	204	0	546	0	110	294	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	1.04	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1		1		1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50		50		50		50	50	
Trailing Detector (ft)	0	0		0		0		0		0	0	
Detector 1 Position(ft)	0	0		0		0		0		0	0	
Detector 1 Size(ft)	50	50		50		50		50		50	50	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Turn Type	Perm	NA		D.Pm		custom		NA		D.P+P	NA	
Protected Phases		4				3 4		2		1 3	1 2 3	
Permitted Phases	4			4						2		
Detector Phase	4	4		4		3 4		2		1 3	1 2 3	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0				1.0				
Minimum Split (s)	22.0	22.0		22.0				5.0				
Total Split (s)	24.0	24.0		24.0				50.0				
Total Split (%)	26.7%	26.7%		26.7%				55.6%				
Maximum Green (s)	19.0	19.0		19.0				46.0				

Lane Group	ø1	ø3
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Lane Util. 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)		
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)		
Turn Type		
Protected Phases	1	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	1.0
Minimum Split (s)	8.0	5.0
Total Split (s)	8.0	8.0
Total Split (%)	9%	9%
Maximum Green (s)	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0				3.0				
All-Red Time (s)	1.0	1.0		1.0				1.0				
Lost Time Adjust (s)		-2.0		-2.0				-1.0				
Total Lost Time (s)		3.0		3.0				3.0				
Lead/Lag	Lag	Lag		Lag				Lag				
Lead-Lag Optimize?	Yes	Yes		Yes				Yes				
Vehicle Extension (s)	3.0	3.0		3.0				3.0				
Recall Mode	None	None		None				None				
Walk Time (s)	7.0	7.0		7.0								
Flash Dont Walk (s)	7.0	7.0		7.0								
Pedestrian Calls (#/hr)	10	10		10								
Act Effct Green (s)		18.8		18.8		27.1		30.0		40.4	46.6	
Actuated g/C Ratio		0.26		0.26		0.38		0.42		0.56	0.65	
v/c Ratio		0.46		0.64		0.28		0.66		0.26	0.28	
Control Delay		26.6		42.5		4.5		19.7		5.3	4.1	
Queue Delay		0.1		0.0		0.0		0.0		0.0	0.4	
Total Delay		26.7		42.5		4.5		19.7		5.4	4.5	
LOS		C		D		A		B		A	A	
Approach Delay		26.7						19.7			4.7	
Approach LOS		C						B			A	
90th %ile Green (s)	19.0	19.0		19.0				46.0				
90th %ile Term Code	Max	Max		Max				Max				
70th %ile Green (s)	19.0	19.0		19.0				35.5				
70th %ile Term Code	Max	Max		Max				Gap				
50th %ile Green (s)	19.0	19.0		19.0				28.8				
50th %ile Term Code	Max	Max		Max				Gap				
30th %ile Green (s)	15.9	15.9		15.9				23.4				
30th %ile Term Code	Gap	Gap		Gap				Gap				
10th %ile Green (s)	10.7	10.7		10.7				15.9				
10th %ile Term Code	Gap	Gap		Gap				Gap				
Stops (vph)		160		96		21		344		25	56	
Fuel Used(gal)		3		2		1		5		0	1	
CO Emissions (g/hr)		185		135		54		359		28	66	
NOx Emissions (g/hr)		36		26		11		70		5	13	
VOC Emissions (g/hr)		43		31		13		83		7	15	
Dilemma Vehicles (#)		0		0		0		0		0	0	
Queue Length 50th (ft)		84		53		0		187		8	24	
Queue Length 95th (ft)		186		#161		45		277		28	64	
Internal Link Dist (ft)		271			265			238			98	
Turn Bay Length (ft)												
Base Capacity (vph)		610		251		776		1339		429	1311	
Starvation Cap Reductn		0		0		0		0		14	568	
Spillback Cap Reductn		23		0		22		7		0	0	
Storage Cap Reductn		0		0		0		0		0	0	
Reduced v/c Ratio		0.41		0.55		0.27		0.41		0.27	0.40	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Lane Group	ø1	ø3
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
90th %ile Green (s)	4.0	4.0
90th %ile Term Code	Max	Max
70th %ile Green (s)	4.0	4.0
70th %ile Term Code	Max	Max
50th %ile Green (s)	4.0	4.0
50th %ile Term Code	Max	Max
30th %ile Green (s)	4.0	4.0
30th %ile Term Code	Max	Max
10th %ile Green (s)	4.0	4.0
10th %ile Term Code	Max	Max
Stops (vph)		
Fuel Used(gal)		
CO Emissions (g/hr)		
NOx Emissions (g/hr)		
VOC Emissions (g/hr)		
Dilemma Vehicles (#)		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Actuated Cycle Length: 71.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 90	
70th %ile Actuated Cycle: 79.5	
50th %ile Actuated Cycle: 72.8	
30th %ile Actuated Cycle: 64.3	
10th %ile Actuated Cycle: 51.6	

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

Splits and Phases: 2: Dorchester Avenue & Ashmont Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	10	54	20	0	29	0	413	29	12	416	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933			0.920			0.991				
Flt Protected		0.980			0.980						0.999	
Satd. Flow (prot)	0	1706	0	0	882	0	0	1799	0	0	1671	0
Flt Permitted		0.980			0.980						0.999	
Satd. Flow (perm)	0	1706	0	0	882	0	0	1799	0	0	1671	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		228			405			272			83	
Travel Time (s)		5.2			9.2			6.2			1.9	
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.91	0.91	0.91	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	2%	90%	0%	97%	0%	5%	0%	0%	14%	0%
Adj. Flow (vph)	53	12	64	24	0	35	0	454	32	14	473	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	129	0	0	59	0	0	486	0	0	487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 46.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	33	447	359	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.966	
Flt Protected				0.997		
Satd. Flow (prot)	0	0	0	1852	1582	0
Flt Permitted				0.997		
Satd. Flow (perm)	0	0	0	1852	1582	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	731			132	272	
Travel Time (s)	16.6			3.0	6.2	
Peak Hour Factor	0.95	0.95	0.82	0.82	0.91	0.91
Heavy Vehicles (%)	0%	0%	6%	2%	19%	7%
Adj. Flow (vph)	0	0	40	545	395	132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	585	527	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Yield	Yield	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 54.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	1	15	6	0	5	6	435	8	1	328	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961			0.939			0.998			0.988	
Flt Protected		0.966			0.973			0.999				
Satd. Flow (prot)	0	1764	0	0	1736	0	0	1739	0	0	1675	0
Flt Permitted		0.966			0.973			0.999				
Satd. Flow (perm)	0	1764	0	0	1736	0	0	1739	0	0	1675	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		685			368			888			216	
Travel Time (s)		15.6			8.4			20.2			4.9	
Peak Hour Factor	0.68	0.68	0.68	0.55	0.55	0.55	0.79	0.79	0.79	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	17%	9%	0%	0%	13%	3%
Adj. Flow (vph)	53	1	22	11	0	9	8	551	10	1	395	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	20	0	0	569	0	0	435	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	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
Sign Control		Yield			Yield			Free			Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 38.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	17	12	13	474	416	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944				0.995	
Flt Protected	0.972			0.999		
Satd. Flow (prot)	1743	0	0	1861	1666	0
Flt Permitted	0.972			0.999		
Satd. Flow (perm)	1743	0	0	1861	1666	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	185			83	318	
Travel Time (s)	4.2			1.9	7.2	
Peak Hour Factor	0.81	0.81	0.95	0.95	0.88	0.88
Heavy Vehicles (%)	0%	0%	2%	2%	14%	0%
Adj. Flow (vph)	21	15	14	499	473	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	513	491	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 45.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	452	24	25	334
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.993			
Flt Protected						0.997
Satd. Flow (prot)	0	0	1765	0	0	1592
Flt Permitted						0.997
Satd. Flow (perm)	0	0	1765	0	0	1592
Link Speed (mph)	30		30			30
Link Distance (ft)	222		216			132
Travel Time (s)	5.0		4.9			3.0
Peak Hour Factor	0.95	0.95	0.79	0.79	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	100%	100%	13%
Adj. Flow (vph)	0	0	572	30	27	367
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	602	0	0	394
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Free		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 41.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	6	50	1	0	18	0	381	32	19	594	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.922			0.870			0.989				
Flt Protected		0.983			0.998						0.998	
Satd. Flow (prot)	0	1649	0	0	849	0	0	1829	0	0	1670	0
Flt Permitted		0.983			0.998						0.998	
Satd. Flow (perm)	0	1649	0	0	849	0	0	1829	0	0	1670	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		228			405			272			83	
Travel Time (s)		5.2			9.2			6.2			1.9	
Peak Hour Factor	0.81	0.81	0.81	0.71	0.25	0.71	0.95	0.95	0.95	0.97	0.97	0.97
Heavy Vehicles (%)	6%	0%	4%	100%	0%	94%	0%	3%	0%	0%	14%	0%
Adj. Flow (vph)	38	7	62	1	0	25	0	401	34	20	612	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	0	0	26	0	0	435	0	0	632	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	42	446	434	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.960	
Flt Protected				0.996		
Satd. Flow (prot)	0	0	0	1834	1666	0
Flt Permitted				0.996		
Satd. Flow (perm)	0	0	0	1834	1666	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	731			129	272	
Travel Time (s)	16.6			2.9	6.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.94	0.94
Heavy Vehicles (%)	0%	0%	5%	3%	11%	6%
Adj. Flow (vph)	0	0	44	469	462	195
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	513	657	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Yield	Yield	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	2	9	8	0	12	6	430	12	5	398	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.966			0.919			0.996			0.993	
Flt Protected		0.966			0.980			0.999			0.999	
Satd. Flow (prot)	0	1722	0	0	1711	0	0	1771	0	0	1735	0
Flt Permitted		0.966			0.980			0.999			0.999	
Satd. Flow (perm)	0	1722	0	0	1711	0	0	1771	0	0	1735	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		685			368			888			218	
Travel Time (s)		15.6			8.4			20.2			5.0	
Peak Hour Factor	0.84	0.84	0.84	0.56	0.56	0.56	0.94	0.94	0.94	0.90	0.90	0.90
Heavy Vehicles (%)	0%	4%	11%	0%	0%	0%	0%	7%	0%	0%	9%	4%
Adj. Flow (vph)	31	2	11	14	0	21	6	457	13	6	442	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	35	0	0	476	0	0	474	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	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
Sign Control		Yield			Yield			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 37.2% ICU Level of Service A

Analysis Period (min) 15

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	3	45	2	428	568	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.874				0.997	
Flt Protected	0.997					
Satd. Flow (prot)	1596	0	0	1845	1666	0
Flt Permitted	0.997					
Satd. Flow (perm)	1596	0	0	1845	1666	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	185			83	318	
Travel Time (s)	4.2			1.9	7.2	
Peak Hour Factor	0.80	0.80	0.95	0.95	0.88	0.88
Heavy Vehicles (%)	0%	4%	0%	3%	14%	0%
Adj. Flow (vph)	4	56	2	451	645	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	453	659	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 40.6%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	459	9	10	424
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			
Flt Protected						0.999
Satd. Flow (prot)	0	0	1777	0	0	1707
Flt Permitted						0.999
Satd. Flow (perm)	0	0	1777	0	0	1707
Link Speed (mph)	30		30			30
Link Distance (ft)	289		218			129
Travel Time (s)	6.6		5.0			2.9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	5%	100%	100%	9%
Adj. Flow (vph)	0	0	483	9	11	446
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	492	0	0	457
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Free		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 33.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	0	193	4	2	1	266	387	7	2	207	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	15	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.983			0.997			0.994	
Flt Protected		0.950			0.973		0.950			0.950		
Satd. Flow (prot)	0	1805	1531	0	1817	0	1641	1823	0	1805	1731	0
Flt Permitted		0.747			0.908		0.519			0.391		
Satd. Flow (perm)	0	1419	1531	0	1696	0	896	1823	0	743	1731	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			205		2			2			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		496			118			178			371	
Travel Time (s)		11.3			2.7			4.0			8.4	
Peak Hour Factor	0.94	0.94	0.94	0.44	0.44	0.44	0.94	0.94	0.94	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	16%	0%	0%	0%	10%	4%	0%	0%	9%	11%
Adj. Flow (vph)	12	0	205	9	5	2	283	412	7	2	249	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	205	0	16	0	283	419	0	2	260	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	0.88	1.00	0.88	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	1	1	1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
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)	50	50	50	50	50		50	50		50	50	
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	
Turn Type	Perm	NA	custom	Perm	NA		D.P+P	NA		pm+pt	NA	
Protected Phases		4	3 4		4		1 3	2 3		1	2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4	3 4	4	4		1 3	2 3		1	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0					4.0	1.0	
Minimum Split (s)	22.0	22.0		22.0	22.0					8.0	5.0	

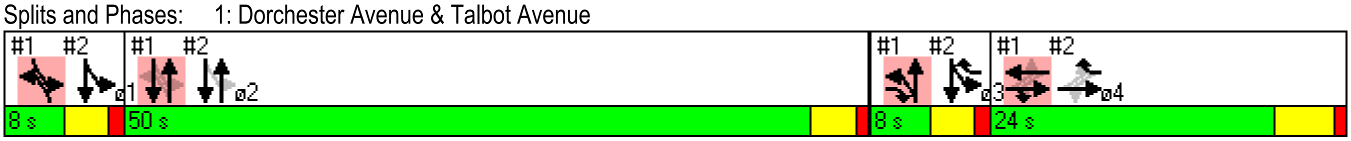
Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
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)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	24.0	24.0		24.0	24.0					8.0	50.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%					8.9%	55.6%	
Maximum Green (s)	19.0	19.0		19.0	19.0					4.0	46.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		-1.0			-1.0					0.0	-1.0	
Total Lost Time (s)		4.0			4.0					4.0	3.0	
Lead/Lag	Lag	Lag		Lag	Lag					Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Recall Mode	None	None		None	None					None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	7.0	7.0		7.0	7.0							
Pedestrian Calls (#/hr)	10	10		10	10							
Act Effct Green (s)		18.5	27.8		18.5		40.9	38.8		33.7	30.6	
Actuated g/C Ratio		0.25	0.38		0.25		0.56	0.53		0.46	0.42	
v/c Ratio		0.03	0.29		0.04		0.47	0.43		0.00	0.36	
Control Delay		25.3	4.5		23.3		6.0	6.9		7.5	15.1	
Queue Delay		0.0	0.0		0.0		0.3	0.5		0.0	0.0	
Total Delay		25.3	4.5		23.3		6.2	7.3		7.5	15.1	
LOS		C	A		C		A	A		A	B	
Approach Delay		5.7			23.3			6.9			15.1	
Approach LOS		A			C			A			B	
90th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	46.0	
90th %ile Term Code	Max	Max		Max	Max					Max	Max	
70th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	36.2	
70th %ile Term Code	Max	Max		Max	Max					Max	Gap	
50th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	29.4	
50th %ile Term Code	Max	Max		Max	Max					Max	Gap	
30th %ile Green (s)	18.3	18.3		18.3	18.3					4.0	23.9	
30th %ile Term Code	Gap	Gap		Gap	Gap					Max	Gap	
10th %ile Green (s)	11.7	11.7		11.7	11.7					4.0	16.4	
10th %ile Term Code	Gap	Gap		Gap	Gap					Max	Gap	
Stops (vph)		10	23		6		59	103		2	127	
Fuel Used(gal)		0	1		0		1	2		0	2	
CO Emissions (g/hr)		11	74		5		71	117		1	139	
NOx Emissions (g/hr)		2	14		1		14	23		0	27	
VOC Emissions (g/hr)		3	17		1		17	27		0	32	
Dilemma Vehicles (#)		0	0		0		0	0		0	0	
Queue Length 50th (ft)		4	0		5		26	48		0	77	
Queue Length 95th (ft)		20	47		11		60	91		3	113	
Internal Link Dist (ft)		416			38			98			291	
Turn Bay Length (ft)			100									
Base Capacity (vph)		402	750		482		608	1248		403	1155	
Starvation Cap Reductn		0	0		0		59	434		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.03	0.27		0.03		0.52	0.51		0.00	0.23	

Intersection Summary

Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 72.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 8.7	Intersection LOS: A
Intersection Capacity Utilization 40.0%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 90	
70th %ile Actuated Cycle: 80.2	
50th %ile Actuated Cycle: 73.4	
30th %ile Actuated Cycle: 67.2	
10th %ile Actuated Cycle: 53.1	

Splits and Phases: 1: Dorchester Avenue & Talbot Avenue



Lane Group	ø3
Total Split (s)	8.0
Total Split (%)	9%
Maximum Green (s)	4.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	4.0
90th %ile Term Code	Max
70th %ile Green (s)	4.0
70th %ile Term Code	Max
50th %ile Green (s)	4.0
50th %ile Term Code	Max
30th %ile Green (s)	4.0
30th %ile Term Code	Max
10th %ile Green (s)	4.0
10th %ile Term Code	Max
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	59	124	38	126	0	187	0	415	94	110	292	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	12	12	16	16	16	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977				0.850		0.975				
Flt Protected		0.987		0.950						0.950		
Satd. Flow (prot)	0	1985	0	1601	0	1568	0	1961	0	1736	1638	0
Flt Permitted		0.987		0.489						0.219		
Satd. Flow (perm)	0	1985	0	824	0	1568	0	1961	0	400	1638	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				210		19				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			345			318			178	
Travel Time (s)		8.0			7.8			7.2			4.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.91	0.91	0.91	0.97	0.97	0.97
Heavy Vehicles (%)	9%	3%	3%	9%	0%	3%	0%	8%	3%	4%	16%	0%
Adj. Flow (vph)	66	139	43	142	0	210	0	456	103	113	301	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	248	0	142	0	210	0	559	0	113	301	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	1.04	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1		1		1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50		50		50		50	50	
Trailing Detector (ft)	0	0		0		0		0		0	0	
Detector 1 Position(ft)	0	0		0		0		0		0	0	
Detector 1 Size(ft)	50	50		50		50		50		50	50	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Turn Type	Perm	NA		D.Pm		custom		NA		D.P+P	NA	
Protected Phases		4				3 4		2		1 3	1 2 3	
Permitted Phases	4			4						2		
Detector Phase	4	4		4		3 4		2		1 3	1 2 3	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0				1.0				
Minimum Split (s)	22.0	22.0		22.0				5.0				
Total Split (s)	24.0	24.0		24.0				50.0				
Total Split (%)	26.7%	26.7%		26.7%				55.6%				
Maximum Green (s)	19.0	19.0		19.0				46.0				

Lane Group	ø1	ø3
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Lane Util. 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)		
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)		
Turn Type		
Protected Phases	1	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	1.0
Minimum Split (s)	8.0	5.0
Total Split (s)	8.0	8.0
Total Split (%)	9%	9%
Maximum Green (s)	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0				3.0				
All-Red Time (s)	1.0	1.0		1.0				1.0				
Lost Time Adjust (s)		-2.0		-2.0				-1.0				
Total Lost Time (s)		3.0		3.0				3.0				
Lead/Lag	Lag	Lag		Lag				Lag				
Lead-Lag Optimize?	Yes	Yes		Yes				Yes				
Vehicle Extension (s)	3.0	3.0		3.0				3.0				
Recall Mode	None	None		None				None				
Walk Time (s)	7.0	7.0		7.0								
Flash Dont Walk (s)	7.0	7.0		7.0								
Pedestrian Calls (#/hr)	10	10		10								
Act Effct Green (s)		19.5		19.5		27.8		30.6		40.9	47.1	
Actuated g/C Ratio		0.27		0.27		0.38		0.42		0.56	0.65	
v/c Ratio		0.46		0.65		0.29		0.67		0.27	0.28	
Control Delay		26.7		42.9		4.5		20.4		5.7	4.2	
Queue Delay		0.1		0.0		0.0		0.0		0.0	0.4	
Total Delay		26.8		42.9		4.5		20.4		5.8	4.6	
LOS		C		D		A		C		A	A	
Approach Delay		26.8						20.4			4.9	
Approach LOS		C						C			A	
90th %ile Green (s)	19.0	19.0		19.0				46.0				
90th %ile Term Code	Max	Max		Max				Max				
70th %ile Green (s)	19.0	19.0		19.0				36.2				
70th %ile Term Code	Max	Max		Max				Gap				
50th %ile Green (s)	19.0	19.0		19.0				29.4				
50th %ile Term Code	Max	Max		Max				Gap				
30th %ile Green (s)	18.3	18.3		18.3				23.9				
30th %ile Term Code	Gap	Gap		Gap				Gap				
10th %ile Green (s)	11.7	11.7		11.7				16.4				
10th %ile Term Code	Gap	Gap		Gap				Gap				
Stops (vph)		165		98		21		357		28	58	
Fuel Used(gal)		3		2		1		5		0	1	
CO Emissions (g/hr)		190		139		55		374		30	68	
NOx Emissions (g/hr)		37		27		11		73		6	13	
VOC Emissions (g/hr)		44		32		13		87		7	16	
Dilemma Vehicles (#)		0		0		0		0		0	0	
Queue Length 50th (ft)		87		55		0		193		9	25	
Queue Length 95th (ft)		191		#168		46		287		28	65	
Internal Link Dist (ft)		271			265			238			98	
Turn Bay Length (ft)												
Base Capacity (vph)		598		245		768		1313		414	1295	
Starvation Cap Reductn		0		0		0		0		9	563	
Spillback Cap Reductn		24		0		23		7		0	0	
Storage Cap Reductn		0		0		0		0		0	0	
Reduced v/c Ratio		0.43		0.58		0.28		0.43		0.28	0.41	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Lane Group	ø1	ø3
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
90th %ile Green (s)	4.0	4.0
90th %ile Term Code	Max	Max
70th %ile Green (s)	4.0	4.0
70th %ile Term Code	Max	Max
50th %ile Green (s)	4.0	4.0
50th %ile Term Code	Max	Max
30th %ile Green (s)	4.0	4.0
30th %ile Term Code	Max	Max
10th %ile Green (s)	4.0	4.0
10th %ile Term Code	Max	Max
Stops (vph)		
Fuel Used(gal)		
CO Emissions (g/hr)		
NOx Emissions (g/hr)		
VOC Emissions (g/hr)		
Dilemma Vehicles (#)		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Actuated Cycle Length: 72.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 17.2 Intersection LOS: B
Intersection Capacity Utilization 64.6% ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 80.2
50th %ile Actuated Cycle: 73.4
30th %ile Actuated Cycle: 67.2
10th %ile Actuated Cycle: 53.1
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Dorchester Avenue & Ashmont Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	10	55	20	0	29	0	415	30	12	414	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.920			0.991				
Flt Protected		0.981			0.980						0.999	
Satd. Flow (prot)	0	1703	0	0	882	0	0	1799	0	0	1671	0
Flt Permitted		0.981			0.980						0.999	
Satd. Flow (perm)	0	1703	0	0	882	0	0	1799	0	0	1671	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		228			405			272			83	
Travel Time (s)		5.2			9.2			6.2			1.9	
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.91	0.91	0.91	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	2%	90%	0%	97%	0%	5%	0%	0%	14%	0%
Adj. Flow (vph)	48	12	65	24	0	35	0	456	33	14	470	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	0	0	59	0	0	489	0	0	484	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 45.9%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	34	458	368	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.966	
Flt Protected				0.997		
Satd. Flow (prot)	0	0	0	1852	1582	0
Flt Permitted				0.997		
Satd. Flow (perm)	0	0	0	1852	1582	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	731			132	272	
Travel Time (s)	16.6			3.0	6.2	
Peak Hour Factor	0.95	0.95	0.82	0.82	0.91	0.91
Heavy Vehicles (%)	0%	0%	6%	2%	19%	7%
Adj. Flow (vph)	0	0	41	559	404	135
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	600	539	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Yield	Yield	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 55.4%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	1	16	6	0	5	446	457	8	1	336	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.960			0.939			0.999			0.988	
Flt Protected		0.967			0.973			0.976				
Satd. Flow (prot)	0	1764	0	0	1736	0	0	1642	0	0	1675	0
Flt Permitted		0.967			0.973			0.976				
Satd. Flow (perm)	0	1764	0	0	1736	0	0	1642	0	0	1675	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		685			368			888			216	
Travel Time (s)		15.6			8.4			20.2			4.9	
Peak Hour Factor	0.68	0.68	0.68	0.55	0.55	0.55	0.79	0.79	0.79	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	17%	9%	0%	0%	13%	3%
Adj. Flow (vph)	56	1	24	11	0	9	565	578	10	1	405	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	0	0	20	0	0	1153	0	0	446	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	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
Sign Control		Yield			Yield			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 83.2% ICU Level of Service E
Analysis Period (min) 15

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	17	12	8	485	414	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944				0.995	
Flt Protected	0.972			0.999		
Satd. Flow (prot)	1743	0	0	1861	1666	0
Flt Permitted	0.972			0.999		
Satd. Flow (perm)	1743	0	0	1861	1666	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	185			83	318	
Travel Time (s)	4.2			1.9	7.2	
Peak Hour Factor	0.81	0.81	0.95	0.95	0.88	0.88
Heavy Vehicles (%)	0%	0%	2%	2%	14%	0%
Adj. Flow (vph)	21	15	8	511	470	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	519	488	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 41.9%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	476	24	25	343
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994			
Flt Protected						0.997
Satd. Flow (prot)	0	0	1771	0	0	1594
Flt Permitted						0.997
Satd. Flow (perm)	0	0	1771	0	0	1594
Link Speed (mph)	30		30			30
Link Distance (ft)	222		216			132
Travel Time (s)	5.0		4.9			3.0
Peak Hour Factor	0.95	0.95	0.79	0.79	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	100%	100%	13%
Adj. Flow (vph)	0	0	603	30	27	377
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	633	0	0	404
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Free		Yield			Yield

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 42.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	1	222	1	3	1	276	374	5	1	336	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	15	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.975			0.998			0.988	
Flt Protected		0.954			0.991		0.950			0.950		
Satd. Flow (prot)	0	1521	1615	0	1836	0	1671	1824	0	1805	1796	0
Flt Permitted		0.822			0.975		0.394			0.391		
Satd. Flow (perm)	0	1310	1615	0	1806	0	693	1824	0	743	1796	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			258		2			1			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		496			118			178			371	
Travel Time (s)		11.3			2.7			4.0			8.4	
Peak Hour Factor	0.86	0.86	0.86	0.42	0.42	0.42	0.91	0.91	0.91	0.97	0.97	0.97
Heavy Vehicles (%)	20%	0%	10%	0%	0%	0%	8%	4%	0%	0%	4%	10%
Adj. Flow (vph)	24	1	258	2	7	2	303	411	5	1	346	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	258	0	11	0	303	416	0	1	377	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	0.88	1.00	0.88	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	1	1	1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
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)	50	50	50	50	50		50	50		50	50	
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	
Turn Type	Perm	NA	custom	Perm	NA		D.P+P	NA		pm+pt	NA	
Protected Phases		4	3 4		4		1 3	2 3		1	2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4	3 4	4	4		1 3	2 3		1	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0					4.0	1.0	
Minimum Split (s)	22.0	22.0		22.0	22.0					8.0	5.0	

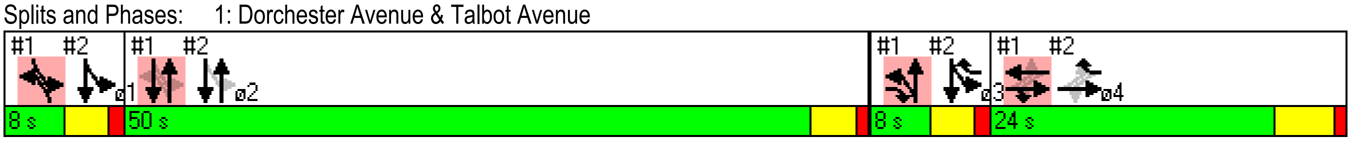
Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
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)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	24.0	24.0		24.0	24.0					8.0	50.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%					8.9%	55.6%	
Maximum Green (s)	19.0	19.0		19.0	19.0					4.0	46.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		-1.0			-1.0					0.0	-1.0	
Total Lost Time (s)		4.0			4.0					4.0	3.0	
Lead/Lag	Lag	Lag		Lag	Lag					Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Recall Mode	None	None		None	None					None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	7.0	7.0		7.0	7.0							
Pedestrian Calls (#/hr)	10	10		10	10							
Act Effct Green (s)		20.4	29.5		20.4		42.1	40.1		35.0	31.9	
Actuated g/C Ratio		0.27	0.39		0.27		0.56	0.53		0.46	0.42	
v/c Ratio		0.07	0.33		0.02		0.59	0.43		0.00	0.49	
Control Delay		25.9	4.3		23.6		8.9	6.8		8.0	17.2	
Queue Delay		0.0	0.0		0.0		0.0	0.6		0.0	0.0	
Total Delay		25.9	4.3		23.6		8.9	7.4		8.0	17.2	
LOS		C	A		C		A	A		A	B	
Approach Delay		6.2			23.6			8.0			17.2	
Approach LOS		A			C			A			B	
90th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	46.0	
90th %ile Term Code	Max	Max		Max	Max					Max	Max	
70th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	38.7	
70th %ile Term Code	Max	Max		Max	Max					Max	Gap	
50th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	31.1	
50th %ile Term Code	Max	Max		Max	Max					Max	Gap	
30th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	24.9	
30th %ile Term Code	Max	Max		Max	Max					Max	Gap	
10th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	17.8	
10th %ile Term Code	Max	Max		Max	Max					Max	Gap	
Stops (vph)		18	23		4		76	97		1	234	
Fuel Used(gal)		0	1		0		1	2		0	4	
CO Emissions (g/hr)		21	82		4		91	111		1	254	
NOx Emissions (g/hr)		4	16		1		18	22		0	49	
VOC Emissions (g/hr)		5	19		1		21	26		0	59	
Dilemma Vehicles (#)		0	0		0		0	0		0	0	
Queue Length 50th (ft)		9	0		3		25	46		0	120	
Queue Length 95th (ft)		31	44		8		61	90		2	186	
Internal Link Dist (ft)		416			38			98			291	
Turn Bay Length (ft)			100									
Base Capacity (vph)		352	787		486		517	1188		400	1137	
Starvation Cap Reductn		0	0		0		0	424		0	0	
Spillback Cap Reductn		0	12		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.07	0.33		0.02		0.59	0.54		0.00	0.33	

Intersection Summary

Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 75.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 10.3	Intersection LOS: B
Intersection Capacity Utilization 49.2%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 90	
70th %ile Actuated Cycle: 82.7	
50th %ile Actuated Cycle: 75.1	
30th %ile Actuated Cycle: 68.9	
10th %ile Actuated Cycle: 61.8	

Splits and Phases: 1: Dorchester Avenue & Talbot Avenue



Lane Group	ø3
Total Split (s)	8.0
Total Split (%)	9%
Maximum Green (s)	4.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	4.0
90th %ile Term Code	Max
70th %ile Green (s)	4.0
70th %ile Term Code	Max
50th %ile Green (s)	4.0
50th %ile Term Code	Max
30th %ile Green (s)	4.0
30th %ile Term Code	Max
10th %ile Green (s)	4.0
10th %ile Term Code	Max
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	75	48	166	0	202	0	397	86	151	416	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	12	12	16	16	16	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959				0.850		0.976				
Flt Protected		0.989		0.950						0.950		
Satd. Flow (prot)	0	1954	0	1662	0	1553	0	1966	0	1752	1759	0
Flt Permitted		0.989		0.557						0.244		
Satd. Flow (perm)	0	1954	0	974	0	1553	0	1966	0	450	1759	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				246		18				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			394			318			178	
Travel Time (s)		8.0			9.0			7.2			4.0	
Peak Hour Factor	0.84	0.84	0.84	0.82	0.82	0.82	0.91	0.91	0.91	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	8%	5%	0%	4%	0%	8%	2%	3%	8%	0%
Adj. Flow (vph)	42	89	57	202	0	246	0	436	95	156	429	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	188	0	202	0	246	0	531	0	156	429	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	1.04	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1		1		1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50		50		50		50	50	
Trailing Detector (ft)	0	0		0		0		0		0	0	
Detector 1 Position(ft)	0	0		0		0		0		0	0	
Detector 1 Size(ft)	50	50		50		50		50		50	50	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Turn Type	Perm	NA		D.Pm		custom		NA		D.P+P	NA	
Protected Phases		4				3 4		2		1 3	1 2 3	
Permitted Phases	4			4						2		
Detector Phase	4	4		4		3 4		2		1 3	1 2 3	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0				1.0				
Minimum Split (s)	22.0	22.0		22.0				5.0				
Total Split (s)	24.0	24.0		24.0				50.0				
Total Split (%)	26.7%	26.7%		26.7%				55.6%				
Maximum Green (s)	19.0	19.0		19.0				46.0				

Lane Group	ø1	ø3
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Lane Util. 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)		
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)		
Turn Type		
Protected Phases	1	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	1.0
Minimum Split (s)	8.0	5.0
Total Split (s)	8.0	8.0
Total Split (%)	9%	9%
Maximum Green (s)	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0				3.0				
All-Red Time (s)	1.0	1.0		1.0				1.0				
Lost Time Adjust (s)		-2.0		-2.0				-1.0				
Total Lost Time (s)		3.0		3.0				3.0				
Lead/Lag	Lag	Lag		Lag				Lag				
Lead-Lag Optimize?	Yes	Yes		Yes				Yes				
Vehicle Extension (s)	3.0	3.0		3.0				3.0				
Recall Mode	None	None		None				None				
Walk Time (s)	7.0	7.0		7.0								
Flash Dont Walk (s)	7.0	7.0		7.0								
Pedestrian Calls (#/hr)	10	10		10								
Act Effct Green (s)		21.4		21.4		29.5		31.9		42.1	48.2	
Actuated g/C Ratio		0.28		0.28		0.39		0.42		0.56	0.64	
v/c Ratio		0.33		0.74		0.33		0.63		0.37	0.38	
Control Delay		23.4		46.5		4.4		19.6		6.1	4.2	
Queue Delay		0.0		0.0		0.0		0.0		0.0	0.4	
Total Delay		23.5		46.5		4.4		19.6		6.1	4.6	
LOS		C		D		A		B		A	A	
Approach Delay		23.5						19.6			5.0	
Approach LOS		C						B			A	
90th %ile Green (s)	19.0	19.0		19.0				46.0				
90th %ile Term Code	Max	Max		Max				Max				
70th %ile Green (s)	19.0	19.0		19.0				38.7				
70th %ile Term Code	Max	Max		Max				Gap				
50th %ile Green (s)	19.0	19.0		19.0				31.1				
50th %ile Term Code	Max	Max		Max				Gap				
30th %ile Green (s)	19.0	19.0		19.0				24.9				
30th %ile Term Code	Max	Max		Max				Gap				
10th %ile Green (s)	19.0	19.0		19.0				17.8				
10th %ile Term Code	Max	Max		Max				Gap				
Stops (vph)		107		131		22		332		35	78	
Fuel Used(gal)		2		3		1		5		1	1	
CO Emissions (g/hr)		124		196		64		347		41	95	
NOx Emissions (g/hr)		24		38		13		67		8	19	
VOC Emissions (g/hr)		29		45		15		80		10	22	
Dilemma Vehicles (#)		0		0		0		0		0	0	
Queue Length 50th (ft)		60		85		0		180		11	31	
Queue Length 95th (ft)		129		#207		36		267		32	78	
Internal Link Dist (ft)		271			314			238			98	
Turn Bay Length (ft)												
Base Capacity (vph)		568		274		755		1248		425	1334	
Starvation Cap Reductn		0		0		0		0		0	460	
Spillback Cap Reductn		20		0		21		7		0	0	
Storage Cap Reductn		0		0		0		0		0	0	
Reduced v/c Ratio		0.34		0.74		0.34		0.43		0.37	0.49	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Lane Group	ø1	ø3
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
90th %ile Green (s)	4.0	4.0
90th %ile Term Code	Max	Max
70th %ile Green (s)	4.0	4.0
70th %ile Term Code	Max	Max
50th %ile Green (s)	4.0	4.0
50th %ile Term Code	Max	Max
30th %ile Green (s)	4.0	4.0
30th %ile Term Code	Max	Max
10th %ile Green (s)	4.0	4.0
10th %ile Term Code	Max	Max
Stops (vph)		
Fuel Used(gal)		
CO Emissions (g/hr)		
NOx Emissions (g/hr)		
VOC Emissions (g/hr)		
Dilemma Vehicles (#)		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Actuated Cycle Length: 75.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 16.1	Intersection LOS: B
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 90	
70th %ile Actuated Cycle: 82.7	
50th %ile Actuated Cycle: 75.1	
30th %ile Actuated Cycle: 68.9	
10th %ile Actuated Cycle: 61.8	

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

Splits and Phases: 2: Dorchester Avenue & Ashmont Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	6	51	1	0	18	0	389	33	19	609	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.870			0.989				
Flt Protected		0.982			0.998						0.998	
Satd. Flow (prot)	0	1648	0	0	849	0	0	1829	0	0	1670	0
Flt Permitted		0.982			0.998						0.998	
Satd. Flow (perm)	0	1648	0	0	849	0	0	1829	0	0	1670	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		228			405			272			83	
Travel Time (s)		5.2			9.2			6.2			1.9	
Peak Hour Factor	0.81	0.81	0.81	0.71	0.25	0.71	0.95	0.95	0.95	0.97	0.97	0.97
Heavy Vehicles (%)	6%	0%	4%	100%	0%	94%	0%	3%	0%	0%	14%	0%
Adj. Flow (vph)	40	7	63	1	0	25	0	409	35	20	628	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	0	26	0	0	444	0	0	648	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 65.9%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	43	457	445	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.960	
Flt Protected				0.996		
Satd. Flow (prot)	0	0	0	1834	1666	0
Flt Permitted				0.996		
Satd. Flow (perm)	0	0	0	1834	1666	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	731			129	272	
Travel Time (s)	16.6			2.9	6.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.94	0.94
Heavy Vehicles (%)	0%	0%	5%	3%	11%	6%
Adj. Flow (vph)	0	0	45	481	473	200
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	526	673	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Yield	Yield	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	27	2	9	8	0	12	6	441	12	5	408	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.919			0.996			0.992	
Flt Protected		0.966			0.980			0.999			0.999	
Satd. Flow (prot)	0	1725	0	0	1711	0	0	1771	0	0	1734	0
Flt Permitted		0.966			0.980			0.999			0.999	
Satd. Flow (perm)	0	1725	0	0	1711	0	0	1771	0	0	1734	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		685			368			888			218	
Travel Time (s)		15.6			8.4			20.2			5.0	
Peak Hour Factor	0.84	0.84	0.84	0.56	0.56	0.56	0.94	0.94	0.94	0.90	0.90	0.90
Heavy Vehicles (%)	0%	4%	11%	0%	0%	0%	0%	7%	0%	0%	9%	4%
Adj. Flow (vph)	32	2	11	14	0	21	6	469	13	6	453	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	35	0	0	488	0	0	486	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	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
Sign Control		Yield			Yield			Free			Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 37.9%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	3	46	2	437	582	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.874				0.997	
Flt Protected	0.997					
Satd. Flow (prot)	1596	0	0	1845	1666	0
Flt Permitted	0.997					
Satd. Flow (perm)	1596	0	0	1845	1666	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	185			83	318	
Travel Time (s)	4.2			1.9	7.2	
Peak Hour Factor	0.80	0.80	0.95	0.95	0.88	0.88
Heavy Vehicles (%)	0%	4%	0%	3%	14%	0%
Adj. Flow (vph)	4	58	2	460	661	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	462	675	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 41.4% ICU Level of Service A

Analysis Period (min) 15

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	471	9	10	435
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			
Flt Protected						0.999
Satd. Flow (prot)	0	0	1777	0	0	1708
Flt Permitted						0.999
Satd. Flow (perm)	0	0	1777	0	0	1708
Link Speed (mph)	30		30			30
Link Distance (ft)	289		218			129
Travel Time (s)	6.6		5.0			2.9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	5%	100%	100%	9%
Adj. Flow (vph)	0	0	496	9	11	458
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	505	0	0	469
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Free		Yield			Yield

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 34.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	0	191	4	2	1	271	392	7	2	206	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	15	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.983			0.998			0.994	
Flt Protected		0.950			0.973		0.950			0.950		
Satd. Flow (prot)	0	1805	1531	0	1817	0	1641	1824	0	1805	1731	0
Flt Permitted		0.747			0.907		0.523			0.391		
Satd. Flow (perm)	0	1419	1531	0	1694	0	903	1824	0	743	1731	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203		2			2			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		496			118			178			371	
Travel Time (s)		11.3			2.7			4.0			8.4	
Peak Hour Factor	0.94	0.94	0.94	0.44	0.44	0.44	0.94	0.94	0.94	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	16%	0%	0%	0%	10%	4%	0%	0%	9%	11%
Adj. Flow (vph)	12	0	203	9	5	2	288	417	7	2	248	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	203	0	16	0	288	424	0	2	259	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	0.88	1.00	0.88	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	1	1	1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
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)	50	50	50	50	50		50	50		50	50	
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	
Turn Type	Perm	NA	custom	Perm	NA		D.P+P	NA		pm+pt	NA	
Protected Phases		4	3 4		4		1 3	2 3		1	2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4	3 4	4	4		1 3	2 3		1	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0					4.0	1.0	
Minimum Split (s)	22.0	22.0		22.0	22.0					8.0	5.0	

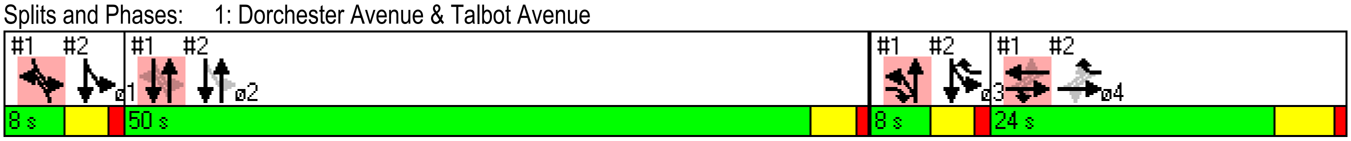
Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
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)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	24.0	24.0		24.0	24.0					8.0	50.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%					8.9%	55.6%	
Maximum Green (s)	19.0	19.0		19.0	19.0					4.0	46.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		-1.0			-1.0					0.0	-1.0	
Total Lost Time (s)		4.0			4.0					4.0	3.0	
Lead/Lag	Lag	Lag		Lag	Lag					Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Recall Mode	None	None		None	None					None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	7.0	7.0		7.0	7.0							
Pedestrian Calls (#/hr)	10	10		10	10							
Act Effct Green (s)		18.3	27.6		18.3		41.7	39.7		34.5	31.4	
Actuated g/C Ratio		0.25	0.38		0.25		0.57	0.54		0.47	0.43	
v/c Ratio		0.03	0.29		0.04		0.47	0.43		0.00	0.35	
Control Delay		25.6	4.6		23.7		5.9	6.7		7.5	14.9	
Queue Delay		0.0	0.0		0.0		0.3	0.5		0.0	0.0	
Total Delay		25.6	4.6		23.7		6.2	7.3		7.5	14.9	
LOS		C	A		C		A	A		A	B	
Approach Delay		5.8			23.7			6.8			14.8	
Approach LOS		A			C			A			B	
90th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	46.0	
90th %ile Term Code	Max	Max		Max	Max					Max	Max	
70th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	38.0	
70th %ile Term Code	Max	Max		Max	Max					Max	Gap	
50th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	31.1	
50th %ile Term Code	Max	Max		Max	Max					Max	Gap	
30th %ile Green (s)	18.0	18.0		18.0	18.0					4.0	24.5	
30th %ile Term Code	Gap	Gap		Gap	Gap					Max	Gap	
10th %ile Green (s)	11.4	11.4		11.4	11.4					4.0	16.7	
10th %ile Term Code	Gap	Gap		Gap	Gap					Max	Gap	
Stops (vph)		11	22		6		59	103		2	124	
Fuel Used(gal)		0	1		0		1	2		0	2	
CO Emissions (g/hr)		11	73		5		72	117		1	137	
NOx Emissions (g/hr)		2	14		1		14	23		0	27	
VOC Emissions (g/hr)		3	17		1		17	27		0	32	
Dilemma Vehicles (#)		0	0		0		0	0		0	0	
Queue Length 50th (ft)		4	0		5		26	48		0	77	
Queue Length 95th (ft)		20	47		11		60	91		3	113	
Internal Link Dist (ft)		416			38			98			291	
Turn Bay Length (ft)			100									
Base Capacity (vph)		398	744		477		616	1237		408	1144	
Starvation Cap Reductn		0	0		0		64	443		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.03	0.27		0.03		0.52	0.53		0.00	0.23	

Intersection Summary

Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 73.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 8.6	Intersection LOS: A
Intersection Capacity Utilization 40.2%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 90	
70th %ile Actuated Cycle: 82	
50th %ile Actuated Cycle: 75.1	
30th %ile Actuated Cycle: 67.5	
10th %ile Actuated Cycle: 53.1	

Splits and Phases: 1: Dorchester Avenue & Talbot Avenue



Lane Group	ø3
Total Split (s)	8.0
Total Split (%)	9%
Maximum Green (s)	4.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	4.0
90th %ile Term Code	Max
70th %ile Green (s)	4.0
70th %ile Term Code	Max
50th %ile Green (s)	4.0
50th %ile Term Code	Max
30th %ile Green (s)	4.0
30th %ile Term Code	Max
10th %ile Green (s)	4.0
10th %ile Term Code	Max
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	59	124	39	125	0	187	0	423	99	110	289	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	12	12	16	16	16	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976				0.850		0.974				
Flt Protected		0.987		0.950						0.950		
Satd. Flow (prot)	0	1983	0	1601	0	1568	0	1959	0	1736	1638	0
Flt Permitted		0.987		0.482						0.214		
Satd. Flow (perm)	0	1983	0	812	0	1568	0	1959	0	391	1638	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				210		20				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			345			318			178	
Travel Time (s)		8.0			7.8			7.2			4.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.91	0.91	0.91	0.97	0.97	0.97
Heavy Vehicles (%)	9%	3%	3%	9%	0%	3%	0%	8%	3%	4%	16%	0%
Adj. Flow (vph)	66	139	44	140	0	210	0	465	109	113	298	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	249	0	140	0	210	0	574	0	113	298	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	1.04	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1		1		1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50		50		50		50	50	
Trailing Detector (ft)	0	0		0		0		0		0	0	
Detector 1 Position(ft)	0	0		0		0		0		0	0	
Detector 1 Size(ft)	50	50		50		50		50		50	50	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Turn Type	Perm	NA		D.Pm		custom		NA		D.P+P	NA	
Protected Phases		4				3 4		2		1 3	1 2 3	
Permitted Phases	4			4						2		
Detector Phase	4	4		4		3 4		2		1 3	1 2 3	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0				1.0				
Minimum Split (s)	22.0	22.0		22.0				5.0				
Total Split (s)	24.0	24.0		24.0				50.0				
Total Split (%)	26.7%	26.7%		26.7%				55.6%				
Maximum Green (s)	19.0	19.0		19.0				46.0				

Lane Group	ø1	ø3
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Lane Util. 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)		
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)		
Turn Type		
Protected Phases	1	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	1.0
Minimum Split (s)	8.0	5.0
Total Split (s)	8.0	8.0
Total Split (%)	9%	9%
Maximum Green (s)	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0				3.0				
All-Red Time (s)	1.0	1.0		1.0				1.0				
Lost Time Adjust (s)		-2.0		-2.0				-1.0				
Total Lost Time (s)		3.0		3.0				3.0				
Lead/Lag	Lag	Lag		Lag				Lag				
Lead-Lag Optimize?	Yes	Yes		Yes				Yes				
Vehicle Extension (s)	3.0	3.0		3.0				3.0				
Recall Mode	None	None		None				None				
Walk Time (s)	7.0	7.0		7.0								
Flash Dont Walk (s)	7.0	7.0		7.0								
Pedestrian Calls (#/hr)	10	10		10								
Act Effct Green (s)		19.4		19.4		27.6		31.4		41.7	47.9	
Actuated g/C Ratio		0.26		0.26		0.38		0.43		0.57	0.65	
v/c Ratio		0.47		0.66		0.29		0.68		0.27	0.28	
Control Delay		27.4		44.6		4.5		20.3		5.8	4.2	
Queue Delay		0.1		0.0		0.0		0.0		0.0	0.4	
Total Delay		27.5		44.6		4.6		20.3		5.8	4.6	
LOS		C		D		A		C		A	A	
Approach Delay		27.5						20.3			4.9	
Approach LOS		C						C			A	
90th %ile Green (s)	19.0	19.0		19.0				46.0				
90th %ile Term Code	Max	Max		Max				Max				
70th %ile Green (s)	19.0	19.0		19.0				38.0				
70th %ile Term Code	Max	Max		Max				Gap				
50th %ile Green (s)	19.0	19.0		19.0				31.1				
50th %ile Term Code	Max	Max		Max				Gap				
30th %ile Green (s)	18.0	18.0		18.0				24.5				
30th %ile Term Code	Gap	Gap		Gap				Gap				
10th %ile Green (s)	11.4	11.4		11.4				16.7				
10th %ile Term Code	Gap	Gap		Gap				Gap				
Stops (vph)		168		97		21		367		28	57	
Fuel Used(gal)		3		2		1		5		0	1	
CO Emissions (g/hr)		194		140		55		383		31	67	
NOx Emissions (g/hr)		38		27		11		75		6	13	
VOC Emissions (g/hr)		45		33		13		89		7	16	
Dilemma Vehicles (#)		0		0		0		0		0	0	
Queue Length 50th (ft)		90		57		0		200		9	24	
Queue Length 95th (ft)		191		#166		46		297		28	65	
Internal Link Dist (ft)		271			265			238			98	
Turn Bay Length (ft)												
Base Capacity (vph)		593		239		763		1300		411	1283	
Starvation Cap Reductn		0		0		0		0		9	577	
Spillback Cap Reductn		24		0		23		7		0	0	
Storage Cap Reductn		0		0		0		0		0	0	
Reduced v/c Ratio		0.44		0.59		0.28		0.44		0.28	0.42	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Lane Group	ø1	ø3
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
90th %ile Green (s)	4.0	4.0
90th %ile Term Code	Max	Max
70th %ile Green (s)	4.0	4.0
70th %ile Term Code	Max	Max
50th %ile Green (s)	4.0	4.0
50th %ile Term Code	Max	Max
30th %ile Green (s)	4.0	4.0
30th %ile Term Code	Max	Max
10th %ile Green (s)	4.0	4.0
10th %ile Term Code	Max	Max
Stops (vph)		
Fuel Used(gal)		
CO Emissions (g/hr)		
NOx Emissions (g/hr)		
VOC Emissions (g/hr)		
Dilemma Vehicles (#)		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Actuated Cycle Length: 73.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 17.5 — Intersection LOS: B
Intersection Capacity Utilization 65.2% — ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 82
50th %ile Actuated Cycle: 75.1
30th %ile Actuated Cycle: 67.5
10th %ile Actuated Cycle: 53.1
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Dorchester Avenue & Ashmont Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	10	55	20	0	29	0	423	30	12	422	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.920			0.991				
Flt Protected		0.981			0.980						0.999	
Satd. Flow (prot)	0	1703	0	0	882	0	0	1799	0	0	1671	0
Flt Permitted		0.981			0.980						0.999	
Satd. Flow (perm)	0	1703	0	0	882	0	0	1799	0	0	1671	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		228			405			272			83	
Travel Time (s)		5.2			9.2			6.2			1.9	
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.91	0.91	0.91	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	2%	90%	0%	97%	0%	5%	0%	0%	14%	0%
Adj. Flow (vph)	48	12	65	24	0	35	0	465	33	14	480	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	0	0	59	0	0	498	0	0	494	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 46.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	31	466	372	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.968	
Flt Protected				0.997		
Satd. Flow (prot)	0	0	0	1853	1583	0
Flt Permitted				0.997		
Satd. Flow (perm)	0	0	0	1853	1583	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	143			132	272	
Travel Time (s)	3.3			3.0	6.2	
Peak Hour Factor	0.95	0.95	0.82	0.82	0.91	0.91
Heavy Vehicles (%)	0%	0%	6%	2%	19%	7%
Adj. Flow (vph)	0	0	38	568	409	126
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	606	535	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Yield	Yield	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 53.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	1	17	6	0	5	6	447	8	1	340	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961			0.939			0.998			0.988	
Flt Protected		0.966			0.973			0.999				
Satd. Flow (prot)	0	1764	0	0	1736	0	0	1739	0	0	1675	0
Flt Permitted		0.966			0.973			0.999				
Satd. Flow (perm)	0	1764	0	0	1736	0	0	1739	0	0	1675	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		181			368			888			216	
Travel Time (s)		4.1			8.4			20.2			4.9	
Peak Hour Factor	0.68	0.68	0.68	0.55	0.55	0.55	0.79	0.79	0.79	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	17%	9%	0%	0%	13%	3%
Adj. Flow (vph)	60	1	25	11	0	9	8	566	10	1	410	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	86	0	0	20	0	0	584	0	0	451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	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
Sign Control		Yield			Yield			Free			Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 39.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	17	12	8	456	422	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944				0.995	
Flt Protected	0.972			0.999		
Satd. Flow (prot)	1743	0	0	1861	1666	0
Flt Permitted	0.972			0.999		
Satd. Flow (perm)	1743	0	0	1861	1666	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	185			83	318	
Travel Time (s)	4.2			1.9	7.2	
Peak Hour Factor	0.81	0.81	0.95	0.95	0.88	0.88
Heavy Vehicles (%)	0%	0%	2%	2%	14%	0%
Adj. Flow (vph)	21	15	8	480	480	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	488	498	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 40.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	497	24	25	347
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994			
Flt Protected						0.997
Satd. Flow (prot)	0	0	1774	0	0	1595
Flt Permitted						0.997
Satd. Flow (perm)	0	0	1774	0	0	1595
Link Speed (mph)	30		30			30
Link Distance (ft)	222		216			132
Travel Time (s)	5.0		4.9			3.0
Peak Hour Factor	0.95	0.95	0.79	0.79	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	100%	100%	13%
Adj. Flow (vph)	0	0	629	30	27	381
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	659	0	0	408
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Free		Yield			Yield

Intersection Summary		
Area Type:	Other	
Control Type: Unsignalized		
Intersection Capacity Utilization 42.2%		ICU Level of Service A
Analysis Period (min) 15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	48	39	0	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	1863	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	1863	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		504	181		104	
Travel Time (s)		11.5	4.1		2.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	51	41	0	12	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	51	41	0	12	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	

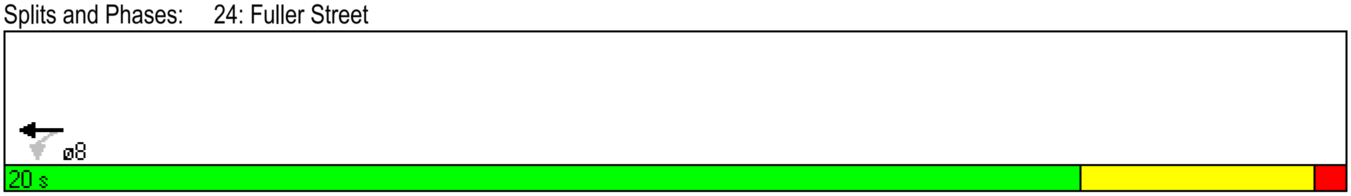
Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 13.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	4	142	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected				0.999		
Satd. Flow (prot)	0	0	0	1861	0	0
Flt Permitted				0.999		
Satd. Flow (perm)	0	0	0	1861	0	0
Right Turn on Red		Yes	Yes			Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	588			143	58	
Travel Time (s)	13.4			3.3	1.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	4	149	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	153	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Turn Type			Perm	NA		
Protected Phases				8		
Permitted Phases			8			
Minimum Split (s)			20.0	20.0		
Total Split (s)			20.0	20.0		
Total Split (%)			100.0%	100.0%		
Maximum Green (s)			16.0	16.0		
Yellow Time (s)			3.5	3.5		
All-Red Time (s)			0.5	0.5		
Lost Time Adjust (s)				0.0		
Total Lost Time (s)				4.0		
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)			5.0	5.0		
Flash Dont Walk (s)			11.0	11.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)				20.0		
Actuated g/C Ratio				1.00		
v/c Ratio				0.08		
Control Delay				0.1		
Queue Delay				0.0		
Total Delay				0.1		
LOS				A		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay				0.1		
Approach LOS				A		
Stops (vph)				0		
Fuel Used(gal)				0		
CO Emissions (g/hr)				11		
NOx Emissions (g/hr)				2		
VOC Emissions (g/hr)				3		
Dilemma Vehicles (#)				0		
Queue Length 50th (ft)				0		
Queue Length 95th (ft)				0		
Internal Link Dist (ft)	508			63	1	
Turn Bay Length (ft)						
Base Capacity (vph)				1861		
Starvation Cap Reductn				0		
Spillback Cap Reductn				0		
Storage Cap Reductn				0		
Reduced v/c Ratio				0.08		

Intersection Summary	
Area Type: Other	
Cycle Length: 20	
Actuated Cycle Length: 20	
Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	
Maximum v/c Ratio: 0.08	
Intersection Signal Delay: 0.1	Intersection LOS: A
Intersection Capacity Utilization 11.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 24: Fuller Street



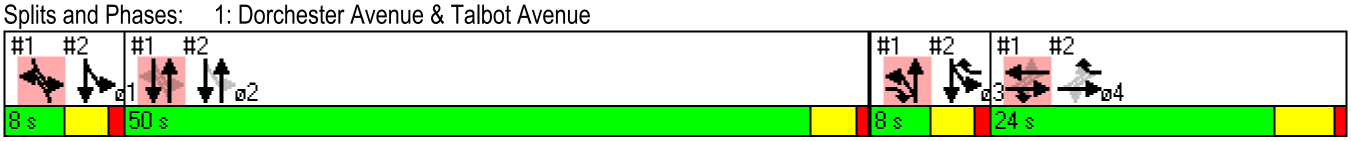
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	1	224	1	3	1	280	377	5	1	339	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	15	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.975			0.998			0.988	
Flt Protected		0.954			0.991		0.950			0.950		
Satd. Flow (prot)	0	1521	1615	0	1836	0	1671	1824	0	1805	1797	0
Flt Permitted		0.822			0.975		0.391			0.388		
Satd. Flow (perm)	0	1310	1615	0	1806	0	688	1824	0	737	1797	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			260		2			1			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		496			118			178			371	
Travel Time (s)		11.3			2.7			4.0			8.4	
Peak Hour Factor	0.86	0.86	0.86	0.42	0.42	0.42	0.91	0.91	0.91	0.97	0.97	0.97
Heavy Vehicles (%)	20%	0%	10%	0%	0%	0%	8%	4%	0%	0%	4%	10%
Adj. Flow (vph)	24	1	260	2	7	2	308	414	5	1	349	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	260	0	11	0	308	419	0	1	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	0.88	1.00	0.88	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	1	1	1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
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)	50	50	50	50	50		50	50		50	50	
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	
Turn Type	Perm	NA	custom	Perm	NA		D.P+P	NA		pm+pt	NA	
Protected Phases		4	3 4		4		1 3	2 3		1	2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4	3 4	4	4		1 3	2 3		1	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0					4.0	1.0	
Minimum Split (s)	22.0	22.0		22.0	22.0					8.0	5.0	

Lane Group	ø3
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. 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)	
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)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	24.0	24.0		24.0	24.0					8.0	50.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%					8.9%	55.6%	
Maximum Green (s)	19.0	19.0		19.0	19.0					4.0	46.0	
Yellow Time (s)	4.0	4.0		4.0	4.0					3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		-1.0			-1.0					0.0	-1.0	
Total Lost Time (s)		4.0			4.0					4.0	3.0	
Lead/Lag	Lag	Lag		Lag	Lag					Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0					3.0	3.0	
Recall Mode	None	None		None	None					None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	7.0	7.0		7.0	7.0							
Pedestrian Calls (#/hr)	10	10		10	10							
Act Effct Green (s)		20.4	29.5		20.4		42.1	40.1		35.0	31.9	
Actuated g/C Ratio		0.27	0.39		0.27		0.56	0.53		0.46	0.42	
v/c Ratio		0.07	0.33		0.02		0.60	0.43		0.00	0.50	
Control Delay		25.9	4.3		23.6		9.3	6.9		8.0	17.3	
Queue Delay		0.0	0.0		0.0		0.0	0.6		0.0	0.0	
Total Delay		25.9	4.3		23.6		9.3	7.5		8.0	17.3	
LOS		C	A		C		A	A		A	B	
Approach Delay		6.2			23.6			8.3			17.3	
Approach LOS		A			C			A			B	
90th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	46.0	
90th %ile Term Code	Max	Max		Max	Max					Max	Max	
70th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	38.6	
70th %ile Term Code	Max	Max		Max	Max					Max	Gap	
50th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	31.1	
50th %ile Term Code	Max	Max		Max	Max					Max	Gap	
30th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	24.8	
30th %ile Term Code	Max	Max		Max	Max					Max	Gap	
10th %ile Green (s)	19.0	19.0		19.0	19.0					4.0	17.8	
10th %ile Term Code	Max	Max		Max	Max					Max	Gap	
Stops (vph)		18	23		4		79	99		1	236	
Fuel Used(gal)		0	1		0		1	2		0	4	
CO Emissions (g/hr)		21	83		4		95	113		1	257	
NOx Emissions (g/hr)		4	16		1		18	22		0	50	
VOC Emissions (g/hr)		5	19		1		22	26		0	60	
Dilemma Vehicles (#)		0	0		0		0	0		0	0	
Queue Length 50th (ft)		9	0		3		26	46		0	121	
Queue Length 95th (ft)		31	44		8		63	91		2	188	
Internal Link Dist (ft)		416			38			98			291	
Turn Bay Length (ft)			100									
Base Capacity (vph)		352	788		487		514	1188		397	1138	
Starvation Cap Reductn		0	0		0		0	423		0	0	
Spillback Cap Reductn		0	13		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.07	0.34		0.02		0.60	0.55		0.00	0.33	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 75.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 10.4	Intersection LOS: B
Intersection Capacity Utilization 49.6%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 90	
70th %ile Actuated Cycle: 82.6	
50th %ile Actuated Cycle: 75.1	
30th %ile Actuated Cycle: 68.8	
10th %ile Actuated Cycle: 61.8	

Splits and Phases: 1: Dorchester Avenue & Talbot Avenue



Lane Group	ø3
Total Split (s)	8.0
Total Split (%)	9%
Maximum Green (s)	4.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	4.0
90th %ile Term Code	Max
70th %ile Green (s)	4.0
70th %ile Term Code	Max
50th %ile Green (s)	4.0
50th %ile Term Code	Max
30th %ile Green (s)	4.0
30th %ile Term Code	Max
10th %ile Green (s)	4.0
10th %ile Term Code	Max
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	75	58	167	0	202	0	394	89	151	421	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	11	12	12	16	16	16	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.953				0.850		0.975				
Flt Protected		0.990		0.950						0.950		
Satd. Flow (prot)	0	1940	0	1662	0	1553	0	1964	0	1752	1759	0
Flt Permitted		0.990		0.539						0.244		
Satd. Flow (perm)	0	1940	0	943	0	1553	0	1964	0	450	1759	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				246		19				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			394			318			178	
Travel Time (s)		8.0			9.0			7.2			4.0	
Peak Hour Factor	0.84	0.84	0.84	0.82	0.82	0.82	0.91	0.91	0.91	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	8%	5%	0%	4%	0%	8%	2%	3%	8%	0%
Adj. Flow (vph)	42	89	69	204	0	246	0	433	98	156	434	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	200	0	204	0	246	0	531	0	156	434	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	1.04	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1		1		1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50		50		50		50	50	
Trailing Detector (ft)	0	0		0		0		0		0	0	
Detector 1 Position(ft)	0	0		0		0		0		0	0	
Detector 1 Size(ft)	50	50		50		50		50		50	50	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Turn Type	Perm	NA		D.Pm		custom		NA		D.P+P	NA	
Protected Phases		4				3 4		2		1 3	1 2 3	
Permitted Phases	4			4						2		
Detector Phase	4	4		4		3 4		2		1 3	1 2 3	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0				1.0				
Minimum Split (s)	22.0	22.0		22.0				5.0				
Total Split (s)	24.0	24.0		24.0				50.0				
Total Split (%)	26.7%	26.7%		26.7%				55.6%				
Maximum Green (s)	19.0	19.0		19.0				46.0				

Lane Group	ø1	ø3
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Lane Util. 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)		
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)		
Turn Type		
Protected Phases	1	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	1.0
Minimum Split (s)	8.0	5.0
Total Split (s)	8.0	8.0
Total Split (%)	9%	9%
Maximum Green (s)	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0				3.0				
All-Red Time (s)	1.0	1.0		1.0				1.0				
Lost Time Adjust (s)		-2.0		-2.0				-1.0				
Total Lost Time (s)		3.0		3.0				3.0				
Lead/Lag	Lag	Lag		Lag				Lag				
Lead-Lag Optimize?	Yes	Yes		Yes				Yes				
Vehicle Extension (s)	3.0	3.0		3.0				3.0				
Recall Mode	None	None		None				None				
Walk Time (s)	7.0	7.0		7.0								
Flash Dont Walk (s)	7.0	7.0		7.0								
Pedestrian Calls (#/hr)	10	10		10								
Act Effct Green (s)		21.4		21.4		29.5		31.9		42.1	48.2	
Actuated g/C Ratio		0.28		0.28		0.39		0.42		0.56	0.64	
v/c Ratio		0.35		0.77		0.33		0.63		0.37	0.39	
Control Delay		23.3		50.0		4.4		19.6		6.1	4.2	
Queue Delay		0.1		0.0		0.0		0.0		0.0	0.4	
Total Delay		23.4		50.0		4.4		19.6		6.1	4.6	
LOS		C		D		A		B		A	A	
Approach Delay		23.4						19.6			5.0	
Approach LOS		C						B			A	
90th %ile Green (s)	19.0	19.0		19.0				46.0				
90th %ile Term Code	Max	Max		Max				Max				
70th %ile Green (s)	19.0	19.0		19.0				38.6				
70th %ile Term Code	Max	Max		Max				Gap				
50th %ile Green (s)	19.0	19.0		19.0				31.1				
50th %ile Term Code	Max	Max		Max				Gap				
30th %ile Green (s)	19.0	19.0		19.0				24.8				
30th %ile Term Code	Max	Max		Max				Gap				
10th %ile Green (s)	19.0	19.0		19.0				17.8				
10th %ile Term Code	Max	Max		Max				Gap				
Stops (vph)		112		128		22		332		35	78	
Fuel Used(gal)		2		3		1		5		1	1	
CO Emissions (g/hr)		131		204		64		346		41	96	
NOx Emissions (g/hr)		26		40		13		67		8	19	
VOC Emissions (g/hr)		30		47		15		80		10	22	
Dilemma Vehicles (#)		0		0		0		0		0	0	
Queue Length 50th (ft)		63		87		0		179		11	31	
Queue Length 95th (ft)		134		#214		36		267		32	79	
Internal Link Dist (ft)		271			314			238			98	
Turn Bay Length (ft)												
Base Capacity (vph)		567		266		755		1248		425	1335	
Starvation Cap Reductn		0		0		0		0		0	454	
Spillback Cap Reductn		21		0		22		7		0	0	
Storage Cap Reductn		0		0		0		0		0	0	
Reduced v/c Ratio		0.37		0.77		0.34		0.43		0.37	0.49	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	

Lane Group	ø1	ø3
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
90th %ile Green (s)	4.0	4.0
90th %ile Term Code	Max	Max
70th %ile Green (s)	4.0	4.0
70th %ile Term Code	Max	Max
50th %ile Green (s)	4.0	4.0
50th %ile Term Code	Max	Max
30th %ile Green (s)	4.0	4.0
30th %ile Term Code	Max	Max
10th %ile Green (s)	4.0	4.0
10th %ile Term Code	Max	Max
Stops (vph)		
Fuel Used(gal)		
CO Emissions (g/hr)		
NOx Emissions (g/hr)		
VOC Emissions (g/hr)		
Dilemma Vehicles (#)		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Actuated Cycle Length: 75.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77

Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 66.5%	ICU Level of Service C

Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 82.6
50th %ile Actuated Cycle: 75.1
30th %ile Actuated Cycle: 68.8
10th %ile Actuated Cycle: 61.8
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Dorchester Avenue & Ashmont Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	6	51	1	0	18	0	421	33	19	616	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.870			0.990				
Flt Protected		0.982			0.998						0.998	
Satd. Flow (prot)	0	1648	0	0	849	0	0	1830	0	0	1670	0
Flt Permitted		0.982			0.998						0.998	
Satd. Flow (perm)	0	1648	0	0	849	0	0	1830	0	0	1670	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		228			405			272			83	
Travel Time (s)		5.2			9.2			6.2			1.9	
Peak Hour Factor	0.81	0.81	0.81	0.71	0.25	0.71	0.95	0.95	0.95	0.97	0.97	0.97
Heavy Vehicles (%)	6%	0%	4%	100%	0%	94%	0%	3%	0%	0%	14%	0%
Adj. Flow (vph)	40	7	63	1	0	25	0	443	35	20	635	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	0	26	0	0	478	0	0	655	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 66.3%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	44	454	448	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.960	
Flt Protected				0.996		
Satd. Flow (prot)	0	0	0	1834	1666	0
Flt Permitted				0.996		
Satd. Flow (perm)	0	0	0	1834	1666	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	153			129	272	
Travel Time (s)	3.5			2.9	6.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.94	0.94
Heavy Vehicles (%)	0%	0%	5%	3%	11%	6%
Adj. Flow (vph)	0	0	46	478	477	204
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	524	681	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Yield	Yield	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	2	17	8	0	12	6	445	12	5	409	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.943			0.919			0.996			0.993	
Flt Protected		0.974			0.980			0.999			0.999	
Satd. Flow (prot)	0	1664	0	0	1711	0	0	1771	0	0	1735	0
Flt Permitted		0.974			0.980			0.999			0.999	
Satd. Flow (perm)	0	1664	0	0	1711	0	0	1771	0	0	1735	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		171			368			888			218	
Travel Time (s)		3.9			8.4			20.2			5.0	
Peak Hour Factor	0.84	0.84	0.84	0.56	0.56	0.56	0.94	0.94	0.94	0.90	0.90	0.90
Heavy Vehicles (%)	0%	4%	11%	0%	0%	0%	0%	7%	0%	0%	9%	4%
Adj. Flow (vph)	25	2	20	14	0	21	6	473	13	6	454	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	47	0	0	35	0	0	492	0	0	487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	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
Sign Control		Yield			Yield			Free			Free	

Intersection Summary		
Area Type: Other		
Control Type: Unsignalized		
Intersection Capacity Utilization 37.8%	ICU Level of Service A	
Analysis Period (min) 15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	3	46	2	469	589	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.874				0.997	
Flt Protected	0.997					
Satd. Flow (prot)	1596	0	0	1845	1666	0
Flt Permitted	0.997					
Satd. Flow (perm)	1596	0	0	1845	1666	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	185			83	318	
Travel Time (s)	4.2			1.9	7.2	
Peak Hour Factor	0.80	0.80	0.95	0.95	0.88	0.88
Heavy Vehicles (%)	0%	4%	0%	3%	14%	0%
Adj. Flow (vph)	4	58	2	494	669	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	496	683	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Yield			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 41.7% ICU Level of Service A

Analysis Period (min) 15

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	469	9	10	438
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			
Flt Protected						0.999
Satd. Flow (prot)	0	0	1777	0	0	1708
Flt Permitted						0.999
Satd. Flow (perm)	0	0	1777	0	0	1708
Link Speed (mph)	30		30			30
Link Distance (ft)	289		218			129
Travel Time (s)	6.6		5.0			2.9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	5%	100%	100%	9%
Adj. Flow (vph)	0	0	494	9	11	461
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	503	0	0	472
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Free		Yield			Yield

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 34.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	33	30	0	7	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	1863	1863	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	1863	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		514	171		111	
Travel Time (s)		11.7	3.9		2.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	35	32	0	7	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	35	32	0	7	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 13.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	10	226	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected				0.998		
Satd. Flow (prot)	0	0	0	1859	0	0
Flt Permitted				0.998		
Satd. Flow (perm)	0	0	0	1859	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	578			153	69	
Travel Time (s)	13.1			3.5	1.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	11	238	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	249	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary		
Area Type:	Other	
Control Type: Unsignalized		
Intersection Capacity Utilization 15.8%		ICU Level of Service A
Analysis Period (min) 15		