

May 23, 2025

Mr. Stephen Rolle  
Transportation & Mobility Commissioner  
City of Worcester  
76 East Worcester Street  
Worcester, MA 01604

RE: Worcester - Clark Street at Saint Nicholas Avenue  
Link to Site in Google Maps:  
<http://maps.google.com/maps?q=42.310766343258265,-71.78159971981322>  
All Way Stop Control (AWSC)  
MassDOT District 3

Dear Mr. Rolle:

**Greenman-Pedersen, Inc. (GPI)**, on behalf of MassDOT, has completed its review of the above-referenced intersection in Worcester, MA, for eligibility to convert to All-Way Stop Control (AWSC) for this project cycle. MassDOT is collaborating with communities to identify, investigate, and assist in converting municipally owned intersections from two-way stop control to all-way stop control, to address known safety issues. The intersection of Clark Street at Saint Nicholas Avenue was identified as eligible for further assessment based on its crash history, a preliminary evaluation of the existing conditions, and community interest in participating in the program.

This evaluation found that the intersection of Clark Street at Saint Nicholas Avenue is **recommended for moving forward with conversion to All-Way Stop Control**. The following provides a summary of the report's key findings and details regarding the logistics for implementing the AWSC conversion for locations that were deemed suitable.

### **GENERAL DESCRIPTION OF THE INTERSECTION**

Clark Street at Saint Nicholas Avenue consists of four (4) approaches, and recent crash statistics indicate nine (9) angle crashes that are susceptible to correction with AWSC, between January 1, 2019, and December 31, 2021. The crash history meets MUTCD warrant A (Crash Experience) for all-way stop control.

Clark Street at Saint Nicholas is within a residential neighborhood with multiple driveways in the vicinity of the intersection. Cobra head luminaires are present at the intersection. While satisfactory stopping sight distance is available along all approaches, a vertical crest curve along the southern Saint Nicholas Avenue approach and a horizontal curve along the eastern Clark Street approach limit intersection conspicuity. The intersection has a minor skew. There are bus stops on both sides of St. Nicholas Avenue just south of the intersection. There are buffered sidewalks on both sides of St. Nicholas Avenue south and pedestrian ramps at the intersection, but there are no marked crosswalks.

**Table 1** provides an overview of the observed conditions at the intersection.

**Table 1 – Intersection Characteristics**

Road	Speed Regulation Present	Speed Reg. or Posted Limit (mph) <sup>a</sup>	85 <sup>th</sup> % (mph)	50 <sup>th</sup> % (mph)	Statutory Speed (mph) <sup>b</sup>	Design Speed	Federal Functional Classification	ADT <sup>c</sup>
<b>Clark Street<sup>d</sup></b>	No	N/A	35	30	25	35	Major Collector	7,049
<b>Saint Nicholas Avenue</b>	No	N/A	N/A	N/A	25	25	Local	N/A

<sup>a</sup> If Speed Regulation is not present, the posted speed limit value shown is from the MassDOT Road Inventory Speed Limit field, and the posting is not supported by a Regulation; N/A indicates data is not available

<sup>b</sup> Municipality has opted in for Chapter 90 Section 17C - (25mph Statutory Speed)

<sup>c</sup> Average daily traffic major approach only; see appendix for minor approach turning movement counts

<sup>d</sup> Major Street

### General Speed Limit Considerations

All posted speed limits must be established by and conform to a Special Speed Regulation (SSR). It is recommended that for road segments with SSRs, the community should replace any non-compliant posted speed limit signs with appropriate signs in the correct locations so that the speed limits can be enforced, and citations adjudicated accordingly. If there is no SSR for the roadway segment, the statutory speed limit prevails, and any posted speed limit signs should be removed.

### TRAFFIC OPERATIONS EVALUATION

A peak-hour operations analysis of unadjusted turning movement counts at the intersection was conducted for the morning and evening peak hours to determine the impacts of converting the intersection to an All-Way Stop Control. The operations analysis was conducted utilizing the methodologies outlined in the Highway Capacity Manual 7<sup>th</sup> Edition (HCM)<sup>1</sup> with analysis tools of Synchro<sup>2</sup> or Highway Capacity Software<sup>3</sup>. **Table 2** presents the worst case predicted Levels of Service (LOS) along the main line and side street approaches, as well as an overall intersection LOS. Raw traffic count data, along with the full traffic operations analysis outputs, are included in the appendix.

If the operations analysis indicates that LOS D or better occurs along all approaches, the intersection is rated as acceptable for AWSC operations. If LOS E is anticipated along the currently free-flowing major street approach, the intersection will require further assessments to determine if AWSC would be appropriate, and if any currently free-flowing major street approach operates at a LOS F (failing), it was determined that AWSC would not be an appropriate measure.

**Table 2 - Level of Service Operations**

OPERATIONS ANALYSIS SCENARIO	LOS RESULTS
<b>Major Street: (Clark Street) Worst Case LOS:</b>	C
<b>Minor Street: (Saint Nicholas Avenue) Worst Case LOS:</b>	B
<b><u>Overall Intersection Worst Case LOS:</u></b>	<u>B</u>
<b>Recommendation based on LOS:</b>	Pass

<sup>1</sup> Highway Capacity Manual 7<sup>th</sup> Edition Transportation Research Board; Washington, D.C.; 2022

<sup>2</sup> Synchro plus SimTraffic 11; Trafficware Ltd.; Sugar Land, TX.; 2018

<sup>3</sup> Highway Capacity Software 7; McTrans; Gainesville, FL; 2022

**SITE ASSESSMENT**

A desktop assessment was conducted for all locations that met the traffic operation evaluation criteria to determine whether the site conditions at the intersection are suitable for AWSC conversion. This assessment considered intersection and approach geometry, sight distance, existing access management, interaction with nearby intersections, and other important factors. **Table 3** provides a summary of some of the common assessment features considered at each location. It should be noted that the information listed in Table 3 is intended to help inform the recommendation for AWSC conversion; however, it is not an all-encompassing list.

A field assessment was conducted at all locations identified as suitable based on the desktop assessment to confirm the findings and investigate intersection features not suitable for desktop review. The field assessment of the intersection was conducted on April 29, 2025.

**Table 3 – Site Assessment Summary**

EVALUATION CONDITION	RESULT
Is there an intersection where spillback occurs? (Could be a result of AWSC queueing or adjacent intersection queues impacting AWSC location)	No
Is there an at-grade railroad crossing along any approaches to the intersection?	No
Is the minor road at an awkward skew or are there any other issues requiring widely separated STOP positions?	Yes
Does the placement of curb ramps impact STOP locations or operations?	No
Will the AWSC hinder any adjacent driveways or streets?	No
Are dedicated turn lanes provided on any approaches?	No
Are bike lanes provided on any approaches?	No
Is there any roadway superelevation? (Typically, may occur on higher speed/volume mainline approaches)	No
Are there any site conditions that could impact sign placement? (Limited ROW, physical obstructions, shaded area for LED, etc.)	No
Does the available sight distance approaching the intersection exceed the minimal stopping sight distance based on the Design Speed from Table 1? (Main Road > 250 ', Minor Road > 155 ')	Yes

**AWSC CONVERSION RECOMMENDATION**

Based on the engineering analysis and site visit, this intersection is **recommended for moving forward with conversion to All-Way Stop Control**.

The AWSC will address the intersection conspicuity issues caused by roadway geometry. Also, while a skew is present at the intersection, it is not anticipated to impact safety or operations. The grade along Clark Street is moderate (less steep than the existing stop conditions on St. Nicholas Avenue) and should not present operational issues.

**NEXT STEPS**

For intersections recommended for AWSC conversion, a design package has been prepared and included in the appendix of this memorandum that provides the necessary details for the conversion. The design package includes an aerial plan, standard details, and a summary of materials that will be supplied by MassDOT. The aerial plan will indicate the Work Items required for AWSC conversion. The work items are divided into two categories:

- *Work Items supplied by MassDOT, installed by the community,*
- *and Work Items supplied and installed by the community.*

If the community agrees with the findings and recommendations in this memorandum, it must perform the necessary internal steps to gain approval for an intersection control and relay confirmation of that approval to GPI and MassDOT.

The standard AWSC conversion sign package includes LED stop signs on both the major and minor street intersection approaches. LED stop signs are an effective tool to improve intersection safety by gaining driver attention and increasing the intersection's conspicuity. However, LED stop signs require continuing maintenance to ensure effective operation, including battery and solar panel maintenance and routine vegetation clearing to ensure adequate sunlight for charging. The flashing lights along the LED stop sign border may also result in concerns from residents adjacent to the intersection. Traditional static STOP signs may be provided and installed as an alternative, if specifically requested by the municipality. **It is essential that communities review the LED STOP signs proposed in the AWSC conversion sign package to ensure site conditions have been considered and to determine if LED STOP signs are still preferred for this location.**

A Memorandum of Agreement (MOA) between Worcester and MassDOT will need to be executed. This MOA will establish the agreed-upon conditions under which the assets provided by MassDOT to Worcester will be installed, and agreement to complete the required community element tasks identified in the attached plan. Upon executing this MOA, MassDOT will fabricate and deliver the proposed signs and materials identified in this memorandum (see the **Appendix** for the list of proposed signs).

All improvements shown on the enclosed design plan, some of which will be provided by MassDOT and others by the community as indicated, are required for the AWSC conversion. Other optional treatments are described in the report that the community can choose to install at their cost to supplement the required elements. **If the community has any concerns or requests for changes to the proposed design, please bring them to our attention within 5 days of receipt of this report as this project is advancing on a tight timeline.**

The following is a summary of the Work Items included in this project. Please refer to the design package for detailed information on the **Work Items**.

#### Required Work Items:

The proposed signs and quantities to be provided by MassDOT for the municipality to install are shown in **Table 4**. All new STOP signs, either LED or standard, will be supplemented with red signpost reflectors. Note – the proposed sign locations indicated in the Design Plan (see appendix) are intended to conform to MUTCD guidance, but should be modified in the field as needed to optimize their visibility and to accommodate roadside features such as lawns, landscaping, driveways, building entrances, pedestrian ramps, and any other features that might be considered sensitive.

**Table 4 – Quantities**

TYPE OF SIGN	QUANTITY
LED Stop Sign (R1-1)	6
Stop Ahead Sign (W3-1)	6
All-Way Placard (R1-3P)	6
New Traffic Pattern Ahead (W23-2)	2
Total Number of Square Tube Signposts	14

Required Work Items supplied and installed by the Community:

- STOP bars are to be provided along each approach according to the Design Plan.
- Existing lane markings to be removed where needed to conform to new stop bar locations.
- Removal or relocation of existing signage as noted on the provided plans.

#### Optional Work Items:

Optional Work for consideration by the municipality includes:

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Worcester - Clark Street at Saint Nicholas Avenue All Way Stop Evaluation

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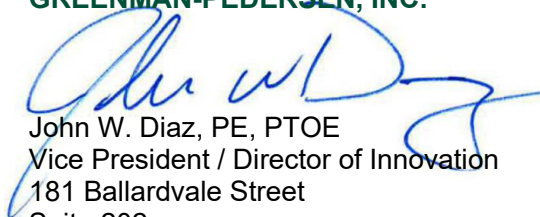
- NEW plaques on STOP signs on new controlled approaches (W16-15p)
- Yellow signpost reflectors on STOP AHEAD signposts
- NEW TRAFFIC PATTERN AHEAD signs on minor approaches – recommend removal after 6 months
- Warning flags on STOP AHEAD signs on new control approaches
- Pavement Markings – install STOP and STOP AHEAD stencils
- Changeable message signs – install prior to conversion for advance notice to drivers
  - Recommended 2 weeks in advance and 2 weeks after installation
- Optical speed bars – install for speed management on intersection approaches
- Speed study – perform speed measurements after the acclimatization period to determine if a speed limit change on the new stopped approaches would be supported

Included in the memorandum appendix is an ***informational flyer that provides best practices and recommendations*** for changing an intersection control within a community as well as the traffic volume, LOS analysis and speed data collected for the intersection of Clark Street at Saint Nicholas Avenue as part of the project. The municipality is strongly encouraged to notify the community of the upcoming change in traffic control prior to implementing the change.

Should you have any questions or concerns, please contact me directly at [jdiaz@gpinet.com](mailto:jdiaz@gpinet.com) or at 978-570-2953.

Sincerely,

**GREENMAN-PEDERSEN, INC.**



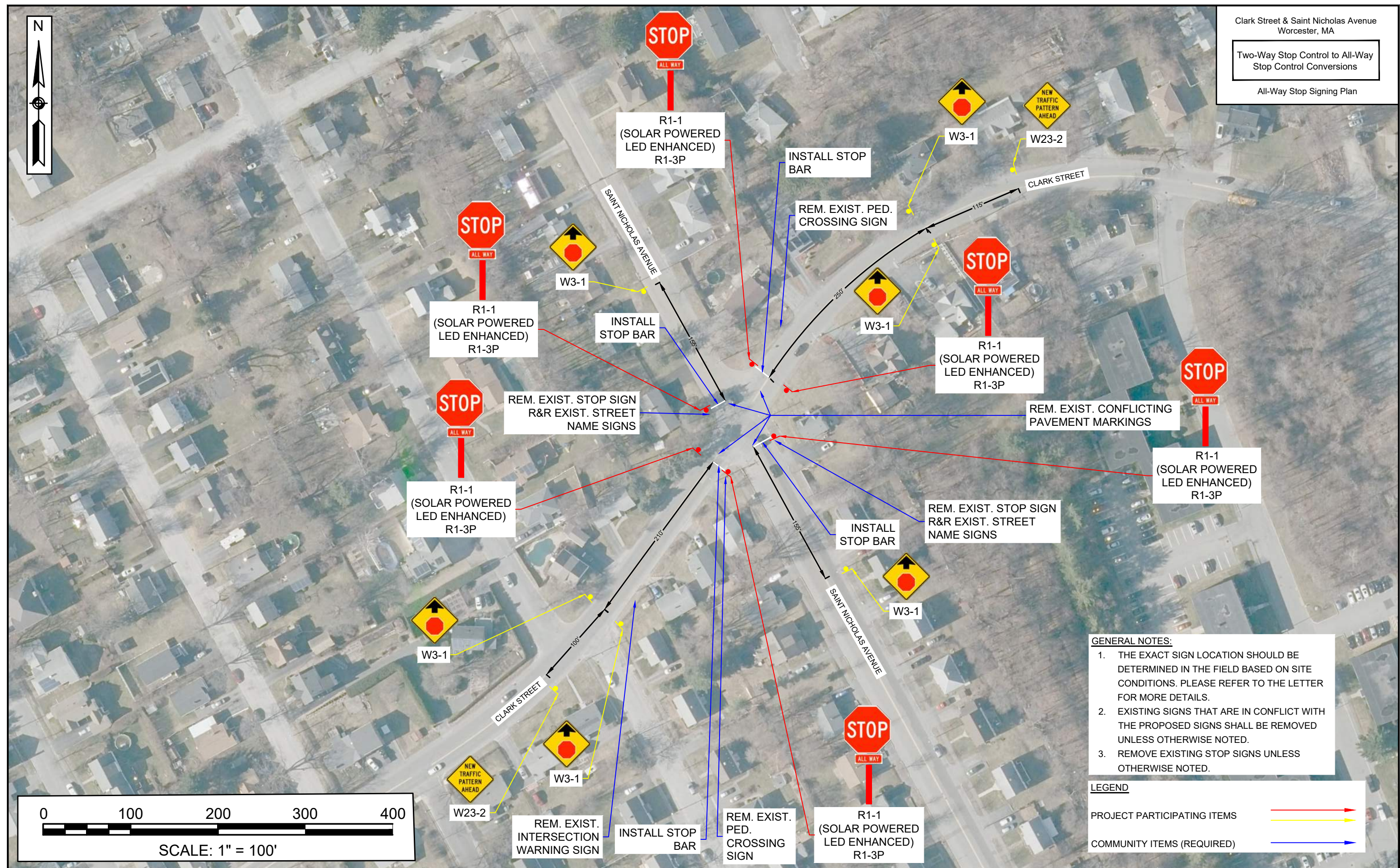
John W. Diaz, PE, PTOE  
Vice President / Director of Innovation  
181 Ballardvale Street  
Suite 202  
Wilmington, MA 01887

enclosure(s)





cc: Bonnie Polin  
Dakota DelSignore

# **DESIGN PLAN & SIGN SUMMARY**







IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)		NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING		BACK- GROUND	LEGEND	BORDER		
R1-1 (LED ENHANCED)	30"	30"		MUTCD STANDARD		6	RED	WHITE	WHITE	P5 (6 REQ'D)	6.25
R1-3P	18"	6"		MUTCD STANDARD		6	RED	WHITE	WHITE	6 MNT w/ R1-1	0.75
W3-1	30"	30"		MUTCD STANDARD		6	YELLOW	RED BLACK	BLACK	P5 (6 REQ'D)	6.25
W23-2	36"	36"		MUTCD STANDARD		2	YELLOW	BLACK	BLACK	P5 (2 REQ'D)	9.00

GENERAL NOTES:

- RED SIGN POST REFLECTORS WILL BE PLACED ON EACH STOP SIGN POST FACING TRAFFIC
- REFER TO INTERSECTION LAYOUT PLAN AND THE EVALUATION REPORT FOR COMPLETE LIST OF REQUIRED AND OPTIONAL ITEMS AND MEASURES TO BE DONE BY THE COMMUNITY.
- NEW TRAFFIC PATTERN AHEAD SIGNS ARE TEMPORARY AND SHOULD STAY IN PLACE FOR APPROXIMATELY 6 MONTHS
- SIGNS SHALL BE INSTALLED MINIMUM OF 6' FROM THE EDGE OF ROADWAY AND AT A MOUNTING HEIGHT OF 7' FROM THE BOTTOM EDGE OF THE SIGN TO THE ROADWAY SURFACE. SIGN POSITIONS SHALL CONFORM TO MUTCD FIGURES 2A-2 AND 2A-3.



**INFORMATIONAL FLYER  
&  
SIGN INSTALLATION DETAILS**

## BEST PRACTICES WHEN CHANGING AN INTERSECTION CONTROL

When an existing two-way stop-controlled intersection has safety performance issues, changing the intersection control type to All-Way stop-controlled may be a cost-effective method to improve safety by reducing the potential for severe crashes. However, introducing a STOP sign on a roadway at an intersection that was previously uncontrolled can create new safety concerns if not implemented properly. This informational flyer is designed to provide communities with tools to help introduce the change in intersection control in a safe and effective manner. Many of these treatments are referenced in the memorandum, and the community would be responsible for supplying and implementing them, unless specifically noted otherwise. This toolbox consists of three categories to help perform this change:

- Actions to perform prior to changing the intersection control
- Permanent treatments for previously uncontrolled approaches
- Temporary treatments to implement after installation

## GENERAL INFORMATION

The traffic control devices (signage and pavement markings) and changeable message boards referenced in this memorandum and flyers shall comply with the requirements outlined in the Manual on Uniform Traffic Control Devices (MUTCD), published by the Federal Highway Administration and available as a free public document. The MUTCD can be accessed via the following link: <https://mutcd.fhwa.dot.gov/>. In addition to the traffic conspicuity treatments noted in this document, other treatments are cited in Section 2A.11 Enhanced conspicuity for standard signs in the MUTCD. MassDOT also has an amendment to the MUTCD that can be accessed via the following address: <https://www.mass.gov/doc/massachusetts-amendments-to-the-mutcd-2022/download>.

## ACTIONS TO PERFORM PRIOR TO CHANGING THE INTERSECTION CONTROL

Advance warning and community outreach to inform of a change in traffic control is critical for the successful implementation of the control change. This gives road users the information necessary for them to change their expectations prior to the implementation of the traffic control change. The visual cues for transitioning from a two-way stop control to an all-way stop control are primarily limited to changes in signage and pavement markings, which can be easily overlooked by the driver when not anticipated. A comprehensive application of permanent and temporary treatments combined with a public outreach effort is needed to provide the groundwork for a smooth control transition. The following are messaging tools that can be conducted prior to implementing a control change.

- **CHANGEABLE MESSAGE BOARDS** – Changeable message boards can be installed along all approaches preceding the intersection, informing of the upcoming traffic change. It is recommended that the boards be installed at least two weeks prior to making the change to capture the majority of frequent commuters, and be left in place for one month after the conversion. For effective messaging, it's best that the message be limited to two phrases, with each phrase consisting of no more than three lines of text. Each phrase should be understood by itself, and the meaning of the entire message should be the same regardless of the sequence in which the phrases are read. An example of All-Way Stop Control messaging would be:

## Message before conversion

TRAFFIC
CHANGE
MM/DD
ALL
WAY
STOP

## Message after conversion

NEW
TRAFFIC
PATTERN
ALL
WAY
STOP

- **DIGITAL MEDIA OUTREACH** - Digital media is an effective tool for informing the public about upcoming changes and reaching community members. An announcement can be posted on the City/Town website and shared through social media platforms, including Facebook, X (Twitter), and Nextdoor. Email alerts can be used to notify residents through email lists or newsletters. Also, local news websites can be used to publicize press releases or announcements.
- **PHYSICAL AND PUBLIC SIGNAGE** - Flyers and posters can be posted or distributed at community centers, libraries, businesses, or other public places.

## PERMANENT TREATMENTS ON PREVIOUSLY UNCONTROLLED APPROACHES

The following are treatments the community can undertake to increase the STOP control conspicuity and manage speeds approaching the intersection. An excerpt from MUTCD that provides images of some of these details is included on the final page of the document.

- **Vertical Retroreflective Strip on Signpost** – A strip of retroreflective material can be used on a sign support to increase the sign's conspicuity. It must be two inches in width and extend the full length of the support from the sign to within two feet above the near edge of the roadway. It should match the background color of the sign, except for YIELD and DO NOT ENTER signs, where the strip shall be red.
- **Red or Orange Flags** – One or more red or orange flags can be added above a regulatory or warning sign to help gain the driver's attention to the marked sign. They shall be oriented at 45 degrees to the vertical and can be either cloth or retroreflective sheeting.
- **Dual Signing** – Dual signing of a standard regulatory, warning, or guide sign can be conducted by adding a second identical sign on the left-hand side of the roadway, even with the standard right-hand side sign. Dual signing is an effective tool to improve drivers' recognition of a sign's message. It is also an effective tool to use on curvilinear roadways where the left-hand side of the road is visible first, allowing the driver to react earlier to the sign's message.
- **STOP and STOP AHEAD Pavement Markings** – Stenciled pavement markings can be installed in advance of the STOP and STOP AHEAD signs to supplement the traffic control device. Stenciled pavement markings can improve the recognition of a traffic control condition by having the intended messages directly within the driver's perceptual vision cone. See MUTCD Section 3B.21.



- **Optical Speed Bars** – Optical speed bars, also referred to as Speed Reduction Markings, are transverse pavement markings placed with progressively reduced spacing on both sides of the travel way to create the perception of increased speed. This illusion encourages drivers to slow down as they pass the markings. These markings can be used in advance of the intersection to manage speeds on the approach to the stop condition. This treatment is suitable for locations where the uncontrolled approach operating speeds are generally higher and not in long tangent sections. See MUTCD Section 3B.28
- **Warning Beacon**—Flashing circular yellow warning beacons can be added to standard regulatory signs (other than STOP, DO NOT ENTER, Wrong Way, or Speed Limit Signs), warning signs, or guide signs to indicate to drivers to pay extra attention to the message contained thereon. The installation of warning beacons must adhere to the criteria outlined in the MUTCD Chapter 4S.

## TEMPORARY TREATMENTS TO IMPLEMENT AFTER INSTALLATION

Once an intersection control change has been implemented, it is critical that the traffic control devices enforcing the change in traffic control are not only perceived by the driver, but also that the driver recognizes the change has occurred. The utilization of these temporary treatments is uniquely valuable for locations where all-way stop control is being implemented, as the change in control is not accompanied by a construction period or changes in roadway features that are typically associated with the installation of a signal or roundabout that would allow the occasional road user to easily recognize and prepare for the control change. Temporary treatments can be used to provide the driver with advanced warning of a change and identify new traffic control devices. **These treatments should be left in place for no longer than six months.**

- **NEW plaques (W16-15p)** – A NEW plaque can be mounted above a regulatory sign (STOP sign) when a new regulation takes effect to alert road users to the new traffic regulation. A NEW plaque may also be mounted above an advance warning sign (STOP AHEAD) to warn about a new traffic condition.
- **NEW TRAFFIC PATTERN AHEAD (W23-2)** – A NEW TRAFFIC PATTERN AHEAD sign may be used on the approach to an intersection or along a section of roadway to provide advance warning of a change in traffic patterns, such as changing an intersection control or a change in roadway geometry.

**Figure 2A-1. Examples of Enhanced Conspicuity for Signs**

A – W16-15P plaque above a regulatory or warning sign if the regulation or condition is new



C – W16-18P plaque above a regulatory sign



D – Solid yellow, solid fluorescent yellow, or diagonally striped black and yellow (or black and fluorescent yellow) strip of retroreflective sheeting around a warning sign



E – Vertical retroreflective strip on sign support

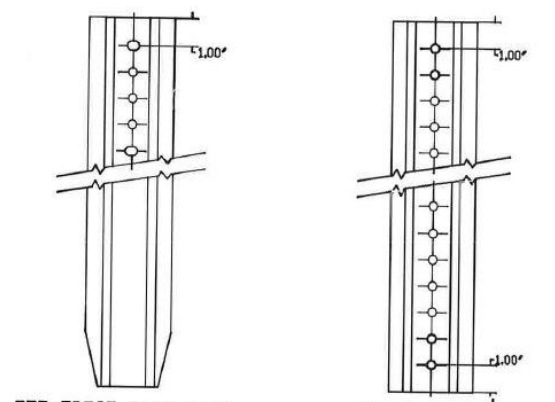


F – Supplemental beacon



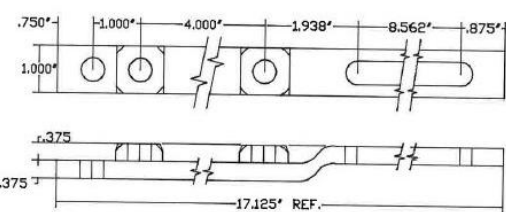
G – LEDs in border





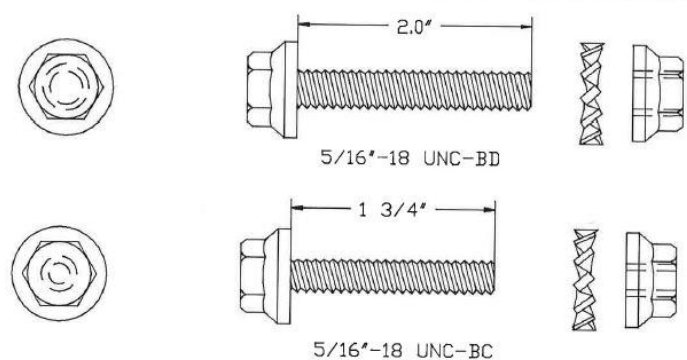
**EZE-ERECT BASE POST**  
 3/8" Dia. Holes on 1.00" Center, Except First and Fifth are 3/8" x 1/2" slots  
 Punched 18 Holes  
 Bottom Flanged  
 Available in 2.5, 3.0 & 4.0 lb./ft Length -3'6" and 4'0"

**EZE-ERECT SIGN POST**  
 3/8" Dia. Holes on 1.00" Centers  
 Punched Full Length Available in 2.0, 2.25, 2.5, 3.0 & 4.0 lb./ft Length -6'0", 7'0", 8'0", 9'0", 10'0", 11'0", and 12'0"



**RETAINER-SPACER STRAP**  
 For All Weights of Sign Posts  
 Material-Mild Steel  
 Finish-Hot Dip Galvanize Per ASTM A-123

**HEX HEAD-INTEGRAL FLANGE BOLT, NUT AND LOCKWASHER**

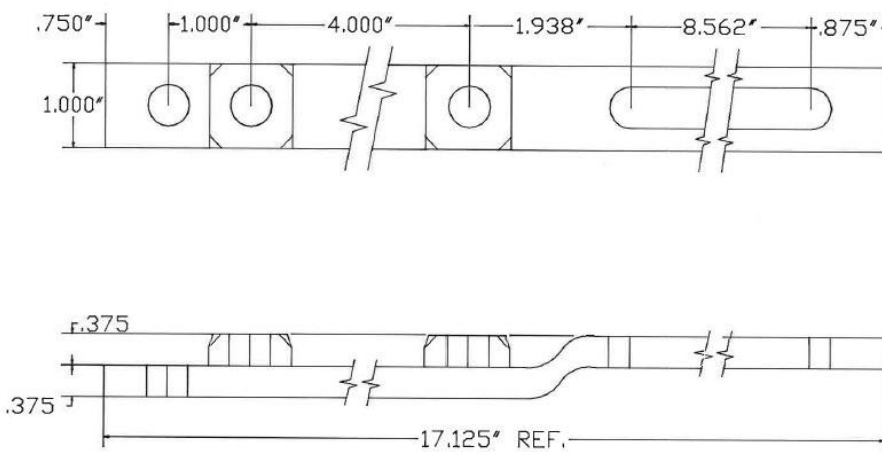


5/16"-18 UNC x 2.0' Long (for 4.0 lb. posts) or 5/16"-18 UNC x 1 3/4' (for 2.0, 2.25, 2.5 & 3.0 lb. posts)  
 Bolt per ASTM A354, Grade BD or Grade BC  
 Nut per ASTM A563, Grade DH  
 Lockwasher is heavy duty external toothed.  
 Finish-Cadmium plated per ASTM A165-80, Type DS, except using clear chromate

SIGN SIZE	CHANNEL POST POST-WITH STRAP (EZE-ERECT)
5 S.F. AND UNDER	1-2 LB./FT.
OVER 5 S.F. UP TO 10 S.F.	1-2.25 LB./FT.
* OVER 10 S.F. UP TO 20 S.F.	2-2.25 LB./FT.

\* NOTE: Signs with a width of 4' and over shall require 2 posts.

**GALVANIZING FINISH**  
 Galvanizing Shall Conform with ASTM Specification A123-73. It Shall Be Galvanized After All Fabrication and Punching, Has Been Completed.



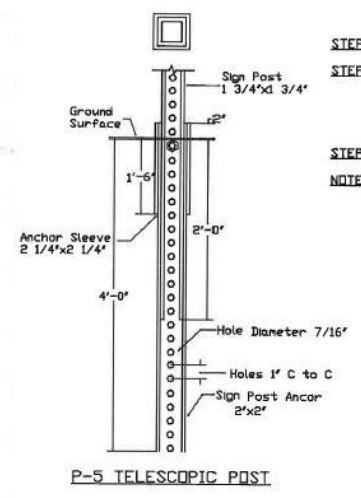
**RETAINER-SPACER STRAP**  
 For 2.5 and 4.0 lb/ft Sign Posts  
 Material-Mild Steel  
 Finish-Hot Dip Galvanize Per ASTM A-123

**NOTES:**

DETAILS PROVIDED ARE FROM THE COMMONWEALTH OF MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS  
 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, 1990 ED.

ALL-WAY STOP CONTROL PROGRAM  
 STANDARD SIGN INSTALLATION DETAILS





- GROUND INSTALLATION METHOD OF INSTALLATION**
- STEP 1** Drive Sign Post Anchor To Within 3 Or 4' Of Surface.
  - STEP 2** Pre-cut Anchor Sleeve So That The Holes Will Match And Still Be Flush With Top Of Sign Post's Anchor. Drive Anchor Sleeve Until Holes Match As Noted Above, Then Drive Both The Sign Post Anchor And Anchor Sleeve Until One Hole Is Exposed Above Ground For Bolt Connection.
  - STEP 3** Insert Sign Post And Bolt In Place.
  - NOTE:** Driving Caps Must Be Used To Drive Posts. Retain 4'-0" Depth To Reach Theoretical Frost Line.

**GENERAL NOTES**

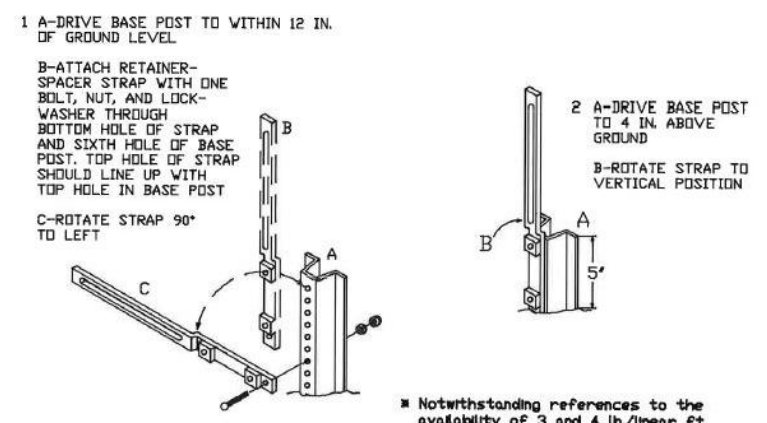
BREAKAWAY SIGN SUPPORTS SHALL BE FABRICATED FROM STEEL AND SHALL CONFORM TO THE BREAKAWAY DESIGN SHOWN ON THIS SHEET OR "GROUND MOUNTED SIGN SUPPORTS" BREAKAWAY DESIGN FOR SIGNS WITH AREA 20 SQ. FT. AND BELOW" AND THE MASS. DEPT. OF PUBLIC WORKS "STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES".

THE STEEL POSTS SHALL CONFORM TO ASTM-A366. THE CROSS SECTION OF THE POST SHALL BE SQUARE TUBE FORMED OF 12 GAUGE (305" U.S.S. GAUGE) COLD-ROLLED CARBON STEEL SHEETS WHICH HAVE BEEN ZINC COATED (G25 oz) CONFORMING TO ASTM-A525. CAREFULLY ROLLED TO SIZE AND WELDED DIRECTLY IN THE CORNER BY HIGH FREQUENCY RESISTANCE WELDING OR EQUAL AND EXTERNALLY SCARFED TO AGREE WITH CORNER RADI. STANDARD OUTSIDE CORNER CORNER RADIUS SHALL BE 5/32" PLUS OR MINUS 1/64".

ALL BOLTS SHALL CONFORM TO ASTM-A307, CLASS A. ALL BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED AS PER ASTM-A153.

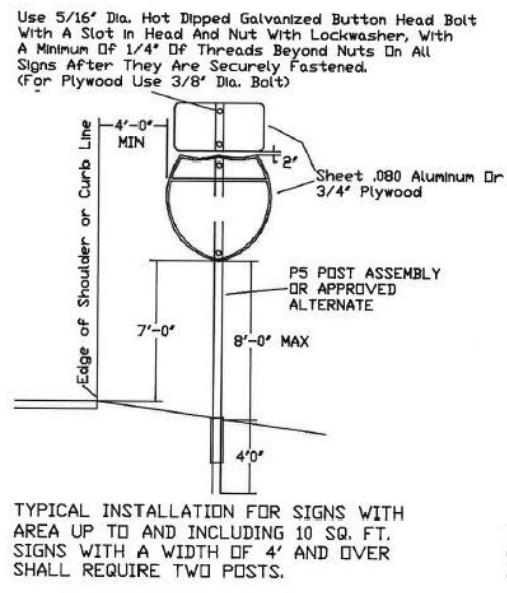
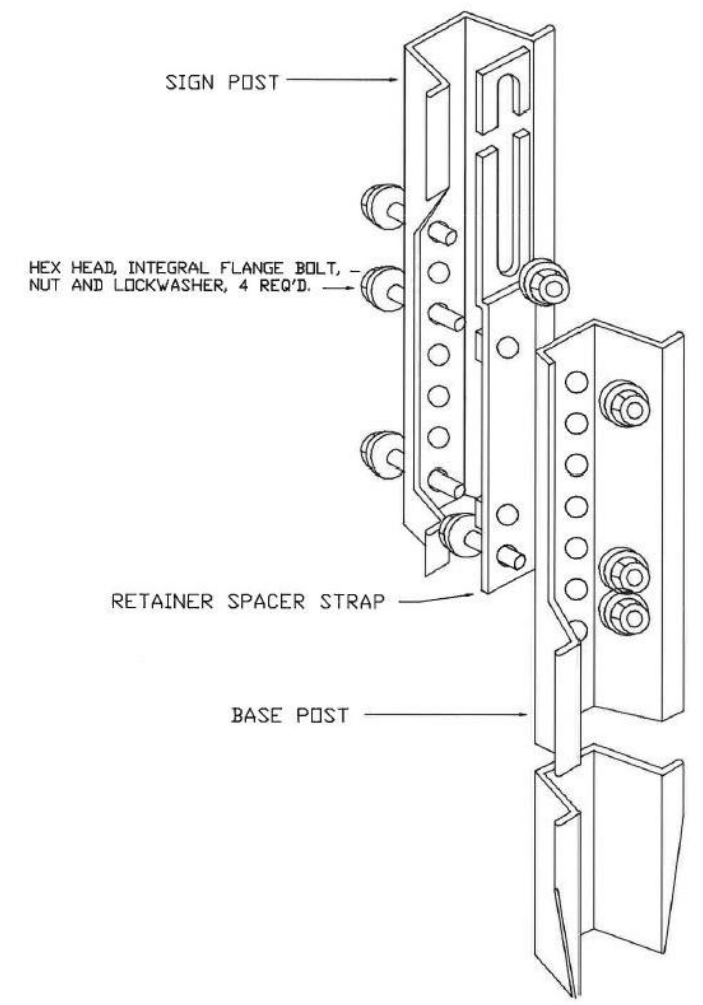
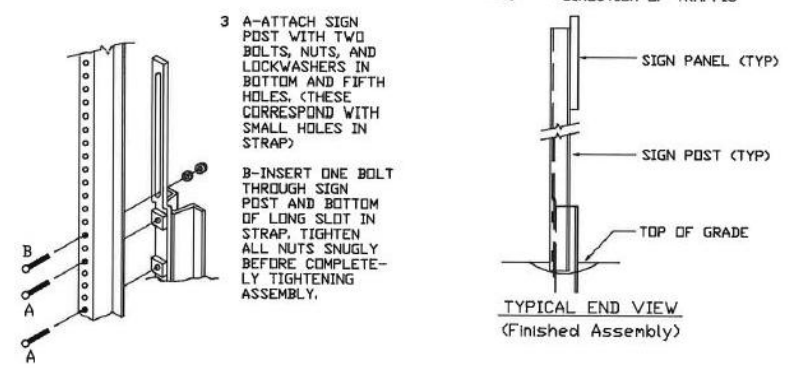
**EZE-ERECT SIGN POST INSTALLATION \***

BOLTS: 5/16"-18 UNC x 2", GRBD, FOR 4.0 LB POSTS  
5/16"-18 UNC x 1 3/4", GRBC, FOR 2.0, 2.25, 2.5 & 3.0 LB. POSTS  
DO NOT USE 5/16" GRBC BOLTS ON 4.0 LB POSTS

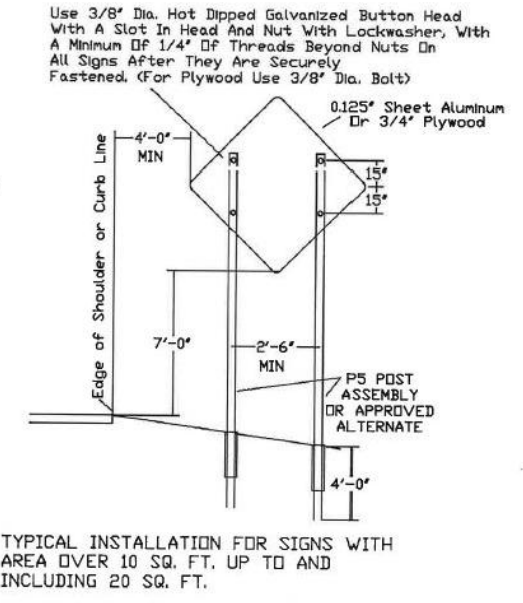


\* Notwithstanding references to the availability of 3 and 4 lb./linear ft. posts, the sign size vs. post weight table on page 50 shall govern.

**ATTACHMENT OF SIGN POST TO BASE POST**



TYPICAL INSTALLATION FOR SIGNS WITH AREA UP TO AND INCLUDING 10 SQ. FT. SIGNS WITH A WIDTH OF 4' AND OVER SHALL REQUIRE TWO POSTS.



TYPICAL INSTALLATION FOR SIGNS WITH AREA OVER 10 SQ. FT. UP TO AND INCLUDING 20 SQ. FT.

**TYPICAL INSTALLATION FOR SMALL SIGNS (UP TO 20 SQ.FT.)**

NOTES:

DETAILS PROVIDED ARE FROM THE COMMONWEALTH OF MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, 1990 ED.

## **OPERATIONS ANALYSIS**

HCS All-Way Stop Control Report

General and Site Information		Lanes
Analyst	BG	
Agency/Co.	GPI	
Date Performed	4/16/2025	
Analysis Year	2025	
Analysis Time Period (hrs)	1.00	
Time Analyzed	7:45 AM - 8:45 AM	
Project Description	TWSC to AWSC	
Intersection	St. Nicholas Ave at Clark St	
Jurisdiction	Worcester	
East/West Street	Clark Street	
North/South Street	St. Nicholas Avenue	
Peak Hour Factor	0.83	

Turning Movement Demand Volumes												
Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	12	310	50	36	183	46	37	44	41	30	44	15
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments												
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	448			319			147			107		
Percent Heavy Vehicles	5			7			8			0		
Initial Departure Headway, h <sub>d</sub> (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.398			0.284			0.131			0.095		
Final Departure Headway, h <sub>d</sub> (s)	5.23			5.44			6.17			6.25		
Final Degree of Utilization, x	0.651			0.482			0.252			0.186		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t <sub>s</sub> (s)	3.23			3.44			4.17			4.25		

Capacity, Delay and Level of Service												
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	448			319			147			107		
Capacity (veh/h)	688			662			584			576		
95% Queue Length, Q <sub>95</sub> (veh)	5.4			2.8			1.0			0.7		
Control Delay (s/veh)	17.8			13.5			11.2			10.7		
Level of Service, LOS	C			B			B			B		
Approach Delay (s/veh)   LOS	17.8	C		13.5	B		11.2	B		10.7	B	
Intersection Delay (s/veh)   LOS	14.8						B					

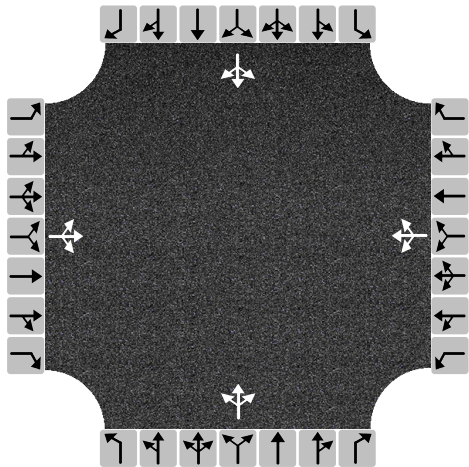


HCS All-Way Stop Control Report

General and Site Information

Analyst	BG
Agency/Co.	GPI
Date Performed	4/16/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	4:15 PM - 5:15 PM
Project Description	TWSC to AWSC
Intersection	St. Nicholas Ave at Clark St
Jurisdiction	Worcester
East/West Street	Clark Street
North/South Street	St. Nicholas Avenue
Peak Hour Factor	0.91

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	15	243	40	42	288	54	38	46	40	23	38	10
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, $v$ (veh/h)	327			422			136			78		
Percent Heavy Vehicles	7			1			3			0		
Initial Departure Headway, $h_d$ (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, $x$	0.291			0.375			0.121			0.069		
Final Departure Headway, $h_d$ (s)	5.20			4.99			5.89			6.09		
Final Degree of Utilization, $x$	0.473			0.585			0.223			0.132		
Move-Up Time, $m$ (s)	2.0			2.0			2.0			2.0		
Service Time, $t_s$ (s)	3.20			2.99			3.89			4.09		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	327			422			136			78		
Capacity (veh/h)	692			721			612			591		
95% Queue Length, Q <sub>95</sub> (veh)	2.7			4.1			0.9			0.5		
Control Delay (s/veh)	12.9			15.0			10.6			10.0		
Level of Service, LOS	B			B			B			B		
Approach Delay (s/veh)   LOS	12.9	B		15.0	B		10.6	B		10.0	B	
Intersection Delay (s/veh)   LOS	13.2						B					

## TRAFFIC DATA

Clark Street  
west of St Nicholas Avenue  
City, State: Worcester, MA  
Client: GPI/B. Gomes  
Site Code: AWSC-Round 4



Count Date: Wednesday, April 2, 2025  
Direction: EB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total	PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	8	0	0	8	12:00 PM	43	2	0	45
12:15 AM	5	0	0	5	12:15 PM	58	1	0	59
12:30 AM	3	0	0	3	12:30 PM	67	3	0	70
12:45 AM	9	1	0	10	12:45 PM	57	0	0	57
1:00 AM	0	0	0	0	1:00 PM	64	1	0	65
1:15 AM	3	0	0	3	1:15 PM	47	0	0	47
1:30 AM	1	0	0	1	1:30 PM	57	1	0	58
1:45 AM	2	0	0	2	1:45 PM	62	12	0	74
2:00 AM	2	0	0	2	2:00 PM	72	2	0	74
2:15 AM	3	0	0	3	2:15 PM	77	10	0	87
2:30 AM	0	0	0	0	2:30 PM	94	7	0	101
2:45 AM	1	0	0	1	2:45 PM	59	2	0	61
3:00 AM	1	0	0	1	3:00 PM	55	3	0	58
3:15 AM	4	0	0	4	3:15 PM	58	1	0	59
3:30 AM	1	0	0	1	3:30 PM	51	5	0	56
3:45 AM	3	0	0	3	3:45 PM	65	8	0	73
4:00 AM	3	0	0	3	4:00 PM	70	6	0	76
4:15 AM	2	0	0	2	4:15 PM	72	7	0	79
4:30 AM	8	0	0	8	4:30 PM	61	8	0	69
4:45 AM	5	1	0	6	4:45 PM	73	2	0	75
5:00 AM	10	0	0	10	5:00 PM	73	4	0	77
5:15 AM	23	1	0	24	5:15 PM	60	2	0	62
5:30 AM	19	0	0	19	5:30 PM	45	0	0	45
5:45 AM	43	1	0	44	5:45 PM	46	2	0	48
6:00 AM	28	0	0	28	6:00 PM	52	2	0	54
6:15 AM	17	1	0	18	6:15 PM	27	0	0	27
6:30 AM	52	0	0	52	6:30 PM	46	0	0	46
6:45 AM	58	0	0	58	6:45 PM	35	1	0	36
7:00 AM	62	8	0	70	7:00 PM	44	0	0	44
7:15 AM	61	1	0	62	7:15 PM	43	0	0	43
7:30 AM	52	0	0	52	7:30 PM	36	0	0	36
7:45 AM	89	4	0	93	7:45 PM	23	1	0	24
8:00 AM	101	3	0	104	8:00 PM	22	0	0	22
8:15 AM	86	6	0	92	8:15 PM	25	1	0	26
8:30 AM	78	5	0	83	8:30 PM	23	1	0	24
8:45 AM	64	4	0	68	8:45 PM	17	0	0	17
9:00 AM	54	4	0	58	9:00 PM	19	0	0	19
9:15 AM	58	7	0	65	9:15 PM	19	0	0	19
9:30 AM	51	9	0	60	9:30 PM	22	0	0	22
9:45 AM	54	2	0	56	9:45 PM	16	0	0	16
10:00 AM	47	3	0	50	10:00 PM	16	0	0	16
10:15 AM	45	0	0	45	10:15 PM	7	2	0	9
10:30 AM	53	2	0	55	10:30 PM	17	0	0	17
10:45 AM	52	0	0	52	10:45 PM	11	0	0	11
11:00 AM	63	3	0	66	11:00 PM	6	0	0	6
11:15 AM	49	2	0	51	11:15 PM	5	0	0	5
11:30 AM	47	1	0	48	11:30 PM	4	0	0	4
11:45 AM	59	2	0	61	11:45 PM	6	0	0	6

AM Total	1539	71	0	1610	PM Total	2027	97	0	2124
Percentage	95.59%	4.41%	0.00%		Percentage	95.43%	4.57%	0.00%	
AM Peak	7:45 AM	8:45 AM	12:00 AM	7:45 AM	PM Peak	1:45 PM	1:45 PM	12:00 PM	1:45 PM
Volume	354	24	0	372	Volume	305	31	0	336
					Day Total	3566	168	0	3734
					Percentage	95.50%	4.50%	0.00%	



Clark Street  
west of St Nicholas Avenue  
City, State: Worcester, MA  
Client: GPI/B. Gomes  
Site Code: AWSC-Round 4



Count Date: Wednesday, April 2, 2025  
Direction: WB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total	PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	7	0	0	7	12:00 PM	53	2	0	55
12:15 AM	4	0	0	4	12:15 PM	45	0	0	45
12:30 AM	4	0	0	4	12:30 PM	52	2	0	54
12:45 AM	2	0	0	2	12:45 PM	60	7	0	67
1:00 AM	5	0	0	5	1:00 PM	54	5	0	59
1:15 AM	1	0	0	1	1:15 PM	38	10	0	48
1:30 AM	3	0	0	3	1:30 PM	46	0	0	46
1:45 AM	2	0	0	2	1:45 PM	46	1	0	47
2:00 AM	0	0	0	0	2:00 PM	48	5	0	53
2:15 AM	5	0	0	5	2:15 PM	58	5	0	63
2:30 AM	3	0	0	3	2:30 PM	95	12	0	107
2:45 AM	1	0	0	1	2:45 PM	89	5	0	94
3:00 AM	1	0	0	1	3:00 PM	58	3	0	61
3:15 AM	0	0	0	0	3:15 PM	66	1	0	67
3:30 AM	1	0	0	1	3:30 PM	85	1	0	86
3:45 AM	1	0	0	1	3:45 PM	65	2	0	67
4:00 AM	0	0	0	0	4:00 PM	86	0	1	87
4:15 AM	1	0	0	1	4:15 PM	75	0	0	75
4:30 AM	4	0	0	4	4:30 PM	81	0	0	81
4:45 AM	3	0	0	3	4:45 PM	81	0	0	81
5:00 AM	5	1	0	6	5:00 PM	99	0	0	99
5:15 AM	4	0	0	4	5:15 PM	76	0	0	76
5:30 AM	8	0	0	8	5:30 PM	81	0	0	81
5:45 AM	7	1	0	8	5:45 PM	55	1	0	56
6:00 AM	13	2	0	15	6:00 PM	40	0	0	40
6:15 AM	14	2	0	16	6:15 PM	51	0	0	51
6:30 AM	18	12	0	30	6:30 PM	40	0	0	40
6:45 AM	39	10	0	49	6:45 PM	42	0	0	42
7:00 AM	40	2	0	42	7:00 PM	42	0	0	42
7:15 AM	31	1	0	32	7:15 PM	36	0	0	36
7:30 AM	40	4	0	44	7:30 PM	36	0	0	36
7:45 AM	43	2	0	45	7:45 PM	30	0	0	30
8:00 AM	65	6	0	71	8:00 PM	27	0	0	27
8:15 AM	64	2	0	66	8:15 PM	16	0	0	16
8:30 AM	52	3	0	55	8:30 PM	18	0	0	18
8:45 AM	47	1	0	48	8:45 PM	15	0	0	15
9:00 AM	52	2	0	54	9:00 PM	21	0	0	21
9:15 AM	44	4	0	48	9:15 PM	12	0	0	12
9:30 AM	44	5	0	49	9:30 PM	10	0	0	10
9:45 AM	42	0	0	42	9:45 PM	14	0	0	14
10:00 AM	41	1	0	42	10:00 PM	10	0	0	10
10:15 AM	42	1	0	43	10:15 PM	6	2	0	8
10:30 AM	43	0	0	43	10:30 PM	8	0	0	8
10:45 AM	41	6	1	48	10:45 PM	8	0	0	8
11:00 AM	51	3	0	54	11:00 PM	6	0	0	6
11:15 AM	42	1	0	43	11:15 PM	8	0	0	8
11:30 AM	50	3	0	53	11:30 PM	10	0	0	10
11:45 AM	38	2	0	40	11:45 PM	6	0	0	6
AM Total	1068	77	1	1146	PM Total	2104	64	1	2169
Percentage	93.19%	6.72%	0.09%		Percentage	97.00%	2.95%	0.05%	
AM Peak	8:00 AM	6:00 AM	10:00 AM	8:00 AM	PM Peak	4:30 PM	2:00 PM	3:15 PM	4:30 PM
Volume	228	26	1	240	Volume	337	27	1	337
Day Total					Day Total	3172	141	2	3315
Percentage					Percentage	95.69%	4.25%	0.06%	

PDI File #: **250531 (16)**  
 Location: **N: St Nicholas Avenue S: St Nicholas Avenue**  
 Location: **E: Clark Street W: Clark Street**  
 City, State: **Worcester, MA**  
 Client: **GPI/ B. Gomes**  
 Site Code: **AWSC-Round 4**  
 Count Date: **Wednesday, April 2, 2025**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



### Cars and Heavy Vehicles (Combined)

	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	4	3	5	0	12	2	34	3	0	39	5	3	4	0	12	13	56	1	0	70	133
7:15 AM	1	3	7	0	11	8	25	7	0	40	4	11	7	0	22	6	56	1	0	63	136
7:30 AM	1	6	10	0	17	8	41	4	0	53	13	12	1	0	26	5	43	3	0	51	147
7:45 AM	2	15	5	0	22	21	35	8	0	64	6	13	8	0	27	12	79	1	0	92	205
Total	8	27	27	0	62	39	135	22	0	196	28	39	20	0	87	36	234	6	0	276	621
8:00 AM	6	14	9	0	29	14	56	18	0	88	18	10	9	0	37	23	76	3	0	102	256
8:15 AM	2	13	4	0	19	5	52	3	0	60	12	16	12	0	40	10	84	2	0	96	215
8:30 AM	5	2	12	0	19	6	40	7	0	53	5	5	8	0	18	5	71	6	0	82	172
8:45 AM	2	9	7	0	18	9	39	3	0	51	8	3	7	0	18	7	59	1	0	67	154
Total	15	38	32	0	85	34	187	31	0	252	43	34	36	0	113	45	290	12	0	347	797
Grand Total	23	65	59	0	147	73	322	53	0	448	71	73	56	0	200	81	524	18	0	623	1418
Approach %	15.6	44.2	40.1	0.0		16.3	71.9	11.8	0.0		35.5	36.5	28.0	0.0		13.0	84.1	2.9	0.0		
Total %	1.6	4.6	4.2	0.0	10.4	5.1	22.7	3.7	0.0	31.6	5.0	5.1	3.9	0.0	14.1	5.7	37.0	1.3	0.0	43.9	
Exiting Leg Total	164					654					199					401					1418
Cars	23	65	59	0	147	70	302	45	0	417	58	71	55	0	184	77	496	18	0	591	1339
% Cars	100.0	100.0	100.0	0.0	100.0	95.9	93.8	84.9	0.0	93.1	81.7	97.3	98.2	0.0	92.0	95.1	94.7	100.0	0.0	94.9	94.4
Exiting Leg Total	159					613					187					380					1339
Heavy Vehicles	0	0	0	0	0	3	20	8	0	31	13	2	1	0	16	4	28	0	0	32	79
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	4.1	6.2	15.1	0.0	6.9	18.3	2.7	1.8	0.0	8.0	4.9	5.3	0.0	0.0	5.1	5.6
Exiting Leg Total	5					41					12					21					79

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

7:45 AM	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	2	15	5	0	22	21	35	8	0	64	6	13	8	0	27	12	79	1	0	92	205
8:00 AM	6	14	9	0	29	14	56	18	0	88	18	10	9	0	37	23	76	3	0	102	256
8:15 AM	2	13	4	0	19	5	52	3	0	60	12	16	12	0	40	10	84	2	0	96	215
8:30 AM	5	2	12	0	19	6	40	7	0	53	5	5	8	0	18	5	71	6	0	82	172
Total Volume	15	44	30	0	89	46	183	36	0	265	41	44	37	0	122	50	310	12	0	372	848
% Approach Total	16.9	49.4	33.7	0.0		17.4	69.1	13.6	0.0		33.6	36.1	30.3	0.0		13.4	83.3	3.2	0.0		
PHF	0.625	0.733	0.625	0.000	0.767	0.548	0.817	0.500	0.000	0.753	0.569	0.688	0.771	0.000	0.763	0.543	0.923	0.500	0.000	0.912	0.828
Cars	15	44	30	0	89	44	171	32	0	247	34	42	36	0	112	47	294	12	0	353	801
Cars %	100.0	100.0	100.0	0.0	100.0	95.7	93.4	88.9	0.0	93.2	82.9	95.5	97.3	0.0	91.8	94.0	94.8	100.0	0.0	94.9	94.5
Heavy Vehicles	0	0	0	0	0	2	12	4	0	18	7	2	1	0	10	3	16	0	0	19	47
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	4.3	6.6	11.1	0.0	6.8	17.1	4.5	2.7	0.0	8.2	6.0	5.2	0.0	0.0	5.1	5.5
Cars Enter Leg	15	44	30	0	89	44	171	32	0	247	34	42	36	0	112	47	294	12	0	353	801
Heavy Enter Leg	0	0	0	0	0	2	12	4	0	18	7	2	1	0	10	3	16	0	0	19	47
Total Entering Leg	15	44	30	0	89	46	183	36	0	265	41	44	37	0	122	50	310	12	0	372	848
Cars Exiting Leg	98					358					123					222					801
Heavy Exiting Leg	4					23					7					13					47
Total Exiting Leg	102					381					130					235					848

PDI File #: **250531 (16)**  
 Location: **N: St Nicholas Avenue S: St Nicholas Avenue**  
 Location: **E: Clark Street W: Clark Street**  
 City, State: **Worcester, MA**  
 Client: **GPI/ B. Gomes**  
 Site Code: **AWSC-Round 4**  
 Count Date: **Wednesday, April 2, 2025**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



**Cars**

	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	4	3	5	0	12	1	32	1	0	34	3	3	4	0	10	12	49	1	0	62	118
7:15 AM	1	3	7	0	11	8	23	7	0	38	3	11	7	0	21	6	55	1	0	62	132
7:30 AM	1	6	10	0	17	8	38	2	0	48	11	12	1	0	24	5	43	3	0	51	140
7:45 AM	2	15	5	0	22	21	34	7	0	62	5	13	7	0	25	11	76	1	0	88	197
Total	8	27	27	0	62	38	127	17	0	182	22	39	19	0	80	34	223	6	0	263	587
8:00 AM	6	14	9	0	29	14	50	16	0	80	17	10	9	0	36	22	73	3	0	98	243
8:15 AM	2	13	4	0	19	5	50	3	0	58	7	14	12	0	33	9	79	2	0	90	200
8:30 AM	5	2	12	0	19	4	37	6	0	47	5	5	8	0	18	5	66	6	0	77	161
8:45 AM	2	9	7	0	18	9	38	3	0	50	7	3	7	0	17	7	55	1	0	63	148
Total	15	38	32	0	85	32	175	28	0	235	36	32	36	0	104	43	273	12	0	328	752
Grand Total	23	65	59	0	147	70	302	45	0	417	58	71	55	0	184	77	496	18	0	591	1339
Approach %	15.6	44.2	40.1	0.0		16.8	72.4	10.8	0.0		31.5	38.6	29.9	0.0		13.0	83.9	3.0	0.0		
Total %	1.7	4.9	4.4	0.0	11.0	5.2	22.6	3.4	0.0	31.1	4.3	5.3	4.1	0.0	13.7	5.8	37.0	1.3	0.0	44.1	
Exiting Leg Total	159					613					187					380					1339

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

7:45 AM	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	2	15	5	0	22	21	34	7	0	62	5	13	7	0	25	11	76	1	0	88	197
8:00 AM	6	14	9	0	29	14	50	16	0	80	17	10	9	0	36	22	73	3	0	98	243
8:15 AM	2	13	4	0	19	5	50	3	0	58	7	14	12	0	33	9	79	2	0	90	200
8:30 AM	5	2	12	0	19	4	37	6	0	47	5	5	8	0	18	5	66	6	0	77	161
Total Volume	15	44	30	0	89	44	171	32	0	247	34	42	36	0	112	47	294	12	0	353	801
% Approach Total	16.9	49.4	33.7	0.0		17.8	69.2	13.0	0.0		30.4	37.5	32.1	0.0		13.3	83.3	3.4	0.0		
PHF	0.625	0.733	0.625	0.000	0.767	0.524	0.855	0.500	0.000	0.772	0.500	0.750	0.750	0.000	0.778	0.534	0.930	0.500	0.000	0.901	0.824
Entering Leg	15	44	30	0	89	44	171	32	0	247	34	42	36	0	112	47	294	12	0	353	801
Exiting Leg	98					358					123					222					801
Total	187					605					235					575					1602

PDI File #: **250531 (16)**  
 Location: **N: St Nicholas Avenue S: St Nicholas Avenue**  
 Location: **E: Clark Street W: Clark Street**  
 City, State: **Worcester, MA**  
 Client: **GPI/ B. Gomes**  
 Site Code: **AWSC-Round 4**  
 Count Date: **Wednesday, April 2, 2025**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**



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

	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	1	2	2	0	5	2	0	0	0	2	1	7	0	0	8	15
7:15 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
7:30 AM	0	0	0	0	0	0	3	2	0	5	2	0	0	0	2	0	0	0	0	0	7
7:45 AM	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	1	3	0	0	4	8
Total	0	0	0	0	0	1	8	5	0	14	6	0	1	0	7	2	11	0	0	13	34
8:00 AM	0	0	0	0	0	0	6	2	0	8	1	0	0	0	1	1	3	0	0	4	13
8:15 AM	0	0	0	0	0	0	2	0	0	2	5	2	0	0	7	1	5	0	0	6	15
8:30 AM	0	0	0	0	0	2	3	1	0	6	0	0	0	0	0	0	5	0	0	5	11
8:45 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	6
Total	0	0	0	0	0	2	12	3	0	17	7	2	0	0	9	2	17	0	0	19	45
Grand Total	0	0	0	0	0	3	20	8	0	31	13	2	1	0	16	4	28	0	0	32	79
Approach %	0.0	0.0	0.0	0.0		9.7	64.5	25.8	0.0		81.3	12.5	6.3	0.0		12.5	87.5	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	3.8	25.3	10.1	0.0	39.2	16.5	2.5	1.3	0.0	20.3	5.1	35.4	0.0	0.0	40.5	
Exiting Leg Total	5					41					12					21					79
Buses	0	0	0	0	0	2	18	8	0	28	13	2	1	0	16	4	26	0	0	30	74
% Buses	0.0	0.0	0.0	0.0	0.0	66.7	90.0	100.0	0.0	90.3	100.0	100.0	100.0	0.0	100.0	100.0	92.9	0.0	0.0	93.8	93.7
Exiting Leg Total	4					39					12					19					74
Single-Unit Trucks	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	5
% Single-Unit	0.0	0.0	0.0	0.0	0.0	33.3	10.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.3	6.3
Exiting Leg Total	1					2					0					2					5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

7:45 AM	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	1	3	0	0	4	8
8:00 AM	0	0	0	0	0	0	6	2	0	8	1	0	0	0	1	1	3	0	0	4	13
8:15 AM	0	0	0	0	0	0	2	0	0	2	5	2	0	0	7	1	5	0	0	6	15
8:30 AM	0	0	0	0	0	2	3	1	0	6	0	0	0	0	0	0	5	0	0	5	11
Total Volume	0	0	0	0	0	2	12	4	0	18	7	2	1	0	10	3	16	0	0	19	47
% Approach Total	0.0	0.0	0.0	0.0		11.1	66.7	22.2	0.0		70.0	20.0	10.0	0.0		15.8	84.2	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.500	0.000	0.563	0.350	0.250	0.250	0.000	0.357	0.750	0.800	0.000	0.000	0.792	0.783
Buses	0	0	0	0	0	1	10	4	0	15	7	2	1	0	10	3	15	0	0	18	43
Buses %	0.0	0.0	0.0	0.0	0.0	50.0	83.3	100.0	0.0	83.3	100.0	100.0	100.0	0.0	100.0	100.0	93.8	0.0	0.0	94.7	91.5
Single-Unit Trucks	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Single-Unit %	0.0	0.0	0.0	0.0	0.0	50.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	5.3	8.5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	1	10	4	0	15	7	2	1	0	10	3	15	0	0	18	43
Single-Unit Trucks	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	2	12	4	0	18	7	2	1	0	10	3	16	0	0	19	47
Buses	3					22					7					11					43
Single-Unit Trucks	1					1					0					2					4
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	4					23					7					13					47



PDI File #: **250531 (16)**  
 Location: **N: St Nicholas Avenue S: St Nicholas Avenue**  
 Location: **E: Clark Street W: Clark Street**  
 City, State: **Worcester, MA**  
 Client: **GPI/ B. Gomes**  
 Site Code: **AWSC-Round 4**  
 Count Date: **Wednesday, April 2, 2025**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



### Buses

	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	1	2	2	0	5	2	0	0	0	2	1	7	0	0	8	15
7:15 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
7:30 AM	0	0	0	0	0	0	3	2	0	5	2	0	0	0	2	0	0	0	0	0	7
7:45 AM	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	1	3	0	0	4	8
Total	0	0	0	0	0	1	8	5	0	14	6	0	1	0	7	2	11	0	0	13	34
8:00 AM	0	0	0	0	0	0	6	2	0	8	1	0	0	0	1	1	2	0	0	3	12
8:15 AM	0	0	0	0	0	0	1	0	0	1	5	2	0	0	7	1	5	0	0	6	14
8:30 AM	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	0	5	0	0	5	9
8:45 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	5
Total	0	0	0	0	0	1	10	3	0	14	7	2	0	0	9	2	15	0	0	17	40
Grand Total	0	0	0	0	0	2	18	8	0	28	13	2	1	0	16	4	26	0	0	30	74
Approach %	0.0	0.0	0.0	0.0		7.1	64.3	28.6	0.0		81.3	12.5	6.3	0.0		13.3	86.7	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	2.7	24.3	10.8	0.0	37.8	17.6	2.7	1.4	0.0	21.6	5.4	35.1	0.0	0.0	40.5	
Exiting Leg Total	4					39					12					19					74

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

7:45 AM	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	1	3	0	0	4	8
8:00 AM	0	0	0	0	0	0	6	2	0	8	1	0	0	0	1	1	2	0	0	3	12
8:15 AM	0	0	0	0	0	0	1	0	0	1	5	2	0	0	7	1	5	0	0	6	14
8:30 AM	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	0	5	0	0	5	9
Total Volume	0	0	0	0	0	1	10	4	0	15	7	2	1	0	10	3	15	0	0	18	43
% Approach Total	0.0	0.0	0.0	0.0		6.7	66.7	26.7	0.0		70.0	20.0	10.0	0.0		16.7	83.3	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.417	0.500	0.000	0.469	0.350	0.250	0.250	0.000	0.357	0.750	0.750	0.000	0.000	0.750	0.768
Entering Leg	0	0	0	0	0	1	10	4	0	15	7	2	1	0	10	3	15	0	0	18	43
Exiting Leg	3					22					7					11					43
Total	3					37					17					29					86

PDI File #: **250531 (16)**  
 Location: **N: St Nicholas Avenue S: St Nicholas Avenue**  
 Location: **E: Clark Street W: Clark Street**  
 City, State: **Worcester, MA**  
 Client: **GPI/ B. Gomes**  
 Site Code: **AWSC-Round 4**  
 Count Date: **Wednesday, April 2, 2025**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



### Single-Unit Trucks

	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	0	2
Grand Total	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	0	2
Approach %	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	20.0	40.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	
Exiting Leg Total	1					2					0					2					5

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

8:00 AM	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total Volume	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0		33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.625
Entering Leg	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	0	2
Exiting Leg	1					2					0					2					5
Total	1					5					0					4					10

PDI File #: **250531 (16)**  
 Location: **N: St Nicholas Avenue S: St Nicholas Avenue**  
 Location: **E: Clark Street W: Clark Street**  
 City, State: **Worcester, MA**  
 Client: **GPI/ B. Gomes**  
 Site Code: **AWSC-Round 4**  
 Count Date: **Wednesday, April 2, 2025**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



### Articulated Trucks

	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					0					0

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

7:00 AM	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **250531 (16)**  
 Location: **N: St Nicholas Avenue S: St Nicholas Avenue**  
 Location: **E: Clark Street W: Clark Street**  
 City, State: **Worcester, MA**  
 Client: **GPI/ B. Gomes**  
 Site Code: **AWSC-Round 4**  
 Count Date: **Wednesday, April 2, 2025**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



### Bicycles (on Roadway and Crosswalks)

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

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

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

PDI File #: **250531 (16)**  
 Location: **N: St Nicholas Avenue S: St Nicholas Avenue**  
 Location: **E: Clark Street W: Clark Street**  
 City, State: **Worcester, MA**  
 Client: **GPI/ B. Gomes**  
 Site Code: **AWSC-Round 4**  
 Count Date: **Wednesday, April 2, 2025**  
 Start Time: **7:00 AM**  
 End Time: **9:00 AM**  
 Class:



### Pedestrians

	St Nicholas Avenue								Clark Street								St Nicholas Avenue								Clark Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Grand Total	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2				
Approach %	0	0	0	0	0	0	100		0	0	0	0	0	0	0	0	0	0	100	0		0	0	0	0	0	0						
Total %	0	0	0	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0	50	0	50	0	0	0	0	0	0						
Exiting Leg Total	1								0								1								0								2

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

7:45 AM	St Nicholas Avenue							Clark Street							St Nicholas Avenue							Clark Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250		0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.250	0.000	0.250		0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
Exiting Leg	1							0							1							0							2
Total	2							0							2							0							4



PDI File #: **250531 (16)**  
 Location: **N: St Nicholas Avenue S: St Nicholas Avenue**  
 Location: **E: Clark Street W: Clark Street**  
 City, State: **Worcester, MA**  
 Client: **GPI/ B. Gomes**  
 Site Code: **AWSC-Round 4**  
 Count Date: **Wednesday, April 2, 2025**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



### Cars and Heavy Vehicles (Combined)

	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	5	13	3	0	21	15	62	6	0	83	7	17	16	0	40	15	58	4	0	77	221
4:15 PM	4	6	5	0	15	10	64	14	0	88	8	15	7	0	30	11	64	3	0	78	211
4:30 PM	2	7	5	0	14	8	68	7	0	83	13	9	10	0	32	7	59	4	0	70	199
4:45 PM	1	12	6	0	19	18	70	11	0	99	9	16	9	0	34	10	59	5	0	74	226
Total	12	38	19	0	69	51	264	38	0	353	37	57	42	0	136	43	240	16	0	299	857
5:00 PM	3	13	7	0	23	18	86	10	0	114	10	6	12	0	28	12	61	3	0	76	241
5:15 PM	1	7	8	0	16	10	70	4	0	84	6	10	7	0	23	8	49	5	0	62	185
5:30 PM	1	9	10	0	20	12	71	11	0	94	9	13	9	0	31	9	31	4	0	44	189
5:45 PM	2	15	2	0	19	9	43	7	0	59	6	10	12	0	28	7	38	3	0	48	154
Total	7	44	27	0	78	49	270	32	0	351	31	39	40	0	110	36	179	15	0	230	769
Grand Total	19	82	46	0	147	100	534	70	0	704	68	96	82	0	246	79	419	31	0	529	1626
Approach %	12.9	55.8	31.3	0.0		14.2	75.9	9.9	0.0		27.6	39.0	33.3	0.0		14.9	79.2	5.9	0.0		
Total %	1.2	5.0	2.8	0.0	9.0	6.2	32.8	4.3	0.0	43.3	4.2	5.9	5.0	0.0	15.1	4.9	25.8	1.9	0.0	32.5	
Exiting Leg Total	227					533					231					635					1626
Cars	18	81	45	0	144	100	532	64	0	696	61	96	82	0	239	78	389	31	0	498	1577
% Cars	94.7	98.8	97.8	0.0	98.0	100.0	99.6	91.4	0.0	98.9	89.7	100.0	100.0	0.0	97.2	98.7	92.8	100.0	0.0	94.1	97.0
Exiting Leg Total	227					495					223					632					1577
Heavy Vehicles	1	1	1	0	3	0	2	6	0	8	7	0	0	0	7	1	30	0	0	31	49
% Heavy Vehicles	5.3	1.2	2.2	0.0	2.0	0.0	0.4	8.6	0.0	1.1	10.3	0.0	0.0	0.0	2.8	1.3	7.2	0.0	0.0	5.9	3.0
Exiting Leg Total	0					38					8					3					49

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	4	6	5	0	15	10	64	14	0	88	8	15	7	0	30	11	64	3	0	78	211
4:30 PM	2	7	5	0	14	8	68	7	0	83	13	9	10	0	32	7	59	4	0	70	199
4:45 PM	1	12	6	0	19	18	70	11	0	99	9	16	9	0	34	10	59	5	0	74	226
5:00 PM	3	13	7	0	23	18	86	10	0	114	10	6	12	0	28	12	61	3	0	76	241
Total Volume	10	38	23	0	71	54	288	42	0	384	40	46	38	0	124	40	243	15	0	298	877
% Approach Total	14.1	53.5	32.4	0.0		14.1	75.0	10.9	0.0		32.3	37.1	30.6	0.0		13.4	81.5	5.0	0.0		
PHF	0.625	0.731	0.821	0.000	0.772	0.750	0.837	0.750	0.000	0.842	0.769	0.719	0.792	0.000	0.912	0.833	0.949	0.750	0.000	0.955	0.910
Cars	10	38	23	0	71	54	288	38	0	380	36	46	38	0	120	39	223	15	0	277	848
Cars %	100.0	100.0	100.0	0.0	100.0	100.0	100.0	90.5	0.0	99.0	90.0	100.0	100.0	0.0	96.8	97.5	91.8	100.0	0.0	93.0	96.7
Heavy Vehicles	0	0	0	0	0	0	0	4	0	4	4	0	0	0	4	1	20	0	0	21	29
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	0.0	1.0	10.0	0.0	0.0	0.0	3.2	2.5	8.2	0.0	0.0	7.0	3.3
Cars Enter Leg	10	38	23	0	71	54	288	38	0	380	36	46	38	0	120	39	223	15	0	277	848
Heavy Enter Leg	0	0	0	0	0	0	0	4	0	4	4	0	0	0	4	1	20	0	0	21	29
Total Entering Leg	10	38	23	0	71	54	288	42	0	384	40	46	38	0	124	40	243	15	0	298	877
Cars Exiting Leg	115					282					115					336					848
Heavy Exiting Leg	0					24					5					0					29
Total Exiting Leg	115					306					120					336					877

PDI File #: **250531 (16)**  
 Location: **N: St Nicholas Avenue S: St Nicholas Avenue**  
 Location: **E: Clark Street W: Clark Street**  
 City, State: **Worcester, MA**  
 Client: **GPI/ B. Gomes**  
 Site Code: **AWSC-Round 4**  
 Count Date: **Wednesday, April 2, 2025**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



### Cars

	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	4	12	2	0	18	15	62	6	0	83	6	17	16	0	39	15	52	4	0	71	211
4:15 PM	4	6	5	0	15	10	64	12	0	86	6	15	7	0	28	11	58	3	0	72	201
4:30 PM	2	7	5	0	14	8	68	7	0	83	11	9	10	0	30	7	51	4	0	62	189
4:45 PM	1	12	6	0	19	18	70	9	0	97	9	16	9	0	34	9	57	5	0	71	221
Total	11	37	18	0	66	51	264	34	0	349	32	57	42	0	131	42	218	16	0	276	822
5:00 PM	3	13	7	0	23	18	86	10	0	114	10	6	12	0	28	12	57	3	0	72	237
5:15 PM	1	7	8	0	16	10	70	4	0	84	5	10	7	0	22	8	47	5	0	60	182
5:30 PM	1	9	10	0	20	12	70	10	0	92	8	13	9	0	30	9	31	4	0	44	186
5:45 PM	2	15	2	0	19	9	42	6	0	57	6	10	12	0	28	7	36	3	0	46	150
Total	7	44	27	0	78	49	268	30	0	347	29	39	40	0	108	36	171	15	0	222	755
Grand Total	18	81	45	0	144	100	532	64	0	696	61	96	82	0	239	78	389	31	0	498	1577
Approach %	12.5	56.3	31.3	0.0		14.4	76.4	9.2	0.0		25.5	40.2	34.3	0.0		15.7	78.1	6.2	0.0		
Total %	1.1	5.1	2.9	0.0	9.1	6.3	33.7	4.1	0.0	44.1	3.9	6.1	5.2	0.0	15.2	4.9	24.7	2.0	0.0	31.6	
Exiting Leg Total	227					495					223					632					1577

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	4	6	5	0	15	10	64	12	0	86	6	15	7	0	28	11	58	3	0	72	201
4:30 PM	2	7	5	0	14	8	68	7	0	83	11	9	10	0	30	7	51	4	0	62	189
4:45 PM	1	12	6	0	19	18	70	9	0	97	9	16	9	0	34	9	57	5	0	71	221
5:00 PM	3	13	7	0	23	18	86	10	0	114	10	6	12	0	28	12	57	3	0	72	237
Total Volume	10	38	23	0	71	54	288	38	0	380	36	46	38	0	120	39	223	15	0	277	848
% Approach Total	14.1	53.5	32.4	0.0		14.2	75.8	10.0	0.0		30.0	38.3	31.7	0.0		14.1	80.5	5.4	0.0		
PHF	0.625	0.731	0.821	0.000	0.772	0.750	0.837	0.792	0.000	0.833	0.818	0.719	0.792	0.000	0.882	0.813	0.961	0.750	0.000	0.962	0.895
Entering Leg	10	38	23	0	71	54	288	38	0	380	36	46	38	0	120	39	223	15	0	277	848
Exiting Leg	115					282					115					336					848
Total	186					662					235					613					1696

PDI File #: **250531 (16)**  
 Location: **N: St Nicholas Avenue S: St Nicholas Avenue**  
 Location: **E: Clark Street W: Clark Street**  
 City, State: **Worcester, MA**  
 Client: **GPI/ B. Gomes**  
 Site Code: **AWSC-Round 4**  
 Count Date: **Wednesday, April 2, 2025**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



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

	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	1	1	0	3	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	10
4:15 PM	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	6	0	0	6	10
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	8	0	0	8	10
4:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	2	0	0	3	5
Total	1	1	1	0	3	0	0	4	0	4	5	0	0	0	5	1	22	0	0	23	35
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
5:30 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	0	0	2	2	0	4	2	0	0	0	2	0	8	0	0	8	14
Grand Total	1	1	1	0	3	0	2	6	0	8	7	0	0	0	7	1	30	0	0	31	49
Approach %	33.3	33.3	33.3	0.0		0.0	25.0	75.0	0.0		100.0	0.0	0.0	0.0		3.2	96.8	0.0	0.0		
Total %	2.0	2.0	2.0	0.0	6.1	0.0	4.1	12.2	0.0	16.3	14.3	0.0	0.0	0.0	14.3	2.0	61.2	0.0	0.0	63.3	
Exiting Leg Total	0					38					8					3					49
Buses	0	0	0	0	0	0	0	4	0	4	6	0	0	0	6	0	26	0	0	26	36
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	50.0	85.7	0.0	0.0	0.0	85.7	0.0	86.7	0.0	0.0	83.9	73.5
Exiting Leg Total	0					32					4					0					36
Single-Unit Trucks	0	0	1	0	1	0	2	2	0	4	1	0	0	0	1	1	4	0	0	5	11
% Single-Unit	0.0	0.0	100.0	0.0	33.3	0.0	100.0	33.3	0.0	50.0	14.3	0.0	0.0	0.0	14.3	100.0	13.3	0.0	0.0	16.1	22.4
Exiting Leg Total	0					6					3					2					11
Articulated Trucks	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Articulated	100.0	100.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1
Exiting Leg Total	0					0					1					1					2

### Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	1	1	0	3	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	10
4:15 PM	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	6	0	0	6	10
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	8	0	0	8	10
4:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	2	0	0	3	5
Total Volume	1	1	1	0	3	0	0	4	0	4	5	0	0	0	5	1	22	0	0	23	35
% Approach Total	33.3	33.3	33.3	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		4.3	95.7	0.0	0.0		
PHF	0.250	0.250	0.250	0.000	0.250	0.000	0.000	0.500	0.000	0.500	0.625	0.000	0.000	0.000	0.625	0.250	0.688	0.000	0.000	0.719	0.875
Buses	0	0	0	0	0	0	0	2	0	2	4	0	0	0	4	0	20	0	0	20	26
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	80.0	0.0	0.0	0.0	80.0	0.0	90.9	0.0	0.0	87.0	74.3
Single-Unit Trucks	0	0	1	0	1	0	0	2	0	2	1	0	0	0	1	1	2	0	0	3	7
Single-Unit %	0.0	0.0	100.0	0.0	33.3	0.0	0.0	50.0	0.0	50.0	20.0	0.0	0.0	0.0	20.0	100.0	9.1	0.0	0.0	13.0	20.0
Articulated Trucks	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Articulated %	100.0	100.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7
Buses	0	0	0	0	0	0	0	2	0	2	4	0	0	0	4	0	20	0	0	20	26
Single-Unit Trucks	0	0	1	0	1	0	0	2	0	2	1	0	0	0	1	1	2	0	0	3	7
Articulated Trucks	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Entering Leg	1	1	1	0	3	0	0	4	0	4	5	0	0	0	5	1	22	0	0	23	35
Buses	0					24					2					0					26
Single-Unit Trucks	0					4					3					0					7
Articulated Trucks	0					0					1					1					2
Total Exiting Leg	0					28					6					1					35

PDI File #: **250531 (16)**  
 Location: **N: St Nicholas Avenue S: St Nicholas Avenue**  
 Location: **E: Clark Street W: Clark Street**  
 City, State: **Worcester, MA**  
 Client: **GPI/ B. Gomes**  
 Site Code: **AWSC-Round 4**  
 Count Date: **Wednesday, April 2, 2025**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



### Buses

	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	6	0	0	6	8
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	7	0	0	7	8
4:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	0	2	0	2	4	0	0	0	4	0	20	0	0	20	26
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	6	0	0	6	10
Grand Total	0	0	0	0	0	0	0	4	0	4	6	0	0	0	6	0	26	0	0	26	36
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	11.1	16.7	0.0	0.0	0.0	16.7	0.0	72.2	0.0	0.0	72.2	
Exiting Leg Total	0					32					4					0					36

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	6	0	0	6	8
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	7	0	0	7	8
4:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	0	0	0	0	0	2	0	2	4	0	0	0	4	0	20	0	0	20	26
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.500	0.000	0.000	0.000	0.500	0.000	0.714	0.000	0.000	0.714	0.813
Entering Leg	0	0	0	0	0	0	0	2	0	2	4	0	0	0	4	0	20	0	0	20	26
Exiting Leg	0					24					2					0					26
Total	0					26					6					20					52

PDI File #: **250531 (16)**  
 Location: **N: St Nicholas Avenue S: St Nicholas Avenue**  
 Location: **E: Clark Street W: Clark Street**  
 City, State: **Worcester, MA**  
 Client: **GPI/ B. Gomes**  
 Site Code: **AWSC-Round 4**  
 Count Date: **Wednesday, April 2, 2025**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



### Single-Unit Trucks

	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
Total	0	0	1	0	1	0	0	2	0	2	1	0	0	0	1	1	2	0	0	3	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Grand Total	0	0	1	0	1	0	2	2	0	4	1	0	0	0	1	1	4	0	0	5	11
Approach %	0.0	0.0	100.0	0.0		0.0	50.0	50.0	0.0		100.0	0.0	0.0	0.0		20.0	80.0	0.0	0.0		
Total %	0.0	0.0	9.1	0.0	9.1	0.0	18.2	18.2	0.0	36.4	9.1	0.0	0.0	0.0	9.1	9.1	36.4	0.0	0.0	45.5	
Exiting Leg Total	0					6					3					2					11

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
Total Volume	0	0	1	0	1	0	0	2	0	2	1	0	0	0	0	1	1	2	0	0	3	7
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0			33.3	66.7	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.375	0.875	
Entering Leg	0	0	1	0	1	0	0	2	0	2	1	0	0	0	1	1	2	0	0	3	7	
Exiting Leg	0					4					3					0					7	
Total	1					6					4					3					14	



PDI File #: **250531 (16)**  
 Location: **N: St Nicholas Avenue S: St Nicholas Avenue**  
 Location: **E: Clark Street W: Clark Street**  
 City, State: **Worcester, MA**  
 Client: **GPI/ B. Gomes**  
 Site Code: **AWSC-Round 4**  
 Count Date: **Wednesday, April 2, 2025**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



### Articulated Trucks

	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	50.0	50.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					1					1					2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	St Nicholas Avenue					Clark Street					St Nicholas Avenue					Clark Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	0					0					1					1					2
Total	2					0					1					1					4

PDI File #: **250531 (16)**  
 Location: **N: St Nicholas Avenue S: St Nicholas Avenue**  
 Location: **E: Clark Street W: Clark Street**  
 City, State: **Worcester, MA**  
 Client: **GPI/ B. Gomes**  
 Site Code: **AWSC-Round 4**  
 Count Date: **Wednesday, April 2, 2025**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



### Bicycles (on Roadway and Crosswalks)

	St Nicholas Avenue							Clark Street							St Nicholas Avenue							Clark Street							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0		
Exiting Leg Total	0							1							0							0							1	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	St Nicholas Avenue							Clark Street							St Nicholas Avenue							Clark Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Exiting Leg	0							1							0							0							1
Total	0							1							0							1							2

PDI File #: **250531 (16)**  
 Location: **N: St Nicholas Avenue S: St Nicholas Avenue**  
 Location: **E: Clark Street W: Clark Street**  
 City, State: **Worcester, MA**  
 Client: **GPI/ B. Gomes**  
 Site Code: **AWSC-Round 4**  
 Count Date: **Wednesday, April 2, 2025**  
 Start Time: **4:00 PM**  
 End Time: **6:00 PM**  
 Class:



### Pedestrians

	St Nicholas Avenue							Clark Street							St Nicholas Avenue							Clark Street							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	3	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		
Total	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	1	0	1	5	
Grand Total	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	3	0	3	0	0	0	0	2	0	2	7	
Approach %	0	0	0	0	100	0		0	0	0	0	100	0		0	0	0	0	100	0		0	0	0	0	100	0			
Total %	0	0	0	0	14.3	0	14.3	0	0	0	0	14.3	0	14.3	0	0	0	0	42.9	0	42.9	0	0	0	0	28.6	0	28.6		
Exiting Leg Total	1							1							3							2							7	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	St Nicholas Avenue							Clark Street							St Nicholas Avenue							Clark Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
Total Volume	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	1	0	1	5
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.417
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	0	1	0	1	5
Exiting Leg	1							1							2							1							5
Total	2							2							4							2							10

## **SPEED DATA**

Clark Street  
west of St Nicholas Avenue  
City, State: Worcester, MA  
Client: GPI/B. Gomes  
Site Code: AWSC-Round 4



PDI File #: 250531 ATR 16 (Speed)

Count Date  
Wednesday, April 2, 2025

Speed (60-minute)

EB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	1	8	9	4	3	1	0	0	0	0	0	26	37.8	32.2
1:00 AM	0	0	0	0	4	1	1	0	0	0	0	0	0	6	36.5	34.0
2:00 AM	0	0	0	2	2	2	0	0	0	0	0	0	0	6	36.0	31.2
3:00 AM	0	0	1	2	4	2	0	0	0	0	0	0	0	9	34.8	30.6
4:00 AM	0	0	1	4	10	3	1	0	0	0	0	0	0	19	35.3	31.8
5:00 AM	0	1	2	14	50	21	5	2	0	0	0	0	0	95	37.0	32.9
6:00 AM	0	1	4	31	58	47	12	3	1	0	0	0	0	157	38.0	33.4
7:00 AM	0	2	8	53	135	63	11	0	0	0	0	0	0	272	36.0	32.0
8:00 AM	1	5	8	94	163	64	10	0	0	0	0	0	0	345	35.0	31.2
9:00 AM	0	2	7	71	107	49	4	0	0	0	0	0	0	240	36.0	31.3
10:00 AM	1	1	12	62	93	30	5	1	1	0	0	0	0	206	35.3	31.0
11:00 AM	1	3	18	62	88	44	6	0	0	0	0	0	0	222	35.0	30.7
12:00 PM	1	3	7	57	103	51	8	0	0	0	0	0	0	230	36.0	31.7
1:00 PM	2	1	13	47	110	58	11	0	0	0	0	0	0	242	36.0	31.8
2:00 PM	4	5	18	92	142	47	13	1	0	0	0	0	0	322	35.0	30.7
3:00 PM	2	1	20	64	101	59	8	0	0	0	0	0	0	255	36.0	31.3
4:00 PM	3	0	17	75	127	56	12	1	0	1	0	0	0	292	36.0	31.4
5:00 PM	2	0	9	46	122	60	4	1	0	0	0	0	0	244	36.0	32.1
6:00 PM	1	0	7	33	77	40	4	1	0	0	0	0	0	163	37.0	32.0
7:00 PM	1	1	8	52	63	14	9	1	0	0	0	0	0	149	35.0	30.6
8:00 PM	0	1	7	32	33	14	2	0	0	0	0	0	0	89	35.0	30.4
9:00 PM	1	0	17	27	27	3	4	0	1	0	0	0	0	80	34.0	29.0
10:00 PM	0	0	4	19	21	6	1	1	0	0	0	0	0	52	34.4	30.1
11:00 PM	0	1	1	9	5	4	1	0	0	0	0	0	0	21	37.0	30.4
Total	20	28	190	956	1654	742	135	13	3	1	0	0	0	3742	36.0	31.4
Percent	0.53%	0.75%	5.08%	25.55%	44.20%	19.83%	3.61%	0.35%	0.08%	0.03%	0.00%	0.00%	0.00%			

AM Peak	8:00 AM	8:00 AM	11:00 AM	8:00 AM	8:00 AM	8:00 AM	6:00 AM	6:00 AM	6:00 AM					8:00 AM
Volume	1	5	18	94	163	64	12	3	1	0	0	0	0	345

PM Peak	2:00 PM	2:00 PM	3:00 PM	2:00 PM	2:00 PM	5:00 PM	2:00 PM	2:00 PM	9:00 PM	4:00 PM				2:00 PM
Volume	4	5	20	92	142	60	13	1	1	1	0	0	0	322

15th Percentile:	27.0 MPH	Average Speed:	31.4 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	31.5 MPH	10 MPH Pace:	27 to 36 MPH	Number of Vehicles > 30 MPH:	2229
85th Percentile:	36.0 MPH	Number in Pace:	2779	Percent of Vehicles > 30 MPH:	59.6%
95th Percentile:	39.0 MPH	Percent in Pace:	74.3%		



Clark Street  
west of St Nicholas Avenue  
City, State: Worcester, MA  
Client: GPI/B. Gomes  
Site Code: AWSC-Round 4



PDI File #: 250531 ATR 16 (Speed)

Count Date  
Wednesday, April 2, 2025

Speed (60-minute)

WB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	3	6	3	6	1	0	0	0	0	0	0	19	37.0	30.9
1:00 AM	0	0	1	0	3	7	1	0	0	0	0	0	0	12	38.0	34.5
2:00 AM	0	0	0	0	6	2	1	0	0	0	0	0	0	9	37.4	34.3
3:00 AM	0	0	0	1	1	1	1	0	0	0	0	0	0	4	40.8	34.5
4:00 AM	0	0	1	2	4	1	0	1	0	0	0	0	0	9	35.6	32.6
5:00 AM	0	2	2	3	11	8	1	1	0	0	0	0	0	28	37.0	32.1
6:00 AM	0	0	5	30	51	16	8	3	0	0	0	0	0	113	36.0	32.1
7:00 AM	0	0	4	26	73	41	17	1	0	0	0	0	0	162	38.9	33.5
8:00 AM	0	0	6	51	95	56	15	1	0	0	0	0	0	224	37.0	32.7
9:00 AM	0	3	6	28	95	57	7	1	0	1	0	0	0	198	37.0	32.8
10:00 AM	0	2	5	39	77	44	10	2	0	0	0	0	0	179	37.0	32.3
11:00 AM	1	2	10	36	81	51	2	0	1	0	0	0	0	184	36.0	31.5
12:00 PM	0	4	8	43	98	53	7	1	0	0	0	0	0	214	36.0	32.0
1:00 PM	0	3	12	38	89	50	10	2	0	0	0	0	0	204	37.0	32.1
2:00 PM	0	5	21	58	143	56	9	0	0	0	0	0	0	292	36.0	31.3
3:00 PM	0	4	20	52	98	82	9	0	0	0	0	0	0	265	36.4	31.8
4:00 PM	0	3	8	55	128	92	20	0	0	0	0	0	0	306	37.0	32.7
5:00 PM	0	0	14	50	135	89	11	1	0	0	0	0	0	300	37.0	32.7
6:00 PM	0	0	10	30	73	47	7	0	1	0	0	0	0	168	36.0	32.3
7:00 PM	0	1	14	41	66	22	8	0	0	0	0	0	0	152	35.0	31.0
8:00 PM	0	1	4	23	30	16	4	0	0	0	0	0	0	78	36.0	31.4
9:00 PM	0	0	5	14	28	16	2	0	0	0	0	0	0	65	35.4	31.4
10:00 PM	0	1	5	12	15	4	1	0	0	0	0	0	0	38	34.0	29.7
11:00 PM	0	0	1	10	12	6	2	0	0	0	0	0	0	31	37.0	31.5
Total	1	31	165	648	1415	823	154	14	2	1	0	0	0	3254	37.0	32.1
Percent	0.03%	0.95%	5.07%	19.91%	43.48%	25.29%	4.73%	0.43%	0.06%	0.03%	0.00%	0.00%	0.00%			

AM Peak	11:00 AM	9:00 AM	11:00 AM	8:00 AM	8:00 AM	9:00 AM	7:00 AM	6:00 AM	11:00 AM	9:00 AM				8:00 AM
Volume	1	3	10	51	95	57	17	3	1	1	0	0	0	224

PM Peak		2:00 PM	2:00 PM	2:00 PM	2:00 PM	4:00 PM	4:00 PM	1:00 PM	6:00 PM					4:00 PM
Volume	0	5	21	58	143	92	20	2	1	0	0	0	0	306

15th Percentile:	27.0 MPH	Average Speed:	32.1 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	32.0 MPH	10 MPH Pace:	28 to 37 MPH	Number of Vehicles > 30 MPH:	2182
85th Percentile:	37.0 MPH	Number in Pace:	2412	Percent of Vehicles > 30 MPH:	67.1%
95th Percentile:	40.0 MPH	Percent in Pace:	74.1%		

Clark Street  
west of St Nicholas Avenue  
City, State: Worcester, MA  
Client: GPI/B. Gomes  
Site Code: AWSC-Round 4



PDI File #: 250531 ATR 16 (Speed)

Count Date  
Wednesday, April 2, 2025

Speed (60-minute) Combined EB and WB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	4	14	12	10	4	1	0	0	0	0	0	45	37.0	31.6
1:00 AM	0	0	1	0	7	8	2	0	0	0	0	0	0	18	38.0	34.3
2:00 AM	0	0	0	2	8	4	1	0	0	0	0	0	0	15	36.0	33.1
3:00 AM	0	0	1	3	5	3	1	0	0	0	0	0	0	13	36.4	31.8
4:00 AM	0	0	2	6	14	4	1	1	0	0	0	0	0	28	36.0	32.1
5:00 AM	0	3	4	17	61	29	6	3	0	0	0	0	0	123	37.0	32.7
6:00 AM	0	1	9	61	109	63	20	6	1	0	0	0	0	270	38.0	32.9
7:00 AM	0	2	12	79	208	104	28	1	0	0	0	0	0	434	37.0	32.6
8:00 AM	1	5	14	145	258	120	25	1	0	0	0	0	0	569	36.0	31.8
9:00 AM	0	5	13	99	202	106	11	1	0	1	0	0	0	438	36.0	32.0
10:00 AM	1	3	17	101	170	74	15	3	1	0	0	0	0	385	36.4	31.6
11:00 AM	2	5	28	98	169	95	8	0	1	0	0	0	0	406	36.0	31.1
12:00 PM	1	7	15	100	201	104	15	1	0	0	0	0	0	444	36.0	31.8
1:00 PM	2	4	25	85	199	108	21	2	0	0	0	0	0	446	37.0	32.0
2:00 PM	4	10	39	150	285	103	22	1	0	0	0	0	0	614	36.0	31.0
3:00 PM	2	5	40	116	199	141	17	0	0	0	0	0	0	520	36.0	31.5
4:00 PM	3	3	25	130	255	148	32	1	0	1	0	0	0	598	37.0	32.1
5:00 PM	2	0	23	96	257	149	15	2	0	0	0	0	0	544	37.0	32.4
6:00 PM	1	0	17	63	150	87	11	1	1	0	0	0	0	331	37.0	32.1
7:00 PM	1	2	22	93	129	36	17	1	0	0	0	0	0	301	35.0	30.8
8:00 PM	0	2	11	55	63	30	6	0	0	0	0	0	0	167	35.1	30.9
9:00 PM	1	0	22	41	55	19	6	0	1	0	0	0	0	145	35.0	30.1
10:00 PM	0	1	9	31	36	10	2	1	0	0	0	0	0	90	34.0	29.9
11:00 PM	0	1	2	19	17	10	3	0	0	0	0	0	0	52	37.4	31.1
Total	21	59	355	1604	3069	1565	289	27	5	2	0	0	0	6996	36.0	31.7
Percent	0.30%	0.84%	5.07%	22.93%	43.87%	22.37%	4.13%	0.39%	0.07%	0.03%	0.00%	0.00%	0.00%			

AM Peak	11:00 AM	8:00 AM	11:00 AM	8:00 AM	8:00 AM	8:00 AM	7:00 AM	6:00 AM	6:00 AM	9:00 AM				8:00 AM
Volume	2	5	28	145	258	120	28	6	1	1	0	0	0	569

PM Peak	2:00 PM	2:00 PM	3:00 PM	2:00 PM	2:00 PM	5:00 PM	4:00 PM	1:00 PM	6:00 PM	4:00 PM				2:00 PM
Volume	4	10	40	150	285	149	32	2	1	1	0	0	0	614

15th Percentile:	27.0 MPH	Average Speed:	31.7 MPH	Posted Speed Limit:	30 MPH
50th Percentile:	32.0 MPH	10 MPH Pace:	28 to 37 MPH	Number of Vehicles > 30 MPH:	4411
85th Percentile:	36.0 MPH	Number in Pace:	5137	Percent of Vehicles > 30 MPH:	63.1%
95th Percentile:	39.0 MPH	Percent in Pace:	73.4%		