

Acronyms and Glossary of Terms

Acronyms and Abbreviations

This section provides a list of acronyms and abbreviations that are found in the 2017 *ESPR*. The Glossary of Terms provides definitions for acronyms and abbreviations that have an asterisk (*).

Other

$\mu\text{g}/\text{m}^3$ micrograms of pollutant per cubic meter

A

ACI-NA Airports Council International – North America

ACRP Airport Cooperative Research Program

AC Advisory Circular

ADG Aircraft Design Group

AEDT Aviation Environmental Design Tool

AFB* (Hanscom) Air Force Base

AIP Program Airport Improvement Program

ALP* Airport Layout Plan

ALS* Approach Lighting System

APU* Auxiliary Power Unit

ARFF Airport Rescue and Fire Fighting

ARTS* Automated Radar Terminal System

ASR* Airport Surveillance Radar

AST Aboveground Storage Tanks

ATC* Air route traffic control center

ATCT* Airport traffic control tower

B

BDL Bradley International, CT airport code

BED Hanscom Field, MA airport code

BGR Bangor, ME airport code

BLSF* Bordering Land Subject to Flooding

BOS (Logan) Boston, MA airport code

BVT Burlington, VT airport code

BVW* Bordering Vegetated Wetlands

C

CAA Clean Air Act; Connecticut Airport Authority

(US)CBP U.S. Customs and Border Protection

CEP Comprehensive Energy Plan

CEQ Council on Environmental Quality

CERCLA Comprehensive Environmental Response, Compensation and Liability Act



CGP	Construction General Permit	ENF*	Environmental Notification Form
CH ₄	Methane	EOEEA	Executive Office of Energy and Environmental Affairs
CIP	Capital Improvement Plan	EOT	Executive Office of Transportation
CMR	Code of Massachusetts Regulations	EPA	(U.S.) Environmental Protection Agency
CMS*	Congestion Management System	ESA	Endangered Species Act
CO*	Carbon monoxide	EXP*	Total Noise Exposure
CO ₂	Carbon dioxide	F	
CWA	Clean Water Act	FAA	Federal Aviation Administration
D		FAR	Federal Aviation Regulation
dB*	Decibel	FBO*	Fixed Base Operator
dBA*	A-weighted decibel	FEMA	Federal Emergency Management Agency
DEP	Department of Environmental Protection	FHWA	Federal Highway Administration
DME	Distance Measuring Equipment	FICAN	Federal Interagency Committee on Aviation Noise
DNL*	Day-Night Sound Level	FICON	Federal Interagency Committee on Noise
DoD	Department of Defense	FIRM*	Flood Insurance Rate Map
DOT	(U.S.) Department of Transportation	FONSI*	Finding of No Significant Impact
E		FY	Fiscal Year
EA*	Environmental Assessment	G	
EDMS*	Emissions and Dispersion Modeling System	GA	General Aviation
eGSE	electric Ground Service Equipment	GEIR*	Generic Environmental Impact Report
EIR*	Environmental Impact Report	GHG	Greenhouse Gas(es)
EIS*	Environmental Impact Statement		
EMS*	Environmental Management System		

GIS	Geographic Information Systems	ISO	International Organization for Standardization
gpd	gallons per day	JCA	Jordan Conservation Area
gpm	gallons per minute	K	
GPU*	Ground Power Unit	kWh	kilowatt-hours
GS*	Glide Slope	L	
GSA	General Services Administration	LEED*	Leadership in Energy and Environmental Design
GSE*	Ground Service Equipment	L _{eq} *	Equivalent Sound Level
GWSA	Massachusetts Global Warming Solutions Act	LEV / ZEV*	Low Emissions Vehicle / Zero Emissions Vehicle
H		LID	Low Impact Development
HATS*	Hanscom Area Towns Committee	LOC*	Localizer antenna
HFAC*	Hanscom Field Advisory Commission	LOS*	Level of Service
HIRL*	High Intensity Runway Lighting System	LSP*	Licensed State Professional
HOV*	High Occupancy Vehicle	LTO*	Landing and Takeoff
HVN	Tweed New Haven, CT airport code	LUWB*	Land under Water Bodies/ Waterways
Hz*	Hertz	M	
I-J		M.G.L.	Massachusetts General Laws
ICAO	International Civil Aviation Organization	MAAQS	Massachusetts Ambient Air Quality Standards
IFR*	Instrument Flight Rule	MACRIS*	Massachusetts Cultural Resources Information System
ILS*	Instrument Landing System	MAGIC	Minuteman Advisory Group on Interlocal Coordination
ILSF*	Isolated Land Subject to Flooding	MALSR*	Medium Intensity Approach Lighting System and Runway Alignment Indicator Lights
INM*	Integrated Noise Model	MAPC	Metropolitan Area Planning Council
IRP*	Installation Restoration Program	MassDEP	Massachusetts Department of Environmental Protection
		MassDOT	Massachusetts Department of Transportation
		Massport	Massachusetts Port Authority



MBTA	Massachusetts Bay Transportation Authority	MWRC	Merrimack River Watershed Council
MCAA	Massachusetts Clean Air Act	N	
MCL	Maximum Contaminant Levels	NAAQS*	National Ambient Air Quality Standards
MCP*	Massachusetts Contingency Plan	NASA	National Aeronautics and Space Administration
MDAR	Massachusetts Department Agricultural Resources	NAVAID*	Navigational Aid
MEP	Multi-Engine Piston	NBAA	National Business Aviation Association
MEPA*	Massachusetts Environmental Policy Act	NDB*	Non-Directional Beacon
MESA*	Massachusetts Endangered Species Act	NEPA*	National Environmental Policy Act of 1969
MHC*	Massachusetts Historic Commission	NERASP*	New England Regional Airport System Plan
MHT	Manchester-Boston, NH airport code	NHESP*	Natural Heritage and Endangered Species Program
MIRL*	Medium Intensity Runway Lighting System	NHTSA	National Highway Traffic Safety Administration
MIT	Massachusetts Institute of Technology	NO ₂ *	Nitrogen dioxide
MMNHP*	Minute Man National Historical Park	NOI*	Notice of Intent
MMT	Million Metric Tons	NOMS*	Noise and Operations Monitoring System
MOA	Memorandum of Agreement	NO _x *	Nitrogen oxides
MOVES*	Motor Vehicle Emission Simulator	NPDES	National Pollutant Discharge Elimination System
MPO	Metropolitan Planning Organization	NPIAS	National Plan of Integrated Airport Systems
mph	miles per hour	NPL*	National Priority List
MSASP	Massachusetts Statewide Airport System Plan (MSASP)	NPS	National Park Service
MSGP	Multi-Sector General Permit	NRCS	Natural Resource Conservation Service
MT	Metric tons	NWIRP	Naval Weapons Industrial Reserve Plant
MW*	Megawatt	O	
MWRA	Massachusetts Water Resources Authority	O ₃ *	Ozone
		OFA*	Object Free Area

OFZ*	Object Free Zone	ROD*	Record of Decision
OpsSpecs	Operations Specifications	RPZ*	Runway Protection Zone
ORH	Worcester, MA airport code	RSA*	Runway Safety Area
ORW*	Outstanding Resource Water	RTN	Release Tracking Number
OU*	Operable Unit	RVR*	Runway visual range
S			
P-Q			
PAPI*	Precision Approach Path Indicators	SAGA	Sustainable Aviation Guidance Alliance
PAR*	Precision Approach Radar	SDSG	Sustainable Design Standards and Guidelines
Pb	Lead	SEL	Sound Exposure Level
PCB*	Polychlorinated biphenyl	SEP	Single Engine Piston
PM*	Particulate matter (e.g., PM10, PM2.5)	SFTA	Southern Flight Test Area
ppm	parts per million	SIP*	State Implementation Plan
psi	pounds per square inch	SMP	Sustainability Management Plan
PSM	Portsmouth, NH airport code	SO ₂ *	Sulfur dioxide
PV	Photovoltaic	SOV	Single Occupancy Vehicle
PVD	T.F. Green, RI airport code	SPCC*	Spill Prevention Control and Countermeasure Plan
PWM	Portland, ME airport code	SSALR*	Simplified Short Approach Light System
R			
RACT*	Reasonably Available Control Technology	SWPPP*	Stormwater Pollution Prevention Plan
RAIL*	Runway Alignment Indicator Lights	T	
RAO*	Response Action Outcome	TA*	Time Above
RCRA	Resource Conservation and Recovery Act	TAF	Terminal Area Forecast
RDA*	Request for Determination of Applicability	TACAN*	Tactical Air Navigation
REIL*	Runway end identifier light	TCE*	Trichloroethylene
RIAC	Rhode Island Airport Corporation	TDM*	Transportation Demand Management
RIDOT	Rhode Island Department of Transportation	TERPS*	Terminal Instrument Procedures
		TIA	Traffic Impact Assessment
		TIM*	Time-in-mode



TIP*	Transportation Improvement Plan	USFWS	U.S. Fish and Wildlife Service
TL*	Taxilane	USGS	United States Geological Survey
TMA*	Transportation Management Association	V	
TMDL	Total Maximum Daily Loads	v/c	Volume-to-capacity
TMI*	Transportation Management Initiative	VALE	Voluntary Airport Low Emissions Program
TPH*	Total petroleum hydrocarbon	VASI*	Visual Approach Slope Indicators
TRACON*	Terminal Radar Approach Control	VFR*	Visual Flight Rules
TRB	Transportation Research Board	VMA	Vegetation Management Area
TSA*	Transportation Security Administration; Taxiway Safety Area; Traffic Study Areas	VMP*	Vegetation Management Plan
TSS*	Total suspended solids	VMT*	Vehicle Miles Traveled
TW*	Taxiway	VOC*	Volatile Organic Compounds
U		VPD	Vehicles Per Day
UFP	Ultrafine Particles	VOR*	Very-High-Frequency Omni-directional Range (aviation); Vehicle Occupancy Rate (ground transportation)
USACE	U.S. Army Corps of Engineers	W-Y	
USAF	U.S. Air Force	WPA*	Wetland Protection Act (MA)
USC	United States Code	Z	
USDA	United States Department of Agriculture	ZEV*	Zero Emissions Vehicle
USGBC	U.S. Green Building Council		
UST	Underground Storage Tank		



Glossary of Terms

A

A-weighted sound level (dBA) – An adjustment to the very high and very low frequencies to approximate the human ear's reduced sensitivity to those frequencies. This adjustment is used to account for frequency dependence in measuring community noise. Customarily referred to simply as "sound levels" where the adjective "A-weighted" has been omitted. With A-weighting, a noise source having a higher sound level than another is generally perceived as louder. Also, the minimum change in sound level that people can detect outside of a laboratory environment is on the order of three decibels (dB). A change in sound level of ten dB is usually perceived by the average person as a doubling (or halving) of the sound's loudness, and this relationship holds true for loud sounds as well as for quieter sounds.

Air Route Traffic Control Center (ATC) - A facility established to provide air traffic control service to aircraft operating on Instrument Flight Rules (IFR) flight plans within controlled airspace and principally during the enroute phase of flight. When equipment capabilities and controller workload permit, certain advisory/assistance services may be provided to Visual Flight Rules (VFR) aircraft.

Airport Traffic Control Tower (ATCT) – The air traffic control unit responsible for controlling movements around an airport as well as the name of the building in which the unit operates. The height of permanent ATCT structures gives air traffic controllers

visual contact with aircraft on the ground and in the air around an airport. The ATCT facility, operated by appropriate authority at an airport, promotes the safe, orderly and expeditious flow of air traffic within the airport traffic area.

Airport Layout Plan (ALP) – A scaled drawing of existing and proposed land and facilities necessary for the operation and development of the airport.

Airport Lighting – Various lighting aids that may be installed on an airport. Types of airport lighting include:

1. **Approach Light System (ALS)** – An airport lighting facility which provides visual guidance to landing aircraft by radiating light beams in a directional pattern by which the pilot aligns the aircraft with the extended centerline of the runway on his final approach for landing. Condenser-Discharge Sequential Flashing Lights/Sequenced Flashing Lights may be installed in conjunction with the ALS at some airports. Types of ALS at the Airport are Simplified Short Approach Light System (SSALR) with Runway Alignment Indicator Lights (RAIL).
2. **Runway Lights/Runway Edge Lights** – Lights having a prescribed angle of emission used to define the lateral limits of a runway. Runway lights are uniformly spaced at intervals of approximately 200 feet, and the intensity may be controlled or preset.
3. **Runway Centerline Lighting** – Flush centerline lights spaced at 50-foot intervals



beginning 75 feet of the opposite end of the runway.

4. **Runway End Identifier Lights (REIL)** – Two synchronized flashing lights, one on each side of the runway threshold, which provide rapid and positive identification of the approach end of a particular runway.
5. **Visual Approach Slope Indicator (VASI)** – An airport lighting facility providing vertical visual approach slope guidance to aircraft during approach to landing by radiating a directional pattern of high intensity red and white focused light beams which indicate to the pilot that he is “on path” if he sees red/white, “above path” if white/white, and “below path” if red/red. Some airports serving large aircraft have three-bar VASIs which provide two visual glide paths to the same runway.

Airport Marking Aids – Markings used on runway and taxiway surfaces to identify a specific runway, a runway threshold, a centerline, a hold line, etc. A runway should be marked in accordance with its present usage such as:

- Visual
- Non-precision instrument
- Precision instrument

Airport Reference Point (ARP) – The latitude and longitude of the approximate center of the airport.

Airport Rotating Beacon (ARB) – A visual NAVAID operated at many airports. At civil airports, alternating white and green flashed lights indicate the location of the airport. At military airports, the beacons flash alternatively white and green, but are

differentiated from civil beacons by dual peaked (two quick) white flashes between the green flashes.

Airport Surveillance Radar (ASR) – Approach control radar used to detect and display an aircraft’s position in the terminal area. ASR provides range and azimuth information but does not provide elevation data. Coverage of the ASR can extend up to 60 miles, presenting air traffic controllers with the location of all aircraft within the range of the antenna.

Approach Control Facility – A terminal Air Route Traffic Control Center facility that provides approach control service in a terminal area.

Approach Light System (ALS) – See Airport Lighting.

Apron – A defined area on an airport or heliport intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance. With regard to seaplanes, a ramp is used for access to the apron from the water.

Automated Radar Terminal System (ARTS) – A range of systems that display for the terminal controller aircraft identification, flight plan data, other flight associated information such as altitude, speed, and aircraft position.

Auxiliary Power Unit (APU) – Self-contained generator on an aircraft that provides electricity, heat and air conditioning to an aircraft when its engines are off.

Aviation Environmental Design Tool (AEDT) – A software program developed and used by the FAA to model aircraft

performance to model fuel burn, air emissions and noise.

B

Banks – Land areas that normally abut and confine a water body. Banks occur between a waterbody and a vegetated wetland or adjacent floodplain, or between a waterbody and an upland.

Base Realignment and Closure (BRAC) – A process used by the U.S. Department of Defense to close military bases and realign assets to improve efficiency and reduce cost. BRAC processes have occurred in 1989, 1991, 1993, 1995 and 2005.

Below Minimums – Weather conditions below the minimums prescribed by regulation for the particular action involved; e.g., landing minimums, takeoff minimums.

Bordering Land Subject to Flooding (BLSF) – The maximum lateral extent of floodwater, which will theoretically result from the statistical 100-year storm. The extent of Bordering Land Subject to Flooding is typically derived from examining FEMA Flood Insurance Rate Maps.

Bordering Vegetated Wetlands (BVW) – Vegetated areas that border on water bodies and waterways including vegetated freshwater wetlands. The technical criteria and methodology utilized to identify and delineate BVW is set forth in Delineating Bordering Vegetated Wetlands under the Massachusetts Wetlands Protection Act (DEP, 1995). Criteria for identifying and delineating this resource area include the presence of a plant community dominated by wetland indicator species, and signs of

hydrology. The presence of hydric soils within the wetland is considered an indicator of hydrology.

C

Carbon Monoxide (CO) – A regulated air pollutant created from the combustion of fossil fuel.

Ceiling – The heights above the earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as "broken," "overcast," or "obscuration," and not classified as "thin" or "partial."

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) – A federal law enacted by Congress on December 11, 1980, that provides federal authority to respond to releases or threatened releases of hazardous substances that may endanger public health or the environment (also known as the Superfund Act). CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites; provided for liability of persons responsible for releases of hazardous waste at these sites; and, established a trust fund to provide for cleanup when no responsible party could be identified. The trust fund is funded by taxes on the chemical and petroleum industries.

Controlled Airspace - Airspace designated as a control zone, airport radar service area, terminal control area, transition area, control area, continental control area, and positive control area within which some or all aircraft may be subject to air traffic control.

D



Day-Night Average Sound Level (DNL) – DNL is the FAA’s primary metric for measuring aircraft noise and exposure. DNL is a metric that represents the total accumulation of all sound energy spread out over a 24-hour period, on an average annual basis. DNL includes a 10-decibel penalty for nighttime noise (between 10pm and 7am).

Decibel (dB) – A logarithmic unit that is used to represent the intensity of sound. This representation is called a sound pressure level. A sound pressure level of less than 10 dB is approximately the threshold of human hearing and is barely audible under extremely quiet conditions. Normal conversational speech has a sound pressure level of approximately 60 to 65 dB. Sound pressure levels above 120 dB begin to be felt inside the human ear as discomfort and eventually pain at still higher levels.

Decision Height – With respect to the operation of aircraft, means the height at which a decision must be made during an Instrument Landing System or instrument approach to either continue the approach or to execute a missed approach.

Departure Control – A function of an approach control facility providing air traffic control service for departing IFR and, under certain conditions, Visual Flight Rules aircraft.

E

Emissions and Dispersion Modelling System (EDMS) - Computer program established by the Federal Aviation Administration (FAA) to calculate emissions and dispersion of aircraft operations at an airport. The latest version is 4.3.

Enroute Air Traffic Control Services – Air traffic control service provided aircraft on Instrument Flight Rules flight plans, generally by centers, when these aircraft are operating between departure and destination terminal areas. When equipment, capabilities, and controller work load permit, certain advisory/assistance services may be provided to VFR aircraft.

Environmental Assessment (EA) – An environmental document filed in accordance with the National Environmental Policy Act of 1969 that documents the environmental impacts of a proposed action in support of a Finding of No Significant Impact (FONSI) or the facilitation of the preparation of an Environmental Impact Statement (EIS). An EA and its FONSI document NEPA compliance. The EA process includes public review and comment on its scope and filing.

Environmental Impact Report (EIR) – An environmental document filed in accordance with the Massachusetts Environmental Policy Act, M.G.L. c. 30, sections 61 through 62H, inclusive, to study the environmental consequences of a project. Typically, the proponent files a draft and final EIR, but the Secretary of Environmental Affairs may allow a single EIR. The EIR process includes public review and comment on its scope and filings, which are noticed in the Environmental Monitor. At the close of the EIR review period, the Secretary decides whether the EIR is adequate and issues an Adequacy determination that includes enforceable mitigation commitments.

Environmental Impact Study (EIS) – An environmental document filed in

accordance with the National Environmental Policy Act of 1969 that documents the environmental impacts of a proposed action that has significant environmental impacts. An EIS describes a proposed action, its purpose and need, alternatives to the proposed action, the affected environment, and an environmental analysis of each alternative. The EIS process includes public review and comment on its scope and filing.

Environmental Management System (EMS) – A system instituted by Massport to help evaluate and mitigate the environmental impacts from airport operations and planning.

Environmental Notification Form (ENF) – An environmental document filed in accordance with the Massachusetts Environmental Policy Act, M.G.L. c. 30, sections 61 through 62H, inclusive, to begin the MEPA review process. A proponent begins the ENF process if a project is subject to MEPA jurisdiction and either it meets or exceeds one or more review thresholds or the Secretary of Environmental Affairs requires fail-safe review. The ENF process includes public review and comment on its scope and filing, which are noticed in the Environmental Monitor, and a MEPA Consultation session. At the close of the review period for an ENF, the Secretary issues an Adequacy Determination that may require an EIR or allow the proponent to take action on the project.

Equivalent Sound Level (L_{eq}) – A measure of exposure resulting from the accumulation of A-weighted sound levels over a particular period (as opposed to an event) of interest such as an hour, an eight-

hour school day, nighttime, a single 24-hour period, or an average 24-hour period. Because the length of the period can differ, the applicable period should always be identified or clearly understood when discussing the metric. Such durations are often identified through a subscript, for example L_{eq} (8) or L_{eq} (24). Conceptually, the L_{eq} may be thought of as the constant sound level occurring over the designated period of interest and having as much sound energy as that created by the actual rising and falling sound pressures from multiple noise sources as they become more or less pronounced.

F

FAA Aircraft Engine Emissions Database (FAEED) - A computerized emissions inventory calculation procedure that contains air pollution emissions information for various aircraft engines and data correlating engines to specific aircraft. The emissions data from FAEED have been incorporated into the EDMS.

Federal Motor Vehicle Control Program (FMVCP) – Air pollution emission standards for new motor vehicles that have been established by the U. S. EPA. These standards have mandated increasing strict air pollution emission factors for motor vehicles.

Final Approach – That part of an instrument approach procedure which commences at the specified final approach fix or point, or where such a fix or point is not specified,

1. at the end of the last procedure turn, base turn or inbound turn of a racetrack procedure, if specified; or



- at the point of interception of the last track specified in the approach procedure; and ends at a point in the vicinity of an aerodrome from which: a) a landing can be made; or b) a missed approach procedure is initiated.

Final Approach Fix (FAF) – The fix from which the final approach (IFR) to an airport is executed and which identifies the beginning of the final approach segment. When ATC directs a lower-than-published Glide Slope/path Intercept Altitude, it is the resultant actual point of the glide slope/path intercept.

Final Approach Point (FAP) – The point, applicable only to a non-precision approach with on depicted Final Approach Fix such as on-airport Very- High-Frequency OmniRange (VOR), where the aircraft is established inbound on the final approach course from the procedure turn and where the final approach descent may be commenced. The FAP serves as the FAF and identifies the beginning of the final approach segment.

Fixed Base Operator (FBO) – A full-service FBO is a company that handles a range of needs for based and transient aircraft, their operators, and their passengers. These include cleaning, maintaining, fueling and parking/ hangaring aircraft; providing flight planning services for pilots; and arranging for the specific needs of those flying, such as ground transportation or overnight accommodations. Although the majority of FBO activity involves servicing corporate general aviation activity, the FBOs also provide some charter activity.

Flood Insurance Rate Map (FIRM) – A map that is published by the Federal Emergency Management Agency to determine flood

insurance requirements and to assist communities in regulating new development. Flood Insurance Rate Maps show areas that have a one percent chance of flooding (the 100-year floodplain) and a 0.2 percent chance of flooding in any given year (the 500-year floodplain). These areas are determined to be the areas of highest risk when a stream overflows its banks or when coastal waters experience tidal surges from tropical storms or hurricanes.

G

General Aviation – That portion of civil aviation which encompasses all facets of aviation except air carriers holding a certificate of public convenience and necessity from the Civil Aeronautics Board and large aircraft commercial operators.

General Aviation Revitalization Act (GARA) – Legislation that amends the Federal Aviation Act of 1958 to establish time limitations on certain civil actions against aircraft manufacturers.

General Management Plan (GMP) – Broad and comprehensive, long-term planning documents prepared by National Park Service for each National Park, which typically encompasses preservation of natural and cultural resources, visitor use and interpretation, roads, and facilities.

Generic Environmental Impact Report (GEIR) – An environmental filing to the Executive Office of Environmental Affairs that assesses the environmental effects of policies or plans as opposed to site-specific projects.

Glide Slope (GS) – Provides vertical guidance for aircraft during approach and landing. The glideslope / glide path is

based on the following: (1) electronic components emitting signals which provide vertical guidance by reference to airborne instruments during instrument approaches such as Instrument Landing System, or: (2) Visual ground aids which provide vertical guidance for Visual Flight Rules approach or for the visual portion of an instrument approach and landing.

Ground Power Unit (GPU) – Generator on the ground that provides electricity, heat and air conditioning to an aircraft when its engines are off.

H

Hanscom Air Force Base (AFB) – A 396-acre United States Air Force Base in Bedford, Concord, Lexington and Lincoln that supports the Electronic Systems Center of the Air Force Material Command.

Hanscom Area Towns (HATS) – The Growth and Development Policy Committee established under M.G.L. Chapter 40 Section 4I to address intergovernmental and planning issues in Bedford, Concord, Lexington and Lincoln.

Hanscom Field Advisory Commission (HFAC) – An advisory commission that was established by act of the State legislature in 1980. HFAC includes 16 members appointed by the selectmen of Bedford, Concord, Lexington and Lincoln. HFAC includes representatives from the Town of Bedford, Concord, Lexington and Lincoln; local citizens groups; other area towns affected by Hanscom Field; businesses basing aircraft at Hanscom Field; aviation or aviation-related businesses at Hanscom Field; and business-aviation general aviation organizations.

Hanscom Noise Workgroup – A group of community- and aviation-based members that was organized by Massport at the request of the Secretary of Environmental Affairs after the filing of the *1995 GEIR* in 1997. The HNWG met for a period of two years and published its findings in a report entitled "Report of the Hanscom Field Noise Workgroup," dated September 22, 1999. Their report summarizes the series of meetings by the committee and its two task groups, one devoted to abatement and mitigation, the other to metrics and modeling.

Hertz (Hz) – International System of Units measure for the number of times that a repeated event occurs during a specified unit of time.

High Occupancy Vehicle (HOV) – A vehicle carrying two or more passengers.

High Intensity Runway Lighting System (HIRLS) – A system of high intensity lights that outline edges of runways during periods of darkness or restricted visibility conditions.

I-J

Initial Approach Fix – The fixes depicted on instrument approach procedure charts that identify the beginning of the initial approach segments.

Installation Restoration Program (IRP) - A program within the DERP that focuses on releases of hazardous substances, pollutants, or contaminants that pose environmental health and safety risks.

Instrument Approach Procedure – A series of predetermined maneuvers for the orderly transfer of an aircraft under



instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually. It is prescribed and approved for a specific airport by competent authority.

Instrument Flight Rules (IFR) – Rules governing the procedures for conducting instrument flight. Also a term used by pilots and controllers to indicate type of flight plan.

Instrument Landing System (ILS) – A precision instrument approach system which normally consists of the following electronic components and visual aids:

- Localizer
- Glide slope
- Outer Marker
- Middle Marker
- Approach Lights

Instrument Meteorological Conditions - Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling less than the minima specified for visual meteorological conditions.

Instrument Runway - A runway equipped with electronic and visual navigation aids for which a precision or nonprecision approach having straight-in landing minimums has been approved.

Integrated Noise Model (INM) – A complex computer program that calculates aircraft noise levels around an airport from user input data and an extensive internal database of aircraft noise and performance statistics. Outputs can include DNL contours and other metrics such as Time Above and DNL values at specific points.

The FAA developed the INM as the primary tool for analyzing and evaluating noise impacts from aircraft operations. Its use used to be prescribed for all FAA-sponsored projects requiring environmental evaluation; however INM has been replaced by AEDT.

Inventory of the Historic and Archaeological Assets of the Commonwealth – An inventory of historic properties and archaeological sites maintained by the Massachusetts Historical Commission.

Isolated Land Subject to Flooding (ILSF) – Isolated depressions or closed basins without an inlet or outlet. It is an area which, at least once per year, confines standing water to a volume of at least one-quarter acre-feet and an average depth of at least six inches.

K

Kilovolt (kV) - Initial Approach Fix – A unit of measure equal to 1,000 volts that is commonly used to describe the potential power of an electrical distribution system.

Kilovolt ampere (kVA) – A unit of measure equal to 1,000 volt amperes that is commonly used to describe the capacity of an electrical transformer.

L

L.G. Hanscom Field - Approximately 1,300-acre civilian airport in Bedford, Concord, Lexington, and Lincoln and operated by the Massachusetts Port Authority.

Landing Minimums – The minimum visibility prescribed for landing a civil aircraft while using an instrument approach procedure. Descent below the established

or Decision Height is not authorized during an approach unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and adequate visual reference to required visual cues is maintained.

Land Under Water Bodies/Waterways (LUWB) – The land area under any creek, river, stream, pond or lake is a resource area subject to protection under the Massachusetts Wetlands Protection Act.

Landing-Takeoff Cycle (LTO) – Aircraft operations performed at airports. The Landing-Takeoff Cycle includes: approach from a level of 3,000 feet above ground level, landing, taxi-in, taxi-out, takeoff, and climb-out to a height of 3,000 feet above ground level.

Large Airplane – An airplane of more than 12,500 pounds (5,700 kg) maximum certificated takeoff weight.

Leadership in Energy and Environmental Design (LEED) – The U.S. Green Building Council established the LEED Green Building Rating System® as a “voluntary, consensus-based national standard for developing high-performance, sustainable buildings.” A rating system is used to determine four levels of LEED certification with Platinum being the highest level.

Level of Service (LOS) – Level of service is a term used to describe the quality of the traffic flow on a roadway facility at a particular point in time. It is an aggregate measure of travel delay, travel speed, congestion, driver discomfort, convenience, and safety based on a comparison of roadway system capacity to roadway system travel demand. Operating level of service is reported on a scale of A to F, with

A representing the best operating conditions and F representing the worst operating conditions. LOS A represents uncongested conditions with little or no delay to motorists, while LOS F represents a forced-flow condition with delays and traffic demands that have been identified as exceeding roadway capacity. Roadway operating levels of service are calculated following procedures defined in the *2000 Highway Capacity Manual (HCM)*, published by the Transportation Research Board (TRB) for signalized and unsignalized intersections.

Licensed Site Professional (LSP) – The Massachusetts DEP has developed a licensing procedure for consultants working in the context of the MCP, consisting of testing and training requirements to assure a base level of competency. Those consultants meeting DEP requirements become LSPs and provide assistance to disposal site owners to assure the site is cleaned up following the MCP process. The LSP minimizes DEP involvement in site activities by overseeing actions conducted at the site.

Localizer (LOC) – The component of an ILS that provides course guidance to the runway, emitting a signal used to establish and maintain an aircraft’s horizontal position until visual contact confirms the runway alignment and location.

Localizer Type Directional Aid (LDA) – A navigational aid used for nonprecision instrument approaches with utility and accuracy comparable to a localizer but which is not a part of a complete ILS and is not aligned with the runway.



Low Emissions Vehicle (LEV) – Motor vehicles that meet air pollution emission standards that are more-strict (lower) than those that are required for vehicles under the FMVCP.

M

Massachusetts and National Ambient Air Quality Standards (NAAQS) - Air pollutant concentrations for defined periods of time (1-hour, 24-hours, annual, etc.) established to protect the public's health and welfare in ambient (outdoor) air.

Massachusetts Contingency Plan (MCP) – A regulatory framework for cleaning up hazardous waste sites in Massachusetts. The MCP outlines the schedule and procedures to be followed at disposal sites to undertake necessary and appropriate response actions to provide protection of health, safety, public welfare and the environment. The MCP regulatory citation is 310 CMR 40.0000.

Massachusetts Cultural Resources Information System (MACRIS) – A computerized database listing of the Inventory of the Historic and Archaeological Assets of the Commonwealth that can be linked to MassGIS. MACRIS is maintained by the Massachusetts Historical Commission (MHC).

The Massachusetts Endangered Species Act (MESA) – The Massachusetts Endangered Species Act that was enacted in December 1990 to protect plant and animal species in danger of extinction. Implementing regulations were promulgated in 1992 and recently revised and implemented as of July 1, 2005. The

regulation requires habitat alteration permits for projects that may alter a significant portion of habitat. The recent revisions clarify filing requirements, implement fees, and specify time lines for the regulatory review process.

Massachusetts Environmental Policy Act (MEPA) – The Massachusetts Environmental Policy Act, M.G.L. c. 30, sections 61 through 62H, inclusive. The Massachusetts Environmental Policy Act requires that state agencies study the environmental consequences of their actions, including permitting and financial assistance. It also requires them to take all feasible measures to avoid, minimize, and mitigate damage to the environment. MEPA further requires that state agencies "use all practicable means and measures to minimize damage to the environment," by studying alternatives to the proposed project, and developing enforceable mitigation commitments, which will become permit conditions for the project if and when it is permitted.

Massachusetts Environmental Policy Act (MEPA) Office – The MEPA Office is the staff of the Secretary of Environmental Affairs responsible for implementation and administration of the MEPA review process. The staff, headed by the Assistant Secretary for Environmental Impact Review (also known as the MEPA Director), consists of environmental analysts and administrative support staff. The MEPA Office reviews ENF, EIR, Notice of Project Change (NPC), and ESPR filings; makes recommendations to the Secretary regarding the adequacy of these filings and the need for additional filings; assists project proponents, agencies, and the public with questions;

interprets the MEPA regulations; publishes the Environmental Monitor and review schedule.

Massachusetts Historical Commission (MHC) – Established in 1983 to encourage preservation of the rich cultural heritage of the Commonwealth's cities and towns. The MHC is the State Historic Preservation Office.

Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) – A configuration of medium-intensity lights with Runway Alignment Indicator Lights positioned symmetrically along the extended runway centerline to provide visual lighting guidance for landing aircraft. A MALSR supports Category I precision approaches.

Medium Intensity Runway Lighting System (MIRLS) – A system of medium intensity lights that define the lateral limits of runways during periods of darkness or restricted visibility conditions.

Mesoscale air quality analysis – analysis and calculation of air emissions over a larger area, in comparison to a microscale analysis which focuses on smaller areas (e.g. an intersection).

Middle Marker – A marker beacon that defines a point along the glide slope of an Instrument Landing System normally spaced located at or near the point of decision height (Instrument Landing System Category I). It is keyed to transmit alternate dots and dashes, with the alternate dots and dashes keyed at the rate of 95 dot/dash combinations per minute on a 1300 Hz tone, which is received aurally and visually by compatible airborne equipment.

Minimums – Weather condition requirements established for a particular operation or type of operation; e.g., IFR takeoff or landing, alternate airport for Instrument Flight Rules flight plans, Visual Flight Rules flight, etc.

Minute Man National Historical Park (MMNHP) – The National Park Service operates the Minute Man National Historical Park, which was created in 1959. The park consists of three discontinuous sections referred to as the Battle Road, Wayside, and North Bridge Units and covers approximately 967 acres along Route 2A in Concord, Lexington, and Lincoln and off Monument Street in Concord. Minute Man National Historical Park itself and a number of individual historic properties within the park are historic resources of national significance that are designated National Historic Landmarks. The park is nationally significant as the site of the Battle of Concord, one of the two battles that marked the beginning of the Revolutionary War; for its association with prominent literary figures of the nineteenth and twentieth centuries; and as one of the earliest places in the nation to be commemorated. The park was created to " . . . provide . . . for the preservation and interpretation of historic sites, structures, and properties lying along the entire route of battle" in April 1775.

MOVES – U. S. Environmental Protection Agency system to estimate and model the emission of criteria air pollutants, greenhouse gases and other air toxics from the operation of mobile sources (cars, trucks, buses, etc.).



Movement Area – The runways, taxiways, and other areas of an airport/heliport which are utilized for taxiing/hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. At those airports/heliports with a tower, specific approval for entry onto the movement area must be obtained from Air Route Traffic Control Center.

N

National Ambient Air Quality Standards (NAAQS) - Air pollution concentrations in outdoor air that have been established by the EPA to protect the public's health and welfare. NAAQS are air pollution concentrations that may not be exceeded.

National Environmental Policy Act (NEPA) of 1969 –An Act that established the national policy for the environment and created the Council on Environmental Quality. NEPA requires that an Environmental Impact Statement or EIS be prepared on every "major federal action" undertaken or permitted. A Finding of No Significant Impact (FONSI) is issued if it is determined that the project will not have a significant effect on the environment. An EIS must consider alternatives and mitigation measures that would lessen the project's impacts. The EIS must be made available in draft form for public comment and the agency must respond to those comments received in the Final EIS.

Natural Heritage and Endangered Species Program (NHESP) – Part of the Massachusetts Division of Fisheries and Wildlife that is responsible for the conservation and protection of hundreds of species that are not hunted, fished, trapped, or commercially harvested in the

state. The highest priority of NHESP is protecting the approximately 190 species of vertebrate and invertebrate animals and 258 species of native plants that are officially listed as Endangered, Threatened or of Special Concern in Massachusetts. A primary responsibility of the NHESP is the regulatory protection of rare species and their habitats as codified under the MESA (M.G.L. c.131A) and Wetlands Protection Act (M.G.L. c.131s.40).

National Pollutant Discharge Elimination System (NPDES) – A program authorized under the U.S. Clean Water Act to control water pollution by regulating point sources (e.g., pipes, ditches, conduits) that discharge pollutants into waters of the United States. NPDES permits are administered by U.S. EPA or delegated to individual states to administer. General and Individual NPDES permits are typically five years in length and have provisions for automatic extensions if the permit is not reissued prior to expiration. In Massachusetts this program is administered by the EPA.

National Priority List (NPL) – List of hazardous waste sites eligible for long-term remedial action financed under the federal Superfund program.

Navigational Aid (NAVAID) – Any visual or electronic device airborne or on the surface which provides point-to-point guidance information or position data to aircraft in flight.

New England Regional Aviation System Plan (NERASP) – A joint effort by the FAA, Massport and the Massachusetts Aeronautics Commission with the involvement of major commercial service

airports throughout the six-state region. The NERASP developed forecasts from a regional perspective rather than from the perspective of an individual airport or a state system of airports. Each airport's potential to accommodate scheduled commercial passenger was based not only on the demand generated by the airport's catchment area, but also considered the attractiveness of nearby airports that passengers may also utilize.

Nitrogen dioxide (NO₂) – One of the Oxides of Nitrogen (NO_x) compounds. The U. S. EPA has established regulations, including a NAAQS, for nitrogen dioxide (NO₂).

Noise and Operations Monitoring System (NOMS) – A system of six permanent noise monitors near Hanscom Field and the software that is used to monitor their operation. The system was installed in 1989 and is in the process of being upgraded by Massport.

Noise Sensitive Receptor – Site-specific location where noise exposure may be a concern. The ESPR calculates DNL and Time Above values at the following types of noise sensitive receptors: hospitals, sites on the National Register of Historic Places, public facilities, religious sites, and schools.

Nondirectional Beacon (NDB) – A Low/Medium Frequency or Ultra High Frequency radio beacon transmitting nondirectional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine his bearing to or from the radio beacon and "home" on or track to or from the station. When the radio beacon is installed in conjunction with the

Instrument Landing System marker, it is normally called a Compass Locator.

Nonmovement Area – Taxiways and apron (ramp) areas not under the control of air traffic.

Nonprecision Approach Procedure – A standard instrument approach procedure in which no electronic glideslope is provided; e.g., VHF Omnidirectional Range (VOR), Tactical Aircraft Control and Navigation (TACAN), NDB, LOC, ASR, LDA, or Simplified Direction Finding (SDF) approaches.

Notice of Intent (NOI) – A filing with the Conservation Commission of a local jurisdiction that uses WPA Form 3 or, in limited circumstances WPA Form 4 (Abbreviated Notice of Intent), to seek confirmation of delineated wetland resource area boundaries

Notice of Project Change (NPC) – An environmental document filed in accordance with the Massachusetts Environmental Policy Act, M.G.L. c. 30, sections 61 through 62H, inclusive, if there is any material change in a project prior to the taking of all Agency Actions for the project. The continuation of the project by a new proponent shall not by itself constitute a change in the Project, provided that the new proponent adopts all mitigation measures to which the previous Proponent committed. The NPC shall specify in detail any change in the information provided in any previous review document. In determining whether a change in a project or the lapse of time might significantly increase environmental consequences, the Secretary shall consider the following factors:



- a) Expansion of the Project: A change in a project is ordinarily insignificant if it results solely in an increase in square footage, linear footage, height, depth or other relevant measures of the physical dimensions of the project of less than ten percent over estimates previously reviewed, provided the increase does not meet or exceed any new thresholds.
- b) Generation of further impacts, including an increase in release or emission of pollutants or contaminants during or after completion of the project. A change in a project is ordinarily insignificant if it results solely in an increase in impacts of less than twenty-five percent of the level specified in any review threshold, provided that cumulative impacts of the project do not meet or exceed any review thresholds that were not previously met or exceeded.
- c) Change in expected date for commencement of the project, commencement of construction, completion date for the project, or schedule of work on the project.
- d) Change of the project site.
- e) New application for a permit or new request for financial assistance or a land transfer.
- f) For a project with net benefits to environmental quality and resources or public health, any change that prevents or materially delays realization of such benefits.
- g) For a project involving a lapse of time, changes in the ambient environment or

information concerning the ambient environment.

O

Object – Includes, but is not limited to, above ground structures, NAVAIDs, people, equipment vehicles, natural growth, terrain, and parked aircraft.

Object Free Area (OFA) – An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

Obstacle – An existing object, object of natural growth, or terrain at a fixed geographical location or which may be expected at a fixed location within a prescribed area with reference to which vertical clearance is or must be provided during flight operations.

Obstacle Free Zone (OFZ) – The OFZ is the airspace below 150 feet (45 m) above the established airport elevation and along the runway and extended runway centerline that is required to be clear of all objects, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function, in order to provide clearance protection for aircraft landing or taking off from the runway, and for missed approaches. The OFZ is subdivided as follows:

- **Runway OFZ** – The airspace above a surface centered on the runway centerline;
- **Precision Approach Category I (CAT I) Runway** – A runway with an instrument

approach procedure which provides for approaches to a decision height (DH) of not less than 200 feet (60m);

- **Runway Protection Zone (RPZ)** – An area off the runway end to enhance the protection of people and property on the ground;
- **Runway Safety Area (RSA)** – A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway;
- **Shoulder** – An area adjacent to the edge of paved runways, taxiways or aprons providing a transition between the pavement and the adjacent surface; support for aircraft running off the pavement; enhanced drainage; and blast protection;
- **Taxilane (TL)** – The portion of the aircraft parking area used for access between taxiways and aircraft parking positions;
- **Taxiway (TW)** – A defined path established for the taxiing of aircraft from one part of an airport to another;
- **Taxiway Safety Area (TSA)** – A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway;
- **Visual Runway** – A runway without an existing or planned straight-in instrument approach procedure.

The OFZ is a three dimensional volume of airspace which protects for the transition of aircraft to and from the runway. The OFZ

clearing standard precludes taxiing and parked airplanes and object penetrations, except for frangible NAVAID locations that are fixed by function. Additionally, vehicles, equipment, and personnel may be authorized by air traffic control to enter the area using the provisions of Order 7110.656, Air Traffic Control, paragraph 3-5. The runway OFZ and, when applicable, the inner-approach OFZ and the inner-transitional OFZ, comprise the OFZ.

Operable Unit (OU) – A discreet portion of a site that is investigated and cleaned up separately from other portions of the site. Dividing a site into two or more operable units allows separate investigations and cleanups to proceed at their own pace. Common examples are investigating soil and groundwater contamination separately, and cleaning up and redeveloping small portions of a larger site.

Outer Marker – A marker beacon at or near the glide slope intercept altitude of an ILS approach. It is keyed to transmit two dashes per second on a 400 Hz tone, which is received aurally and visually by compatible airborne equipment. The OM is normally located four to seven miles from the runway threshold on the extended centerline of the runway.

Outstanding Resource Water (ORW) – A water or a wetland bordering a water that has been designated by the Massachusetts Department of Environmental Protection as an Outstanding Resource Water (ORW). ORWs include public water supplies, certified vernal pools, and other waters that constitute an outstanding resource as determined by their outstanding socio-economic, recreational, ecological and/or aesthetic values.



Overhead Maneuver – A series of predetermined maneuvers prescribed for aircraft (often information) for entry into the VFR traffic pattern and to proceed to a landing. An overhead maneuver is not an IFR approach procedure. These aircraft shall be considered VFR and the IFR flight plan is canceled when the aircraft crosses the landing threshold on the initial approach portion of the maneuver.

Oxides of Nitrogen (NOX) – Regulated air pollutants representing different combinations of oxygen and nitrogen. The U. S. EPA has established regulations, including a NAAQS, for nitrogen dioxide (NO₂).

Ozone (O₃) – A regulated air pollutant formed from reactions between Volatile Organic Compounds (VOC) and oxides of nitrogen in the presence of sunlight, primarily during summer months. Also generally known as smog.

P-Q

Particulate Matter (PM_{2.5}) – Regulated fine particle matter in the air with a diameter of 2.5 micron or less. One micron is one-millionth of a meter.

Particulate Matter (PM₁₀) – Regulated coarse particle matter in the air with a diameter of 10 micron or less. One micron is one-millionth of a meter.

Polychlorinated biphenyl (PCB) – Mixtures of up to 209 individual synthetic chlorinated compounds. PCBs have been used as coolants and lubricants in transformers, capacitors, and other electrical equipment because they don't burn easily and are good insulators. The manufacture of PCBs was stopped in the

U.S. in 1977 because of evidence that they build up in the environment and can cause harmful health effects. Products made before 1977 that may contain PCBs include old fluorescent lighting fixtures and electrical devices containing PCB capacitors, and hydraulic oils. There are no known natural sources of PCBs. PCBs are either oily liquids or solids that are colorless to light yellow, and have no known smell or taste.

Precision Approach Path Indicators (PAPI) – A visual aid consisting of a system of lights installed on the side of the runway that provide visual descent guidance information during approach to a runway to provide for the aircraft crossing the runway threshold at an appropriate height. A PAPI is intended primarily for use during VFR weather conditions.

Precision Approach Procedure – A standard instrument approach procedure in which an electronic glide slope/glide path is provided; e.g., ILS/MLS and Precision Approach Radar (PAR).

Precision Approach Radar (PAR) – Radar equipment in some Air Traffic Control facilities operated by the FAA and/or the military services at joint-use civil/military locations and separate military installations to detect and display azimuth, elevations, and range of aircraft on the final approach course to a runway. PAR provides both horizontal and vertical guidance to approaching pilots.

Propylene glycol – An organic compound that is used as ingredient in aircraft deicing solutions.

R

Reasonably Available Control Technology

– Requires the use of reasonably available control requirements to reduce or limit air emissions from sources in areas that do not meet national ambient air quality standards (i.e., non-attainment areas).

Response Action Outcome (RAO)

– A designation applied to a disposal site, as defined under the Massachusetts Contingency Plan (MCP), 310 CMR 40.0000), at which there is No Significant Risk, also as defined by the MCP. The goal of assessment and mitigation activities under the MCP is to achieve conditions of No Significant Risk. Attainment of a Response Action Outcome (RAO) is considered a significant milestone in the progression through MCP activities, and in many (but not all) cases serves as an endpoint to those activities.

Record of Decision (ROD)

– In the Commonwealth of Massachusetts, a document issued by the Secretary of Environmental Affairs on a project where a waiver of a MEPA threshold or other MEPA requirement has been requested. At the federal level, a decision on an EIS filing.

Runway

– A defined rectangular area on land airport prepared for the landing and takeoff run of the aircraft along its length. Runways are normally numbered in relation to their magnetic direction rounded off to the nearest 10 degrees; e.g., Runway 01, Runway 25.

Runway Alignment Indicator Lights (RAIL)

– A visual lighting system that provides information on the approach end of the runway

Runway End Identifier Lights (REIL)

– See Airport Lighting.

Runway Protection Zone (RPZ) – See Obstacle Free Zone.

Runway Safety Area (RSA) – See Obstacle Free Zone.

Runway Visual Range (RVR) – See Visibility.

S

Single Event Level (SEL) – The total noise dose, or exposure, resulting from a time-varying sound that is normalized to a one second duration so that exposures of different durations can be compared on an equal basis. Because aircraft noise events last longer than one second, the time-integrated SEL always has a value greater in magnitude than the maximum sound level of the event – usually about seven to ten dB higher for most airport environments.

Small Airplane – An airplane of 12,500 pounds (5,700 kg) or less maximum certificated takeoff weight.

Spill Prevention Control and Countermeasure Plan (SPCCP)

– The cornerstone of the EPA's strategy to prevent oil spills from reaching the nation's waters. Requirements for maintaining SPCC Plans are dependent on facility operations and on site storage practices, as regulated under 40 CFR 112. SPCC Plans have prescribed elements for management and inspection of facilities' storage and handling operations, and are designed to ensure that such facilities put into place containment and other countermeasures that would prevent oil spills from reaching navigable waters.

State Implementation Plan (SIP)

– A detailed plan prepared by the states to show how they will comply and maintain



compliance with national air quality rules. States prepare SIPs and submit them to the U.S. EPA for approval to meet specific requirements of the Clean Air Act, including the requirement to attain and maintain the National Ambient Air Quality Standards (NAAQS).

Stormwater Pollution Prevention Plan (SWPPP) – A plan developed in accordance with the requirements of a General or Individual NPDES permit issued pursuant to the U.S. Clean Water Act. The SWPPP sets forth the activities to be initiated at a site to minimize or prevent pollution of waters of the U.S. A SWPPP may be necessary for existing industries or planned construction projects. The development of the SWPPP includes site characterization and the implementation of specific BMPs to address activities at the site. The U.S. EPA is the permitting authority in Massachusetts. The Massachusetts DEP has review and approval of the SWPPP if the site discharges to an ORW.

Sulfur dioxide (SO₂) – A regulated air pollutant created by the combustion of materials containing sulfur. The U. S. EPA has established regulations, including a NAAQS, for SO₂.

T

Taxi – The movement of an airplane under its own power on the surface of an airport (Part 135.100 – Note). Also, it describes the surface movement of helicopters equipped with wheels.

Taxilane (TL) – See Obstacle Free Zone.

Taxiway (TW) – See Obstacle Free Zone.

Taxiway Safety Area (TSA) – See Obstacle Free Zone.

Terminal Instrument Procedures – TERPS establishes criteria that are used to formulate and publish procedures for instrument approach and departure of aircraft to and from civil and military airports.

Terminal Radar Approach Control (TRACON) – Controls aircraft in the vicinity of a large airport, between the departure or arrival airport and the Air Route Traffic Control Center.

Terminal-Very High Frequency Omnidirectional Range Station – A very high frequency terminal omnidirectional range station located on or near an airport and used as an approach aid.

Threshold – The beginning of that portion of the runway usable for landing.

Time Above a decibel threshold (TA) – Because analyses of decibels are complex and often unfamiliar to the public, the FAA has developed a supplemental noise metric that is non-logarithmic: the amount of time (in minutes or seconds) that the noise source of interest exceeds a given A-weighted sound level threshold. Every time a noise event goes above a given threshold, the number of seconds is accumulated and added to any previous periods that the noise exceeded the threshold. These time-above-thresholds, or Time Above, are usually reported for a 24-hour period. Note that TA does not tell the loudness of the various noise events. Just as a single value of the A-weighted sound level ignores the dimension of time, so the TA ignores the dimension of loudness.

Time-In-Mode (TIM) – The time an aircraft spend in each mode of the LTO cycle.

Total Noise Exposure (EXP) – The EXP metric was developed in 1982 as a screening tool for Massport to assess changes in the fleet mix of aircraft operating at Hanscom Field overtime. EXP indicates changes in total noise exposure and expected resultant changes in DNL, without the need to prepare noise contours. The metric is calculated by logarithmically summing the representative SELs for each departure of an airplane assuming it flies over a single point on the ground. Similar aircraft types are grouped together in the calculations at creating a "partial EXP" for the group. Partial EXP values for each group are then summed to obtain a single number estimate of departure noise exposure at that reference location. Similar calculations are performed for arrival operations. Separate computations are performed for civil and military operations. Massport maintains a comprehensive database of operations conducted by aircraft heavier than single engine piston aircraft. EXP uses the same summation formula as DNL: logarithmic summation of all noise events over a 24-hour day, with a 10 dB penalty applied to events occurring between 10:00 p.m. and 7:00 a.m.

Total petroleum hydrocarbon (TPH) – A term used to describe a large family of several hundred chemical compounds that originally come from crude oil, which is refined to common petroleum products such as gasoline, motor oil, and jet fuel. Because there are so many different chemicals in petroleum products, it is not practical to measure each of them

individually, so TPH testing in the environment is often used as a measure of evidence of release of such products to soils, groundwater, or surface water.

Total suspended solids (TSS) – Solids in water that can be trapped by a filter (the combination of TSS and total dissolved solids together comprise Total Solids). TSS can include a wide variety of material, such as silt, decaying plant and animal matter, industrial wastes, and sewage. High levels of TSS can pose risk to the aquatic life and natural stream processes.

Touch-And-Go – An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway.

Tower – A terminal facility that uses air/ground communications, visual signaling, and other devices to provide ATC services to aircraft operating in the vicinity or an airport or on the movement area. Authorizes aircraft to land or takeoff at the airport controlled by the tower or to transit the airport traffic area regardless of flight plan or weather conditions (IFR or VFR). A tower may also provide approach control services (radar or non-radar).

Traffic Pattern – The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg and final approach.

- **Upwind Leg** – A Flight path parallel to the landing runway in the direction of landing.
- **Crosswind Leg** – A flight path at right angles to the landing runway off its upwind end.



- **Downwind Leg** – A flight path parallel to the landing runway in the direction opposite to landing. The downwind leg normally extends between the crosswind leg and the base leg.
- **Base Leg** – A flight path at right angles to the landing runway off its approach end. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline.
- **Final Approach** – A flight path in the direction of landing along the extended runway centerline. The final approach normally extends from the base leg to the runway. An aircraft making a straight-in approach VFR is also considered to be on final approach.

Transportation Demand Management (TDM) – Measures that make better use of existing transportation facilities by reducing the peak hour demand for automobile trips, as opposed to increasing roadway capacity. Examples of TDM measures include increased or expanded transit service, carpool/vanpool programs, employee rideshare programs, and staggered work hours.

Transportation Improvements Plan (TIP) – A five-year plan that programs federally fund roadway and transit projects. Metropolitan Planning Organization updates the TIP on an annual basis.

Transportation Management Association (TMA) – A structured organization typically comprised of employers interested in collectively improving transportation access to an area through the implementation of cost-sharing approaches such as Transportation

Demand Management (TDM) measures, public advocacy and marketing and information campaigns. The transportation access measures, as well as the dues and organizational structure, are tailored to the specific needs of the TMA membership.

Transportation Management Initiative (TMI) – A program that is administered by MassRIDES on behalf of the Executive Office of Transportation. The program funds a MassRIDES staff coordinator to plan and administer TDM actions with members. Membership in the program is free. Benefits are provided based on the level of participation in TDM, with employees of partner companies eligible to use MassRIDES's guaranteed ride home program.

Transportation Security Administration (TSA) – Federal agency created as part of the Aviation and Transportation Security Act passed by the U.S. Congress and signed into law on November 19, 2001 and in response to the September 11, 2001 attacks on the World Trade Center and The Pentagon. The agency is charged with developing policies to ensure the safety of U.S. air traffic and other forms of transportation.

Trip (vehicle) – A trip represents one vehicle entering or leaving a facility. A vehicle entering *and* leaving a facility represents two vehicular trips.

V

Vehicle Miles Traveled (VMT) – The product of the number of vehicles on a given roadway by the length of the roadway. The units are vehicle miles per year.

Vehicle Occupancy Rate (VOR) – Number of persons per vehicle.

Vegetation Management Plan (VMP) – A program of actions by Massport at Hanscom Field to comply with FAA regulations and Massachusetts General Laws regarding protected airspace. The VMP includes vegetation removal project addresses obstructions. Massport implemented the VMP in 2004. Since then, the VMP has moved into a maintenance phase.

Visibility – The ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night. Visibility is reported as statute miles, hundreds of feet or meters.

- **Flight Visibility** - The average forward horizontal distance, from the cockpit of an aircraft in flight, at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night.
- **Ground Visibility** – Prevailing horizontal visibility near the earth’s surface as reported by the United States National Weather Service or an accredited observer.
- **Runway Visual Range (RVR)** – An instrumentally derived value, based on standard calibrations, that represents the horizontal distance a pilot will see down the runway from the approach end. It is based on the sighting of either high intensity runway lights or on the visual contrast of other targets, whichever yields the greater visual

range. RVR, in contrast to prevailing or runway visibility, is based on what a pilot in a moving aircraft should see looking down the runway. RVR is horizontal visual range, not slant visual range. It is based on the measurement of a transmissometer made near the touchdown point of the instrument runway and is reported in hundreds of feet. RVR is used in lieu of RVV and/or prevailing visibility in determining minimums for a particular runway.

- **Touchdown RVR** – The RVR visibility readout values obtained from RVR equipment serving the runway touchdown zone.
- **Mid-RVR** – The RVR readout values obtained from RVR equipment located midfield of the runway.
- **Rollout RVR** – The RVR readout values obtained from RVR equipment located nearest the rollout end of the runway.

Visual Approach - An approach wherein an aircraft on an IFR flight plan, operating in VFR conditions under the control of an air traffic facility and having an air traffic control authorization, may proceed to the airport destination in VFR conditions.

Visual Approach Slope Indicators (VASI) – See Airport Lighting

Visual Flight Rules (VFR) – Rules that govern the procedures for conducting flight under visual conditions. The “VFR” is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.



Visual Flight Rules (VFR) Conditions – Weather conditions equal to or better than the minimum for flight under visual flight rules.

Visual Meteorological Conditions – Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling equal to or better than specified minima.

Volatile Organic Compounds (VOC) – Hydrocarbons associated with motor fuels that are highly reactive and may help form ozone.

VORTAC - A navigation aid providing VOR azimuth, TACAN azimuth, and TACAN distance measuring equipment (DME) at one site.

W-Y

Wetlands Protection Act (WPA) – An Act (MGL Chapter 131 Section 40) that protects Massachusetts wetlands resources and ensures that the beneficial functions of these resources are maintained. Projects that affect wetlands are required to avoid impacts where possible, minimize unavoidable impacts, and mitigate for unavoidable impacts. Proponents of projects in wetlands or in the buffer zone around them must apply for an Order of Conditions from the municipal Conservation Commission.

Z

Zero Emissions Vehicle (ZEV) – A vehicle that has no air pollution emissions directly associated with it (e.g. vehicles powered with electricity or hydrogen fuel cells).

Distribution List

Those entities and individuals indicated with an * received a printed copy of the *2017 L.G. Hanscom Field Environmental Status and Planning Report*. The *2017 L.G. Hanscom Field Environmental Status and Planning Report* is also available on the Massport website.¹

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¹ <http://www.massport.com/massport/about-massport/project-environmental-filings/hanscom-field/>



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All individuals who submitted comments
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Proposed Scope received printed copies of
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Appendix A — Draft Scope, MEPA Certificate, and Responses to Comments



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October 2, 2017

Secretary Matthew A. Beaton
Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs (EEA)
Attn: MEPA Office
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Boston MA 02114A

Re: **Proposed Scope 2017 L. G. Hanscom Field Environmental Status & Planning Report**
Bedford, MA, EEA Number: 5484/8696

Dear Secretary Beaton and Director Buckley:

The Massachusetts Port Authority (Massport) is pleased to submit for your review this Proposed Scope for the 2017 L. G. Hanscom Field Environmental Status & Planning Report (ESPR), the next filing in an ongoing review and evaluation of current and potential future operating and environmental conditions at Hanscom Field. The Proposed Scope is being submitted in accordance with the provisions of the Massachusetts Environmental Policy Act (MEPA), G.L. Chapter 30, Sections 62-62H and its regulations, 301 Code of Massachusetts Regulations (CMR) 11.00. The Proposed Scope responds to the Secretary's March 21, 2014 Certificate on the 2012 ESPR. A copy of the reviewers list is also attached.

Massport is requesting a 30-day comment period to accommodate community review with the close of comments on November 9, 2017. The public MEPA Scoping Session, is scheduled for 6:30 PM on Tuesday October 24, 2017 at the Hanscom Field Civil Air Terminal. Massport will also be available to participate in additional community meetings within the public comment period to discuss the scope, as needed.

Michael Gove will serve as the ESPR Project Manager. Michael, I and members of Massport's staff are available to discuss the ESPR and attached proposed scope with you or your staff if needed. Please contact Michael at 617-568-3546 or me at 617-568-3524 with any questions or comments.

Sincerely,

Massachusetts Port Authority

Stewart Dalzell, Deputy Director
Environmental Planning and Permitting
Massachusetts Port Authority

Attachments

Cc: S. Williams, A. Goodspeed, G. Carr, M. Gove, L. Becker, A. Gallagher/Massport

**Proposed Scope
2017 L. G. Hanscom Field
Environmental Status & Planning Report
October 2, 2017**

PROJECT NAME: 2017 Hanscom Field Environmental Status & Planning Report
PROJECT LOCATION: Bedford, Massachusetts
EEA NUMBER: 5484/8696
PROJECT PROPONENT: Massachusetts Port Authority

The Massachusetts Port Authority (Massport or Authority) is committed to a multi-modal, multi-airport, multi-state regional transportation program that will satisfy future regional aviation demand. A key component of that transportation program is the use of regional airports to complement Boston-Logan International Airport (Logan). L.G. Hanscom Field, which is located in the four towns of Bedford, Concord, Lincoln, and Lexington, is New England's premier general aviation (GA) airport. Minute Man National Historical Park is located just south and west of the airport in Lincoln and Concord. As a reliever to Logan, Hanscom Field provides airside relief by annually serving approximately 122,000 GA operations. Hanscom Field handles over six times more GA operations than occur at Logan and has supported niche commercial service. This role for Hanscom Field was first established in the Master Plan for the airport in 1978, clarified in the 1980 Noise Rules, restated in the 1995 Generic Environmental Impact Report (GEIR), the 2000 L. G. Hanscom Field Environmental Status & Planning Report (ESPR), the 2005 ESPR, and the 2012 ESPR and continues to serve as a guide.

Hanscom Field's Master Plan and Noise Rules

Massport has owned Hanscom Field since 1974. The airport is located approximately 20 miles northwest of Boston just outside Route 128/I-95 and is convenient to most of metropolitan Boston. The Federal Aviation Administration (FAA) identifies Hanscom Field as a reliever airport. As such, its primary role in the regional aviation system is to accommodate regional GA needs, which has included some commercial and cargo service. This allows larger nearby airports to concentrate on large-scale commercial and cargo activity.

In 1978, Massport prepared a Master Plan for the airport. The preparation of the Master Plan included a lengthy and comprehensive public process. In 1980, after additional public process, the Authority adopted the Hanscom Field Noise Rules, which were an outgrowth of the Master Plan. The Master Plan and the 1980 Noise Rules remain the framework for airport planning and operations today.

The variety of aviation activities at Hanscom Field include private corporate aviation, recreational flying, pilot training, air charter, cargo, commuter service and limited military flights. The Master Plan and the 1980 Noise Rules contemplate and provide for commercial airline service. In fact, the 1980 Noise Rules specifically allow for passenger aircraft with up to 60 seats. Commercial airlines have operated periodically at Hanscom Field since the mid-1970s. Streamline was the most recent airline to provide scheduled passenger services. Currently, there is no scheduled passenger service at Hanscom.

History and Purpose of Environmental Status and Planning Report

The Massachusetts Secretary of the Executive Office of Energy & Environmental Affairs (Secretary) has, since 1985, required that the Authority prepare an *Environmental Status and Planning Report* (ESPR) every five years to evaluate the cumulative effect of growth and change at Hanscom Field and provide data and analyses on noise, ground transportation, air quality, and water quality. The original GEIR, the 1995 GEIR Update, the 2000 ESPR, the 2005 ESPR, the 2012 ESPR, as well as the forthcoming 2017 ESPR, were designed to provide a retrospective analysis of the environmental effects of Hanscom Field while including analyses for future conditions.

As a result, the ESPR is an effective planning tool from which the Authority's policy and program developments are derived. The 2017 ESPR will present an overview of the operational environment and planning status of Hanscom Field and will provide long-range projections of environmental conditions against which the effects of future individual projects can be compared. The ESPR will provide historical environmental information, current information, and a forecast of future environmental effects at Hanscom Field. The ESPR does not replace the requirement for filing an Environmental Notification Form (ENF) or other state and federal permit application for a specific project if that project meets or exceeds a MEPA or other environmental regulatory threshold.

Massport filed its 2012 ESPR with the Executive Office of Energy and Environmental Affairs (EEA) in December 2013. The 2012 ESPR contains an extensive discussion on air and ground transportation, cultural and historical resources, and detailed information on such technical issues as noise abatement, air quality, ground access, and water quality management. The MEPA Certificate issued by the Secretary on March 21, 2014 determined that the 2012 ESPR "adequately and properly complies with the Massachusetts Environmental Policy Act." The Secretary's Certificate requires that the major areas of analyses for the next ESPR include, but are not limited to, aviation planning, landside planning, ground access, noise, air quality, water quality, cultural and historical resources, sustainability and airport mitigation.

Public Review and Participation

In developing this proposed Scope, the Authority reviewed the MEPA Certificate for the 2012 ESPR. Per the proposed schedule, the Authority will convene the following:

- MEPA scoping session (October 24, 2017)
- Convene up to four technical workshops during the public review process for the ESPR which will be in addition to the MEPA meeting for the ESPR.

Format of the 2017 ESPR

The 2017 ESPR will be a single document that follows the general format of the 2012 ESPR. In addition, Massport provides the Yearly Noise Report and the State of Hanscom every year to the public. Detailed ESPR technical studies will be summarized in a readable format to illustrate clearly the implications of recent trends, existing conditions and potential future scenarios. The ESPR will build on the base information developed for the 2012 ESPR, presenting policy considerations and an overview of the airport's current and potential future role within the regional planning context, including a status report on the Authority's proposed planning initiatives and projects. The 2017 ESPR technical studies will include analysis of airport activity levels, noise, ground access, air quality, water quality, natural resources, cultural and historical resources, and sustainability. The chapters on ground transportation management, noise, air quality, and water quality will include the following sections:

- Discussion of analysis methodologies and assumptions
- Report of 2017 conditions in comparison to previous years
- Prediction of 2025 and 2035 conditions

Forecasted activity levels for the future years may occur earlier or later than the forecast, but the analysis years of 2025 and 2035 will provide useful parameters for the analytical framework.

CD-ROM (or other electronic format) versions and limited printed copies of the ESPR will be available for public review. The ESPR will be posted on the Authority's web page. Supporting technical appendices will be provided as necessary. The following describes the proposed ESPR sections.

I. Introduction

This section will generally introduce the ESPR and place it in its environmental and regulatory context. This section will:

- Summarize the evolution of the Hanscom Field environmental review process.
- Describe the analysis framework for the environmental reporting and technical studies to be conducted.
- Describe the organization of the 2017 Hanscom Field ESPR.
- Summarize the major sections of the ESPR, with supporting graphics and data tables.

II. Facilities and Infrastructure

This section will update information presented in the 2012 ESPR regarding the airfield and its supporting infrastructure and utility system, including:

- The use and storage of hazardous materials at Hanscom Field, including jet fuel use and spill prevention efforts
- The status of the Authority's tenant audit program
- The current status of the 21E sites at Hanscom Field

III. Airport Activity Levels

This chapter will report on airport activity levels for 2012 to 2017 and describe the new forecasts of aviation activity for 2025 and 2035. This is based on aviation forecasts done for all three Massport airports; Logan, Hanscom, and Worcester. The ESPR will use forecasts to assist in developing fleet projections for each future analysis year.

The 2017 ESPR will describe historic airport activity levels. The ESPR uses specific analysis years to integrate airport activity levels with other areas of analysis, such as traffic projections. The ESPR will provide an update of activity levels at Hanscom Field according to the following:

- Report on aircraft fleet mix and on activity levels of GA, commuter and military operations from 2012 to 2017.
- Compare 2012-2017 activity levels to historic trends.
- Compare actual 2017 activity levels to forecasted 2010 activity levels from the 2012 ESPR.
- Report on current and future trends within the aviation industry.

The ESPR will utilize forecasts developed for aviation activity for 2020 and 2030 based on recent trends at Hanscom Field and with consideration of the role that the airport plays in the regional airport system. The ESPR will report actual changes in fleet mix and aircraft operations at Hanscom Field – both increases and decreases – and compare these data to the range of future activity levels and fleet mix defined by the moderate growth scenarios of the 2017 ESPR. Differences between actual and previously forecast activity levels will be explained and will be reflected in the underlying assumptions for the 2025 and 2035 forecasts. The forecasts will also include coordination with forecasting for the Logan ESPR.

- Prepare a 2025 growth scenario for activity levels and passenger forecasts.
- Prepare growth scenario for activity levels that will vary the fleet mix and passenger forecasts for the year 2035, which is consistent with the Logan ESPR and other regional planning efforts.

The fleet mix of the growth scenarios will include GA, military, commuter service and some cargo activity consistent with the 1978 Master Plan and 1980 Noise Rules. The scenarios will be based on recent trends at the airport as well as regional and national aviation trends.

IV. Airport Planning

The Authority continues to assess planning strategies for operating an efficient airport in an environmentally sensitive manner. As owner and operator of Hanscom Field, the Authority also must accommodate and guide airport tenant development. This section will describe the status of planning initiatives and projects for the Terminal, airside and landside areas.

This chapter will also report planning and development initiatives by the Minute Man National Historical Park, the Hanscom Air Force Base and the four contiguous towns that affect Hanscom Field and are affected by Hanscom Field.

V. Regional Transportation Context

Hanscom Field is the premier GA facility serving Massachusetts and the New England region. The ESPR will describe the role of Hanscom Field in the region's transportation system, and will report on the Authority's efforts to strengthen the regional transportation system and on its cooperative efforts with other transportation agencies to promote an efficient regional aviation system with improved public/private transportation access. The ESPR will also describe Massport's system of three airports and efforts to better utilize these facilities. This chapter will update the information provided in the 2012 ESPR with the most current information provided in the Logan EDRs and ESPR in relation to Hanscom Field and will include the following:

- For 2017, a report on regional airport operations, passenger activity levels, and the status of plans and new improvements as provided by regional airport authorities and a report on recent rail service initiatives by others that could affect air passenger travel including the North-South Station Rail Link, Acela Service, and bus service.
- A discussion of the role that Logan International Airport plays in intercity travel choices.
- Diversion opportunities to alternative modes and to New England airports.
- A report on the integration of New England regional airport facilities as a regional system
- A report on Hanscom Field's role in the GA airport network.
- A report on the current status of the ground access improvements at the four New England regional airports (Logan International Airport, T. F. Green Airport, Manchester Airport and Worcester Regional Airport) by state transportation agencies, including projected dates for completion of studies and/or construction and an analysis to quantify the effects of these measures upon projected passenger levels at each of the airports.

In addition, the ESPR will report on the Authority's efforts to promote service at Worcester and other airports, as well as other Authority involvement to promote the regional transportation system.

A summary of relevant regional and local highway studies and transit projects will be included.

VI. Ground Transportation

The 2017 ESPR will report on Ground Transportation conditions using the following indicators:

- Traffic, roadway and access analysis results
- Mode share data
- Alternative transportation modes; availability and use.
- Parking demand and management information

Background growth in traffic within the Study Area attributed to Hanscom Field as compared to other area sources will be evaluated. The Study Area for the traffic analysis in the 2012 ESPR was bounded by Route 2A, Old Bedford Road, Route 62, Routes 4/225 and Route 128/I-95. The 2017 ESPR will include up to 10 intersections including those described in the 2012 ESPR where Hanscom

Field traffic was found to contribute 10-percent or more to the existing traffic volumes on each intersection approach. The 2017 ESPR will also use this approach to evaluate the Study Area intersections for the forecast activity levels and years.

Analyses conducted in support of the 2017 ESPR and other available information indicate that Hanscom Field currently does not have a sufficient commuting population to support a Transportation Management Association (TMA). The potential for developing partnerships with abutters and area businesses to facilitate a regional Transportation Demand Management (TDM) approach will be discussed in the ESPR. Other special topics will address recent studies, and issues raised in previous ESPR Certificates, reviewers' comments, and will:

- Report available information from the Authority's survey of Hanscom Field employees.
- Describe TDM strategies including potential for participation in a TMA.
- Review, summarize and analyze, as necessary, existing metropolitan transportation documents and report as to how they relate to Hanscom Field access.

VII. Noise

The Noise chapter of the ESPR will report current conditions for the year 2017 and projections for the forecast activity levels and years using the following indicators:

- Update EXP reference levels as needed
- Day-Night Average Sound Level (DNL) contours
- Time-Above (TA) contours for a Given Threshold

All noise contour levels will be computed using the AEDT. The DNL levels depicted will be based on accepted EPA and FAA guidelines. Impacts assessment for both DNL and TA will be based on data from the 2010 U.S. Census. The ESPR will present the noise data from the six permanent monitoring stations at Hanscom Field including minimum, maximum and average daily DNL values. Special topics will address recent studies, and issues raised in previous ESPR Certificates, reviewers' comments, and will include, in consultation with the Authority:

- A report on the Fly Friendly program at Hanscom Field and recommended touch and go procedures over the MMNHP.
- An analysis and review for areas that are affected by noise from aircraft upon start-up and take-off roll.
- Update on the incorporated recommendations from the 1999 Report of the Hanscom Field Noise Workgroup.
- Update on new noise monitoring system.

VIII. Air Quality

The Air Quality chapter of the 2017 ESPR will report current conditions for the year 2017, industry update on airport-related greenhouse gasses (GHG's), and projections for the forecast activity levels and years using the following indicators:

- Emissions Inventory for:
 - Carbon Monoxide (CO)
 - Oxides of Nitrogen (NOx)
 - Volatile Organic Compounds (VOCs)
 - Particulate matter (PM10) and (PM2.5)
 - Green House Gases (GHG)

-
- Available monitoring results for:
 - Ozone Precursors
 - Nitrogen Dioxide (NO₂)

IX. Wetlands/Wildlife/Water Resources

The ESPR will include the most recent, wetlands delineation, and the identified vernal pools. The ESPR will report wildlife habitat mapping using available information from Massachusetts Natural Heritage and Endangered Species Program (NHESP). The ESPR will provide an update of the Authority's vegetation management program at Hanscom Field.

The ESPR will report on any incremental changes to the Hanscom Field storm water management system and to the Storm Water Pollution Prevention Plan (SWPPP). The ESPR will report on the water quality monitoring program at the Shawsheen River. The ESPR will provide any available public information on the National Pollutant Discharge Elimination System (NPDES) permit, and the SWPPP. Reporting indicators for water quality improvement will include NPDES Permit monitoring results. The ESPR will also report on the deicing monitoring program. The 2017 ESPR will also report on the Vegetation Management Plan, the Hanscom Field Grassland Management Program and all associated monitoring and maintenance.

X. Cultural and Historical Resources

The 2017 ESPR will review and update the extensive data on historic and archeological resources completed as part of the 2012 Hanscom Field ESPR. The most current version of the State Register of Historic Places and the files of the Massachusetts Historical Commission will be reviewed, as will previous available planning studies conducted within or adjacent to Hanscom Field. This information will be compared to the 2012 ESPR and updated where appropriate in the 2017 ESPR.

XI. Sustainable Development and Environmental Management System

The Sustainable Development and Environmental Management System (EMS) chapter of the ESPR will report on the development of the Authority's Sustainable Development Program and the EMS Program at Hanscom. The Authority received an ISO 14001 Certification for Hanscom Field in 2001, making it the first airport in the nation to qualify. The Certification establishes objectives and targets, monitoring procedures and roles and responsibilities to track and manage the environmental performance of Hanscom Field. This chapter will include a discussion of the following:

- Summary of existing sustainable practices currently being undertaken by the Authority at Hanscom Field
- Report on recycling policy and efforts
- Report on toxic reduction at the airport
- Report on the EMS Program at Hanscom Field, including the ISO 14001 Certification
- Opportunities for sustainable development practices

XII. MEPA Documentation

This section will include a copy of the Secretary's 2014 Certificate on the 2012 Hanscom Field ESPR, a copy of the Secretary's Certificate on the scope for the 2017 ESPR, a reviewers list and a glossary of terms. Supporting Technical appendices will be included in the report as necessary. The ESPR will respond to comments on the Proposed Scope in a topical format.

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Proposed Scope 2017 L. G. Hanscom Field Environmental Status & Planning Report

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A.1 Commenters on Scope

The following is a list of commenters whom submitted comments to the Secretary of Energy and Environmental Affairs (EEA) during the MEPA public comment period when MEPA issued a draft scope for the *2017 ESPR*.

Table A-1 Comments with Response Identifiers

Commenter	Date of Comment	Form of Comment (Letter/Email/etc.)	Contact Information	Massport Comment Response Identifiers
Matthew A. Beaton Secretary of Energy and Environmental Affairs, Commonwealth of Massachusetts	11/16/2017	Scope Certificate	Matthew A. Beaton Office of Energy and Environmental Affairs 100 Cambridge St, Suite 900 Boston, MA 02114	EEA-1 – EEA-57
Chris Boles Bedford Resident	11/5/2017	Email	Chris Boles 243 Bedford Road Bedford, MA 01730	CBO-1 – CBO-8
Town of Lexington Board of Selectmen, Suzanne E. Barry, Chairman	11/6/2017	Letter	Suzanne E. Barry, Chairman Lexington Board of Selectmen 1625 Massachusetts Avenue Lexington, MA 02420	LEX-1 – LEX-11
Natural Heritage & Endangered Species Program (NHESP), Massachusetts Division of Fisheries & Wildlife, Everose Schluter, Chief of Regulatory Review	11/7/2017	Email	Everose Schluter Chief of Regulatory Review Natural Heritage & Endangered Species Program, Massachusetts Division of Fisheries & Wildlife 1 Rabbit Hill Road Westborough, MA 01581	ESP-1
Jennifer Boles Bedford Resident	11/8/2017	Email	Jennifer Boles 243 Bedford Road Bedford, MA 01730	JBO-1 – JBO-5
Ann Seamans Bedford Resident	11/8/2017	Email	Ann Seamans Concord Road Bedford, MA	SEA-1 – SEA-2

Town of Bedford Board of Selectmen, Hanscom Field Advisory Commission, Mike Rosenberg, Chair	11/9/2017	Letter	Mike Rosenberg Chair, Hanscom Field Advisory Commission, Bedford Board of Selectmen 387 Concord Road Berford, MA 01730	BED-1 – BED-2
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A.2 Massport Response to Comments on Scope

The following is a list of summarized comments submitted to the Secretary of Energy and Environmental Affairs (EEA) during the MEPA public comment period when MEPA issued a draft scope for the 2017 *ESPR*. For each comment, a formal response from Massport is provided. The reader may also be referred to a specific section of the 2017 *ESPR* where a more detailed answer to the comment can be found.

Table A-2 Response to Comments

Comment Number	Comment	Response
EEA Secretary’s Certificate, November 16, 2017		
Airport Facilities and Infrastructure		
EEA-1	Describe facilities and infrastructure at Hanscom, including use, ownership, condition and maintenance practices and responsibilities	A current inventory of facilities and infrastructure at Hanscom was conducted as part of the 2017 <i>ESPR</i> . See Sections 2.2 and 2.3, Tables 2-1 and 2-2, and Figure 2-1.
EEA-2	Report on the use and storage of hazardous materials such as jet fuel, and identify measures to minimize and mitigate release of these materials	Massport has developed a Spill Prevention Control and Counter measures (SPCC) Plan that covers general Massport operations. Tenants that store a total of more than 42,000 gallons of oil in underground storage tanks (USTs) and/or more than 1,320 gallons of oil in ASTs or containers are required to have a SPCC Plan as required under 40 CFR 112 (Oil Pollution Prevention). For more information, see Section 2.4.6 and Table 2-6.
EEA-3	Identify areas regulated under M.G.L 21E, the Massachusetts Contingency Plan (MCP), and provide status reports	Hazardous materials and disposal site remediation, see Section 2.4.6 and Table 2-8.

Comment Number	Comment	Response
EEA-4	Report on the past, current and projected water use and wastewater generation	A history of water usage from 1993 to 2017 is presented in Figure 2-3. Daily average wastewater flows from 1995 through 2017 are included in Figure 2-5. Water use has stayed below earlier ESPR projections. Based on existing water use, available system flow capacity, and the projected development scenarios, the existing water systems are sized to supply potable water flows required for each of the future growth scenarios. See Section 4.3.1. Wastewater generation has also remained below levels analyzed in the 2005 and 2012 ESPRs, and the existing on-site wastewater system is expected to have the capacity to accommodate growth scenarios included in the 2017 ESPR, as described in Section 4.3.2.
EEA-5	Describe water and sewer infrastructure	The sanitary sewer system is described in Section 2.4.4 and Figure 2-6. The stormwater management and drainage system is described in Section 2.4.5. Existing Hanscom Field water system is shown in Figure 2-4.
Airport Activity Levels		
EEA-6	Report on activity levels for 2012 to 2017	Hanscom's total aircraft operations have decreased by 5 percent annually from approximately 166,000 operations in 2012 to 129,000 operations in 2017. See Section 3.3.
EEA-7	Growth forecasts of aviation activity for 2030 and 2035	Aviation activity is forecast to increase from approximately 129,000 operations in 2017 to 132,000 operations in 2025 and 139,000 operations in 2035. These projects are below both historic peaks and 2012 forecasted levels. See Section 3.4.
EEA-8	Fleet projections for each analysis year	Fleet projections are included in Section 3.4.5 and Table 3-10.
Airport Planning		
EEA-9	Status of planning initiatives for the terminal, airside area and landside area	Planning initiatives are described in Chapter 4 and listed in Table 4-8.
EEA-10	Identify projects that may be subject to MEPA review	Projects subject to MEPA review are covered in Section 4.2.5.

Comment Number	Comment	Response
EEA-11	Planning and development initiatives by the MMNHP, the Hanscom Air Force Base, and the four contiguous towns that affect Hanscom Field and are affected by Hanscom Field	Planning initiatives of Hanscom stakeholders including MMNHP and Hanscom AFB are described in Section 4.1.8. Local municipality planning initiatives, including those of Bedford, Concord, Lexington, and Lincoln are described in Section 4.1.7.
Regional Transportation		
EEA-12	Hanscom's role in regional transportation and efforts by Massport to coordinate the use of its three airports	Hanscom's role in the regional transportation system and specifics concerning the role of each Massport owned airport are described in Section 5.2.
EEA-13	Status report on regional airport operations, passenger activity levels, and any improvements or planned changes to the regional airport network	Regional general aviation (GA) activity trends, including airport operations and high level changes to regional (GA) airport network are covered in Section 5.3 Regional commercial service trends including passenger activity and high level trends are included in Section 5.4.
EEA-14	Review of rail service initiatives by others that could affect air passenger travel	Section 5.7.1 reports on recent developments and current long-distance rail service originating in Boston, the status of air-rail linkages in the Northeast Corridor, and the Pilgrim Partnership, which provides commuter rail between Massachusetts and Rhode Island.
EEA-15	Role of Logan	The role of Logan is described in Section 5.2.2.
EEA-16	Diversion opportunities to other airports and alternative modes	Massport's efforts to support regional airport network are described in Section 5.2.4. Alternative modes of transportation are discussed in 5.7.
EEA-17	Report on integration of New England regional airport facilities as a regional system	Integration of the New England regional airport facilities is described among the various long range planning efforts in Section 5.6.
EEA-18	Status of ground access improvement at New England regional airports	The status of ground access improvements in Boston and the airports in the New England region is described in Section 5.7.
EEA-19	Update on Massport's efforts to promote service at Worcester and other airports	Efforts to promote service at Worcester and other airports are covered in Section 5.2.4.
EEA-20	Report on relevant regional and local highway and transit projects	Regional and local highway and transit projects are described in Section 6.2.

Comment Number	Comment	Response
Ground Transportation		
EEA-21	Report on traffic generated by activities at Hanscom and any impacts on the local roadway network	Hanscom peak traffic does not coincide with general morning and afternoon peak traffic in the surrounding area. Hanscom-related traffic along Route 2A, east of Hanscom Drive, contributed only two percent of peak hour traffic volumes. See Section 6.1.
EEA-22	Report on Transportation Demand Management (TDM) measures implemented at Hanscom to reduce single-occupancy vehicle (SOV) trips to and from the site, identify any additional TDM measures under consideration, and describe how the success of each measure will be evaluated	TDM measures to reduce SOV trips are described in Section 6.4.2.
EEA-23	Describe opportunity for formation of a Transportation Management Association (TMA) and its effect on SOV trip reduction	Due to multiple tenants with staggered working hours that reflect 24/7 airport operations and associated logistical challenges, a concentration of employees to warrant a formal TMA does not currently exist. Massport will continue to coordinate with Hanscom AFB regarding opportunities to extend one of the existing shuttles to serve Hanscom Field. Existing, local TMA efforts are described in Section 6.2.3.
Noise		
EEA-24	Report on current noise levels	Overall, there has been a decrease in operations at Hanscom Field over the last several years, and operations remain well below historical peaks. Noise also remains well below historical peaks. However, there have been some increases in jet operations and nighttime flights. Current and forecasted noise levels are discussed in Chapter 7 and Appendix D in detail.

Comment Number	Comment	Response
EEA-25	Compare current conditions to 2012 levels and projected future levels	Comparison of year 2017 noise contours with 2012 noise contours, including the major contributing factors, is covered in Section 7.4.1. Analysis concerning forecast scenarios for planning years 2025 and 2035, including figures of various forecast noise contours, are found in Section 7.6. Noise levels in 2017 were not typical due to Runway 11-29 closure for repaving that occurred in August of that year. Forecasts for future years 2025 and 2035 took this into account.
EEA-26	Describe any resulting changes to the analysis or interpretation of noise levels based on the use of AEDT	A high-level description of the use of AEDT is included in Section 7.1. Further description of the changes in noise analysis methodology from the 2012 analysis, including the use of AEDT is described in Section 7.3.3.
EEA-27	Provide updated Noise Exposure (EXP) reference levels, Day-Night Average Sound Level (DNL) contours, and Time-Above (TA) contours	Refer to Section 7.5.3 for updated Total Noise Exposure (EXP) reference levels. Figure 7-16 and Figure 7-17 depict the 55, 60, 65, and 70 dB DNL contours for the two future scenarios (2025 and 2035). In each figure, the 2012 and 2017 contours are also shown for comparison. Refer to Section 7.6.1. Updated Time Above contours are included in Section 7.5.2.
EEA-28	Calculate number of residents within each noise level scenario	A summary of U.S. Census Population Counts within DNL Contours is shown in Table 7-1.
EEA-29	Analyze noise levels in areas affected by noise from aircraft upon start-up and take-off roll	Massport has a well-defined aircraft engine maintenance run-up procedure for Hanscom Field. Aircraft are directed to the "run-up pad" located due south of Runway 11-29, west of the intersection with Runway 05-23. At the run-up pad, aircraft are directed to maintain a west heading when conducting run-ups; there is a short "blast fence" on the east side of the pad, which deflects jet exhaust, prop wash, and debris. Furthermore, Massport discourages operators from conducting nighttime run-ups but if extenuating circumstances require such activities they will be directed to the East Ramp at night. Refer to Section 7.9.3.

Comment Number	Comment	Response
EEA-30	Describe all noise mitigation measures, including Fly Friendly program and "touch and go" procedures over the MMNHP	Section 7.9 describes all noise mitigation measures, including the Fly Friendly Program in Section 7.9.7. Section 7.9.8 describes Massport's 2009 adjustments to the recommended touch-and-go flight tracks, which reduced the amount of direct flights over the more noise sensitive areas of MMNHP and nearby residences.
EEA-31	Describe MMNHP soundscape plan and effect of aircraft operations	According to the National Park Service (NPS), a final draft of the Acoustic Management Environmental Assessment report was completed in 2014, and development of the soundscape preservation and noise management plan for MMNHP is ongoing. Related information is included in Section 7.8.
Air Quality		
EEA-32	Report on 2017 air quality conditions and projected future emissions	Section 8.4.1 provides an analysis of 2017 air quality conditions. Combined pollutant emissions from both aircraft operations and groundside motor vehicle travel at Hanscom Field are shown in Table 8-9 for each of the six criteria pollutants in 2000, 2005, 2012, 2017, 2025 and 2035. Analysis of future emissions scenarios are presented in Section 8.4.2. The maximum air quality concentrations for all future planning scenarios are forecasted to comply with the National Ambient Air Quality Standards.
EEA-33	Description of mitigation measures implemented to minimize emissions	Beneficial measures implemented to minimize air pollutant emissions are described in Section 8.6.
EEA-34	Update summary of state of leaded fuel in aviation and latest leaded fuel fleet information	A summary of the state of leaded fuel in aviation is included in Chapter 8, Section 8.6 and expanded on in Appendix E, Section E.2.1, "Status of Lead Free Avgas in the United States."
EEA-35	Update on studies pertaining to ultrafine particulate matter (UFP) issues	The status of ongoing research on Airport-related UFP, including studies conducted at some European airports regarding the dispersion characteristics of UFPs is covered in Appendix E, Section E.2.2. Specific studies to assess health impacts of UFPs from airport sources have yet to be conducted. FAA conducts research on UFPs through the Center for Excellence for Alternative Jet Fuels and Environment (ASCENT) Program.

Comment Number	Comment	Response
EEA-36	Establish base level GHG emissions from which emissions reductions will be measured. Update on Massport's efforts to minimize GHG emissions, including FBOs.	Development and methodology of the first airport-wide GHG emissions inventory for Hanscom Field, to be used as a baseline to measure and compare against future GHG emissions is described in Section 8.5. Massport, along with FBOs, continue implementing beneficial measures to reduce on-site emissions where practicable. Measures related to fuel handling, ground service equipment, building heating/cooling, aviation support, airside operations, and the clean fuel vehicle program are discussed in Section 8.6.
Wetlands/Wildlife/Water Resources		
EEA-37	Status of the most recent delineation of wetlands and vernal pools, including latest maps	Conditions for existing wetland resource areas are described in Section 9.2.2, including detailed description of wetland resources as provided in Table 9-1. Delineations undertaken since the 2012 ESPR were project-specific and included small elements of larger systems previously delineated in 2012. These boundaries were incorporated into the wetland systems depicted shown in Figure 9-1 (map). Vernal pools are described in Section 9.2.3 and also shown in Figure 9-1.
EEA-38	Include maps of NHESP identified rare species	Portions of Hanscom Field are situated within an area identified by the NHESP as a Priority Habitat of Rare Species. The NHESP revised their statewide mapping in 2017, including several areas at Hanscom Field. The latest mapping is shown in Figure 9-2, Section 9.2.5.
EEA-39	Show Great Meadow National Wildlife Refuge (GMNWR) and other significant nearby areas of wetland and wildlife habitat on all maps of natural resource areas to provide context	GMNWR is shown and labeled on relevant figures.
EEA-40	Update Vegetation Management Plan and Grassland Management Plan	Both updates are provided in Section 9.2.5.
EEA-41	Update on stormwater management system and the SWPPP	Section 9.2.8 describes the stormwater management program for Hanscom Field, including stormwater modeling, stormwater-related permitting and monitoring programs undertaken by Massport, including the SWPPP.

Comment Number	Comment	Response
EEA-42	Report on changes in impervious area from 2012 to 2017 and for future projections	Chapter 2 presents information about impervious surfaces at Hanscom Field. Potential changes in impervious surface (acres) under 2025 and 2035 scenarios are shown in Table 9-10, Section 9.3.4.
Cultural and Historical Resources		
EEA-43	Review existing data on historic and archeological resources	Chapter 10 provides an update to the comprehensive reconnaissance survey originally completed for the <i>2005 ESPR</i> , and updated in 2012, and provides updated information on historic properties in the ESPR General Study Area within and around Hanscom Field (see 10.6). A summary is in Section 10.1.1., including an archaeological resources overview. Refer to Chapter 10 for complete details.
EEA-44	Report on any changes to the MMNHP soundscape plan and goals and review coordination efforts between Massport and NPS	This information is included in Section 10.10.1 and Section 7.8.
EEA-45	Describe potential impacts to cultural resources and identify mitigation measures	Sections 10.13, 10.14 and 10.15 discuss potential impacts to historical resources, archaeological resources and the MMNHP (respectively) for the future scenarios.
Sustainable Development and Environmental Management System		
EEA-46	Discuss opportunities for increasing resiliency to the effects of climate change	Climate adaptation and resiliency efforts are described in Section 11.5.4.
EEA-47	Report on status of Massport's Sustainable Development Program	Massport encourages sustainable planning, design, and construction of all development at Hanscom through the use of Massport's Sustainability and Resiliency Design Standards and Guidelines and support for LEED certification (goal of Silver or better) for all development projects greater than 20,000 square feet in size. See Section 11.5.2.
EEA-48	Environmental Management System (EMS)	Environmental Management System details are covered in Section 11.5.1.
EEA-49	Sustainable design program and existing practices at Hanscom	Refer to Section 11.5 which covers "Sustainable Planning, Design, and Construction," "Sustainable Operations and Maintenance," and "Social Sustainability Initiatives" among other topics.
EEA-50	Recycling	Refer to Section 11.5.3, "Recycling."

Comment Number	Comment	Response
EEA-51	Toxics reduction	Hazardous materials and toxics are discussed in Section 11.3.1.
Construction Impacts		
EEA-52	Describe efforts to minimize impacts from construction	Refer to Section 11.5.2, "Sustainable Planning, Design and Construction"
EEA-53	Identify general mitigation measures and measures that could be implemented for specific classes of construction projects	Refer to Section 11.5.2, "Sustainable Planning, Design and Construction"
EEA-54	Identify specific mitigation measures for possible development activities identified in the ESPR	Environmentally Beneficial Measures and specific mitigation measures are discussed in Section 11.6.
EEA-55	Describe community outreach efforts concerning construction	Prior to any temporary period of construction, Massport will develop a project specific Construction-Period Traffic Management Plan to be published and accessible to the HFAC prior to construction, in order to reduce impact as much as possible. When feasible, construction will occur on weekdays between 7:00 AM and 7:00 PM, or as consistent with local noise ordinances. In some circumstances, specialized construction activities may be warranted and require work outside this targeted period. See Section 11.5.2.
Beneficial Measures		
EEA-56	Summarize present and future mitigation commitments/measures	Refer to Section 11.6.
EEA-57	Identify responsible parties, schedule for implementation, estimated costs	Table 11-2 presents environmentally beneficial measures in place at Hanscom, along with the responsible parties, implementation schedule, and the estimated cost (where applicable and data is available) for each measure. Refer to Section 11.6.

Comment Number	Comment	Response
Chris Boles, November 5, 2017		
Airport Planning		
CBO-1	Concerns about Runway 11-29 resurfacing project and construction impacts/potential hazards to Bedford residents	Massport has agreed to develop project-specific Construction-Period Traffic Management Plans that will be shared with the town officials and community, prior to construction. Refer to Section 11.5.2, "Sustainable Construction Measures," for a discussion on Massport's procedures and plans for managing impacts of construction projects, and response to comment EEA-55.
CBO-2	Suggests Massport create a clear and well-considered plan to provide improved access for heavy construction projects so that construction traffic is routed around residential neighborhoods	Prior to construction, a Construction-Period Traffic Management Plan will be developed that will include general project information and details related to work hours, delivery and construction truck routes, worker access and parking plans, police details, truck unloading and staging, construction site signs, modes of transportation for construction workers, and initiatives for reducing driving and parking demands. The plan will also highlight the protection of utilities and the control of noise and dust. This Construction-Period Traffic Management Plan, including the construction vehicle routes and anticipated hours, will be published and available prior to construction. It is expected that a majority of the construction would occur weekdays, typically between 7am and 7pm; some specialized service may require limited nighttime or weekend work. The plan will be reviewed with the Hanscom Field Advisory Commission and the Towns prior to construction. Refer to Section 11.5.2, "Sustainable Construction Measures," and response to comment EEA-55 for more information.
CBO-3	Consider new gate for construction vehicles entering from Hartwell Avenue	Due to federal aviation safety standards, construction traffic cannot be confined to on-airfield routes. Construction access will be adjusted based on the location of any proposed construction. Refer to Section 11.5.2, "Sustainable Construction Measures," and response to comment EEA-55.

Comment Number	Comment	Response
CBO-4	Improved gate entering from Virginia Road	Due to federal aviation safety standards, construction traffic cannot be confined to on-airfield routes. Construction access will be adjusted based on the location of any proposed construction. Refer to Section 11.5.2, "Sustainable Construction Measures," and response to comment EEA-55.
CBO-5	Redesign taxiways to enable flexible routing of construction vehicles	Chapter 4, "Airport Planning" discusses future potential planning scenarios, which are heavily dependent on demand and future activity levels. Due to FAA aviation safety standards, construction traffic cannot be confined to on-airfield routes.
CBO-6	New perimeter road to avoid residential neighborhoods	Due to federal aviation safety standards, construction traffic cannot be confined to on-airfield routes.
Wetlands/Wildlife/Water Resources and Sustainable Development and Environmental Management System		
CBO-7	Monitoring/reporting on leaded fuel use	Leaded fuel use is discussed in Chapter 8, Air Quality. Additional discussion on lead is found in Appendix E.
CBO-8	Monitoring/testing/reporting on hazardous materials in soil/groundwater	Massport complies with all regulations regarding the management of stormwater (Section 2.4.5), management of hazardous materials (2.4.6) and underground tanks, as well as the reporting of any spills and clean-up efforts (2.4.11).
Format/ Other		
CBO-9	Include all technical studies summarized in the ESPR as technical appendices available on the Massport website, separate from ESPR document	Massport provides the technical appendices as separate files available for download on Massport's Environmental Project Filings webpage [http://www.massport.com/massport/about-massport/project-environmental-filings/].
CBO-10	Ensure citizens are informed of comment deadlines and provide timely access to documents for review	Massport provides regular updates on its development activities and project updates at Hanscom Field through monthly HFAC meetings and the annual State of Hanscom reports (Refer to Section 11.5.2). Massport has scheduled and announced dates for two technical workshops and a public meeting during the comment period for the 2017 ESPR to provide an opportunity for public review of the document and input.

Comment Number	Comment	Response
Town of Lexington, November 6, 2017		
LEX-1	Urge MEPA to recognize the importance of Lexington's economic development strategy and require that Massport study the fiscal impact on Lexington of any future changes in use, flight patterns, general, commercial, passenger, or cargo activity level at Hanscom	Section 4.4.3 addresses consistency of the 2017 ESPR with local planning initiatives and regulations.
LEX-2	Suggest Massport include all Lexington intersections identified within the 2012 ESPR study area in the 2017 traffic analysis	Refer to Chapter 6, Ground Transportation for the traffic study intersections. Due to the very low levels of traffic that are contributed by Hanscom Field at many of the intersections included in the 2012 ESPR, consistent with the MEPA scope, the 2017 ESPR focused on the 10 most relevant / impacted intersections.
LEX-3	Evaluate intersections where Hanscom traffic contribute 10-percent or more to existing traffic volumes under future conditions	Refer to Chapter 6, Ground Transportation. Only three intersections met the 10% threshold and those were included in the 10 studied intersections.
LEX-4	Massport to identify/consider all ongoing and potential development projects in surrounding communities in traffic projections	Future increases in weekday, peak hour traffic volumes were estimated for the 2025 and 2035 scenarios and were added to the study area roadway network. The potential increases in traffic volumes include vehicle trips generated by future background growth, or specific, non-Hanscom developments planned or programmed in the area by the towns, as well as forecast activity growth at Hanscom Field. In addition to the components of future traffic growth, Section 6.3 describes planned roadway improvements in the area and their expected effects on the transportation network.
LEX-5	Reducing single occupancy vehicle trips to and from site	Refer to Chapter 6, Ground Transportation which presents the current transportation demand management (TDM) activities in proximity to Hanscom Field, describes current efforts to reduce single occupancy vehicle (SOV) trips to Hanscom, and discusses opportunities for expanding on existing efforts.

Comment Number	Comment	Response
LEX-6	Massport to explore development of Parking and Transportation Demand Management (PTDM) plan	Refer to Chapter 6, Ground Transportation which presents the current transportation demand management (TDM) activities in proximity to Hanscom Field
LEX-7	Massport to consult local Transportation Management Associations (TMAs) and partner with Hanscom AFB, MIT Lincoln Labs, and other employers	Existing, local TMA efforts are described in Section 6.2.3
LEX-8	Analyze impact on environmental resources and environmental quality, including wetlands, wildlife, and floodplain in Lexington	Refer to Chapter 9, Wetlands, Water and Wildlife for a discussion and analysis of current and potential future impacts to water, wetlands and wildlife resources.
LEX-9	Analyze impacts of future Hanscom activity on solar access for public and private property in Lexington	The FAA has published "Technical Guidance for Evaluating Selected Solar Technologies on Airports" as well as the Solar Glare Hazard Tool for determining compatibility of solar projects with aviation activity (to prevent safety issues from glare). The potential for solar installations to create glare for pilots and air traffic controllers depends on a number of factors, including approach patterns of aircraft, runway configuration, size of the solar project and other factors. While Massport does not have jurisdiction to determine whether community solar projects comply with FAA guidance, Massport encourages solar project proponents to refer to this document.

Comment Number	Comment	Response
LEX-10	Conduct baseline noise testing in first calendar quarter of 2018 and ensure that future activity will not exceed the baseline	Refer to Chapter 7, Noise. Hanscom Field has a system of six permanent noise monitors (see Figure 7-10). DNL contours are a graphical representation of how the noise from Hanscom Field's aircraft operations is distributed over the surrounding area on an average day of a given year. 2017 was used as the baseline for the 2017 ESPR. Table 7-9 presents the minimum, the mean, and the maximum total DNL values including all aircraft and ambient noise as measured at each of these locations in 2017; as well as the modeled value at each point for aircraft only. Figure 7-9 depicts noise exposure levels in terms of DNL contours resulting from 2017 operations at Hanscom Field. Forecast increases in general aviation (GA) jet activity contribute to the expected growth in operations, driving a modest projected increase in overall noise levels in the future.
LEX-11	Study and mitigate future effects on physical or aesthetic integrity of heritage resources	Massport recognizes the importance of the environmental and cultural resources in the area surrounding Hanscom and supports the use of the ESPR in presenting existing conditions and minimizing impacts. Chapter 10 Cultural and Historical Resources, provides a comprehensive inventory and analysis of impacts to historic resources in the vicinity of the airfield.
Massachusetts Division of Fisheries and Wildlife, Natural Heritage & Endangered Species Program, November 7, 2017		
ESP-1	Updated grassland management plan	Grassland management plan is discussed in Section 9.2.5.
Jennifer Boles, November 8, 2017		
JBO-1	Concerned if Hanscom meets the EPA threshold for lead monitoring as a result of leaded avgas emissions	Hanscom Field does not meet the threshold set by the NAAQS for lead monitoring, and did not meet the lower threshold of 0.5 tons per year for the EPA monitoring study conducted in 2012-2013. See Section 8.2.1.

Comment Number	Comment	Response
JBO-2	<p>Inquiry about heavy metal testing of soils on and near airfield, and testing of wetland sediments on and near airfield. Results of any previous testing and test year. Possibility for current testing</p>	<p>Testing of soils on and near the airfield and wetland sediments was not undertaken in the past and is not required by regulation. Massport does not have plans to begin testing in the future, unless required as part of a specific project action.</p>
JBO-3	<p>Inquiries concerning Runway 11-29 repaving project concerning soil: Were the truckloads of topsoil to restore "disturbed soil" replacing any soil that had been removed? If so, was that soil transported offsite for disposal? Was any soil mixed with pulverized runway millings and taken offsite? If any soil was removed was it tested for heavy metal contamination?</p>	<p>Massport complied with all relevant regulations for the Runway 11-29 repaving project and will continue to comply with all state and federal regulations for future projects.</p>
JBO-4	<p>Inquiries concerning Runway 11-29 repaving project concerning stormwater lines: Did it cause damage to any current or abandoned lines? Was there any spillage into the soil? Was the soil sampled for contaminants? Is it possible that abandoned sewer lines shown in Figure 2-4 of the 2012 ESPR could have been impacted by 11-29 project? Were sewer systems previously used to dispose of solvents, heavy metals, photographic lab or plating lab waste? Do old sewer lines ever leak?</p>	<p>Massport complied with all relevant regulations for the Runway 11-29 repaving project. No stormwater or sewer lines were damaged during construction.</p>

Comment Number	Comment	Response
JBO-5	Explain possibility of negative environmental impacts associated with heavy construction vehicles during Runway 11-29 project. Explain possibility of negative effects on residents/children	The purpose of the ESPR is to serve as a planning document, as opposed to analyzing impacts from individual projects. Massport provides specific analysis of environmental impacts from individual projects in the NEPA and MEPA documents for those projects, as appropriate.
Ann Seamans, November 8, 2017		
SEA-1	Concerned about construction truck trips related to Runway 11-29 project. Inquiry about monitoring air quality during the project, "Was anyone monitoring the air quality on this project?"	Refer to Section 11.5.2, "Sustainable Construction Measures." Federal regulations do not require monitoring of air quality for individual construction projects that are below de minimis levels.
SEA-2	Define Massport and Air Force responsibility for addressing environmental issues	Massport complies with all applicable state and federal environmental regulations for their own facilities. Specific environmental laws and regulations are discussed in the corresponding chapters (for example, the Clean Air Act is discussed in Chapter8 "Air Quality"). Hanscom Air Force Base (AFB), although not a Massport facility or tenant, is in close proximity to Hanscom Field and continues to increase the efficiency and resiliency of facilities on their property, designing to LEED standards when possible. Massport collaborates with the Massachusetts Department of Environmental Protection (MassDEP) and the U.S. Air Force (USAF) to take actions to reduce impacts of Hanscom area activities on the Shawsheen River Watershed. Also, the Air Force is responsible for ongoing remediation of the Superfund site associated with prior military use of Hanscom Field.

Comment Number	Comment	Response
Town of Bedford Board of Selectmen, November 9, 2017		
BED-1	Community impacts of construction required to maintain airfield facilities	<p>Refer to Section 11.5.2, "Sustainable Construction Measures," and response to comment EEA-55. Understanding that there is community interest in construction truck routes, prior to construction, a Construction-Period Traffic Management Plan will be developed that will include general project information and details related to work hours, delivery and construction truck routes, worker access and parking plans, police details, truck unloading and staging, construction site signs, modes of transportation for construction workers, and initiatives for reducing driving and parking demands. The plan will also highlight the protection of utilities and the control of noise and dust. This Construction- Period Traffic Management Plan, including the construction vehicle routes and anticipated hours, will be published and available prior to construction. It is expected that a majority of the construction would occur weekdays, typically between 7am and 7pm; some specialized service may require limited nighttime or weekend work. The plan will be reviewed with the Hanscom Field Advisory Commission and the Towns prior to construction.</p>
BED-2	Need for advanced communication of construction/mitigation efforts	<p>Massport provides regular updates on its development activities and project updates at Hanscom Field through monthly HFAC meetings and the annual State of Hanscom reports. Refer to Section 11.5.2, "Sustainable Construction Measures," and response to comment EEA-55 for specific information related to construction/ mitigation efforts.</p>



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November 16, 2017

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS
ESTABLISHING THE SCOPE FOR THE
2017 L. G. HANSCOM FIELD ENVIRONMENTAL STATUS AND PLANNING REPORT

PROJECT NAME : 2017 Hanscom Field Environmental Status and Planning Report
PROJECT MUNICIPALITY : Bedford, Concord, Lexington, and Lincoln
PROJECT WATERSHED : Shawsheen River
EEA NUMBER : 5484/8696
PROJECT PROPONENT : Massachusetts Port Authority (Massport)
DATE NOTICED IN MONITOR : October 10, 2017

As Secretary of Environmental Affairs, I hereby establish the Scope for the 2017 L.G. Hanscom Field Environmental Status and Planning Report (ESPR). The Massachusetts Port Authority (Massport) submitted a Proposed Scope for the ESPR that was consistent with the outline of previous ESPRs.

Background

Hanscom Field comprises approximately 1,300 acres of land, located approximately 20 miles northwest of Boston, within the municipalities of Bedford, Concord, Lexington, and Lincoln. Since 1974, when Massport assumed ownership of the field, it has primarily accommodated private general aviation (GA) activity, commercial, and cargo service. The Federal Aviation Administration (FAA) identifies Hanscom Field as a reliever airport to Logan Airport, whereby Hanscom Field provides substantial airside relief with approximately 165,000 GA operations annually. Hanscom Field also supports limited commercial air service.

Massport has prepared ESPRs in 2000, 2005 and 2012. The ESPR process replaced the preparation and review of Generic Environmental Impact Reports (GEIR) that Massport had prepared for Hanscom starting in 1985. The ESPR process is intended to present an overview of the operational environment and planning status of Hanscom Field and provide long-range projections of environmental conditions against which the effects of future individual projects can be compared. The ESPRs have provided analyses of environmental impacts associated with Hanscom Field activities and considered future conditions based on projected operations. The

ESPRs have included important data on airport facility planning and environmental impacts that are of interest to the surrounding communities and organizations, and have provided a basis for ongoing discussions between Massport and its neighbors. As a result, the documents have served as planning tools to guide Massport in the development of policy and programs.

The ESPR process does not replace MEPA review of specific projects at Hanscom that meet or exceed regulatory thresholds, with the exception of Routine Maintenance and Replacement Projects that are not subject to MEPA review pursuant to 310 CMR 11.01(2)(b)(3). For any project that does exceed thresholds, Massport would be required to submit an Environmental Notification Form (ENF) and, if necessary, an Environmental Impact Report (EIR), that analyzes impacts, reviews alternatives, and identifies measures to avoid, minimize, and mitigate impacts. The ESPR serves as a vehicle for ensuring that long-term, broad-scope planning informs the review and implementation of individual actions at Hanscom Field.

Public Comments

An important purpose of the ESPR is to provide the public with an opportunity to review and comment on information about the environmental impacts associated with the operation and maintenance of Hanscom Field. The Proposed Scope was noticed in the Environmental Monitor on October 10, 2017 and subject to a 30-day public comment period. A public scoping session was held at Hanscom Field on October 24, 2017 in which representatives of the MEPA office and Massport reviewed the ESPR process, the Proposed Scope and subsequent review of documents in MEPA. The scoping session was attended by representatives of the Town of Bedford, representatives of the National Park Service (NPS) Minute Man National Historical Park (MMNHP) and area residents. According to Massport, it will convene up to four technical workshops during the public review process for the ESPR.

I received comments on the proposed Scope from the Town of Lexington and area residents. The ESPR should provide responses to all comments received and incorporate suggestions into the ESPR where appropriate. I note that residents raised concerns about truck traffic and air quality impacts generated by the recent repaving of Runway 11/29. I recommend that Massport consider extending its outreach efforts to better communicate its policies and practices for minimizing and mitigating impacts of construction projects.

Scope

The ESPR should follow the general format of the Proposed Scope and the 2012 ESPR, and provide additional information and analyses specified in this Certificate. It should provide an overview of the ESPR preparation and review process and describe the analytical framework for the studies to be conducted. Detailed technical studies should be summarized in a readable format to illustrate clearly the implications of recent trends, existing conditions and potential future scenarios. To the extent possible, the ESPR should provide the same data used in previous ESPRs to facilitate comparisons.

The ESPR should include an update on Massport's proposed planning initiatives and projects. The ESPR's technical studies should include analyses of airport activity levels, noise, ground access, air quality, wetlands and water quality, wildlife, cultural resources and sustainability under past, current and future conditions. The ESPR should inventory Hanscom's

facilities and infrastructure, summarize Massport’s tenant audit program, identify airport activity levels, describe ground transportation, and explain Massport’s Environmental Management system. It should provide information on Hanscom’s planned role in the future regional transportation system and its projected five-year improvement program. The chapters on ground transportation management, noise, air quality, and wetlands/water resources should include a discussion of analysis methodologies and assumptions; report on 2017 conditions in comparison to previous years, and include projections for 2025 and 2035.

Airport Facilities and Infrastructure

The ESPR should describe the facilities and infrastructure at Hanscom, including their use, ownership, condition and maintenance. It should describe maintenance practices and responsibilities. The ESPR should report on the use and storage of hazardous materials such as jet fuel, and identify measures to minimize and mitigate release of these materials. It should identify areas regulated under M.G.L. 21E, the Massachusetts Contingency Plan (MCP), and provide status reports. The ESPR should report on the past, current and projected water use and wastewater generation, describe water and sewer infrastructure, and detail water conservation measures for equipment, plumbing, and landscape irrigation.

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Airport Activity Levels

The 2017 ESPR should report on airport activity levels for 2012 to 2017 and describe the growth forecasts of aviation activity for 2030 and 2035 based on forecasts for all three Massport airports (Logan, Hanscom, and Worcester). The ESPR should use these forecasts to assist in developing fleet projections for each analysis year. Historic airport activity levels should be described. The ESPR should utilize growth forecasts developed for aviation activity for 2025 and 2035 based on recent trends at Hanscom Field and with consideration of the role that the airport plays in the regional airport system. The ESPR should report actual changes in fleet mix and aircraft operations at Hanscom Field and compare this data to the range of future activity levels and fleet mix defined by the moderate growth scenarios of the 2017 ESPR. Differences between actual and previously forecast activity levels should be explained and should be reflected in the underlying assumptions for the 2025 and 2035 forecasts. The forecasts should also include coordination with the Logan Airport ESPR forecasting.

The ESPR should include a 2025 growth scenario for activity levels and passenger forecasts and a 2035 growth scenario for activity levels that vary the fleet mix and passenger forecasts. The fleet mix of the growth scenarios should include GA, military, and commuter service. This scenario should be based on recent trends at the airport as well as regional and national aviation trends.

- EEA-9

Airport Planning

The ESPR should identify Massport’s planning strategies for operating an efficient airport in an environmentally sensitive manner. It should describe the status of planning initiatives and projects for the Terminal, airside area and landside area. Any projects that may be subject to MEPA review should be identified. The ESPR should report on planning and development initiatives by the MMNHP, the Hanscom Air Force Base, and the four contiguous towns that affect Hanscom Field and are affected by Hanscom Field. According to the Town of Lexington, it is in the process of preparing zoning changes that may increase allowable building

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heights in parts of the town. I recommend that Massport coordinate with the Town to facilitate its planning efforts in a manner that will avoid conflicts with airport operations.

Regional Transportation Context

The ESPR should describe the role of Hanscom Field in the region’s transportation system and how Massport plans for and coordinates the use of its three airports. It should provide an update on Massport’s efforts to strengthen the regional transportation system and its efforts to promote an efficient regional aviation system with improved public/private transportation access. The ESPR should review:

- Hanscom Field’s role in the GA airport network;
- Regional airport operations, passenger activity levels, and any improvements or planned changes plans to the regional airport network;
- Rail service initiatives by others that could affect air passenger travel including Acela Service and bus service;
- The role that Logan International Airport plays in intercity travel choices;
- Diversion opportunities to alternative modes and to other New England airports;
- Efforts to better integrate New England regional airport facilities as a regional system;
- The current status of the ground access improvements at the four New England regional airports (Logan International Airport, T. F. Green Airport, Manchester Airport, and Worcester Regional Airport) by state transportation agencies, including projected dates for completion of studies and/or construction and an analysis to quantify the effects of these measures upon projected passenger levels at each of the airports;
- A report on Massport’s efforts to promote service at Worcester and other airports, and
- A report on relevant regional and local highway studies and transit projects.

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Ground Transportation

The ESPR should report on traffic generated by activities at Hanscom and any impacts on the local roadway network. The traffic analysis should be prepared in accordance with the EEA/MassDOT Guidelines for Traffic Impact Assessment. The analysis should document actual trips and projected growth in trips attributed to Hanscom Field as compared to background growth and projected increases from other area sources. The analysis should be conducted for a study area bounded by Route 2A, Old Bedford Road, Route 62, Routes 4/225 and Route 128/I-95. It should evaluate existing and projected traffic operations for at least 10 intersections in the study area, including those where the 2012 ESPR determined that Hanscom Field contributed 10 percent or more of the traffic volume. Existing and projected trip generation should be compared to trip data used in previous ESPRs and trends should be identified.

EEA-21

The ESPR should describe trips taken by employees and visitors to Hanscom and note any changes in travel patterns based on available data. It should describe any existing public transportation or shuttle service to Hanscom or nearby locations. It should detail Transportation Demand Management (TDM) measures implemented at Hanscom to reduce single-occupancy vehicle (SOV) trips to and from the site, identify any additional TDM measures under consideration, and describe how the success of each measure will be evaluated. The ESPR should describe the potential formation of a Transportation Management Association (TMA) and how it could reduce SOV trips to the site.

EEA-22

EEA-23

Noise

The ESPR should report on noise levels generated by air traffic operating in and out of Hanscom Field. Massport maintains six permanent noise monitoring stations at Hanscom from which data will be collected. Massport will use Aviation Environmental Design Tool (AEDT) to model its noise impacts in place of the Integrated Noise Model used in past ESPRs. The ESPR should review the methodology for collecting and analyzing noise level data, and compare current conditions to noise levels reported in the 2012 ESPR and to projected noise levels. It should describe any resulting changes to the analysis or interpretation of noise levels based on the use of AEDT. The ESPR should provide updated Noise Exposure (EXP) reference levels calculated in accordance with FAA guidelines; Day-Night Average Sound Level (DNL) contours for 55, 60, 65 and 70 decibels (dBA); and Time-Above (TA) contours showing 30, 60 and 90 minutes of exposure for 55 and 65 dBA contours. Based on the new noise level contours and population data from the 2010 Census, the ESPR should calculate the number of residents within each noise level scenario. It should provide a focused analysis of noise levels in areas affected by noise from aircraft upon start-up and take-off roll. The ESPR should describe all noise mitigation measures implemented at Hanscom, including the Fly Friendly program and the recommended “touch and go” procedures over the MMNHP. The ESPR should describe the MMNHP soundscape plan, and how aircraft operations at Hanscom affect it.

- EEA-24
- EEA-25
- EEA-26
- EEA-27
- EEA-28
- EEA-29
- EEA-30
- EEA-31

Air Quality

The ESPR should report on air quality conditions for the year 2017 and actual and projected emissions based on forecasted activity levels. The ESPR should provide an emissions inventory for the following pollutants:

- Carbon Monoxide (CO)
- Oxides of Nitrogen (NO_x)
- Volatile Organic Compounds (VOCs)
- Particulate matter (PM₁₀ and PM_{2.5})
- Greenhouse Gases (GHG)

EEA-32

The ESPR should also provide monitoring results for ozone precursors and nitrogen dioxide (NO₂). The ESPR should describe all mitigation measures implemented to minimize emissions of air pollutants. It should update the 2012 ESPR summary of the state of leaded fuel in aviation and provide the latest information on the percentage of the Hanscom fleet that uses leaded fuel. The ESPR should summarize any recent aircraft leaded fuel studies, ongoing work on unleaded fuel alternatives for aircraft and provide an update on FAA’s program to phase out the use of LL100. It should provide an update on aviation industry studies pertaining to ultrafine particulate matter (UFP) issues.

- EEA-33
- EEA-34
- EEA-35

The ESPR should establish the base level of GHG emissions against from which emissions reductions will be measured. The 2017 ESPR should report on measures to reduce on-site emissions from all sources, including fuel handling, ground service equipment, transportation and building heating and cooling. It should report on Massport’s efforts to minimize GHG emissions, including those undertaken by fixed base operators.

EEA-36

Wetlands/Wildlife/Water Resources

The ESPR should discuss and provide maps of the most recent delineation of wetlands and vernal pools. It should include maps of rare species habitat as depicted on the Massachusetts Natural Heritage and Endangered Species Program’s (NHESP) Natural Heritage Atlas (14th Edition) released on August 1, 2017. The Great Meadow National Wildlife Refuge and other significant nearby areas of wetland and wildlife habitat should be identified on maps of natural resource areas to provide context. The ESPR should include an update of Massport’s Vegetation Management Program and the Hanscom Field Grassland Management Program.

EEA-37

EEA-38

EEA-39

EEA-40

The ESPR should report on any incremental changes to the Hanscom Field stormwater management system and to its Storm Water Pollution Prevention Plan (SWPPP), including Best Management Practices (BMPs). The ESPR should identify changes to the impervious areas at Hanscom Field between 2012 and 2017 and estimate changes in impervious area based on the 2025 and 2035 growth scenarios and airport planning.

EEA-41

EEA-42

Cultural and Historical Resources

The 2017 ESPR should review the existing data on historic and archeological resources within or adjacent to Hanscom Field, including the MMNHP. The ESPR should identify cultural resources listed in the State Register of Historic Places and/or the files of the Massachusetts Historical Commission (MHC) and local historical commissions or described in previous planning studies. The ESPR should report on any changes to the MMNHP soundscape plan and goals and review coordination efforts between Massport and the NPS. It should describe potential impacts to cultural resources and identify mitigation measures.

EEA-43

EEA-44

EEA-45

Sustainable Development and Environmental Management System

Governor Baker signed Executive Order 569: Establishing an Integrated Climate Change Strategy for the Commonwealth (EO 569) on September 16, 2016. The Order recognizes the serious threat presented by climate change and directs agencies within the administration to develop and implement an integrated strategy that leverages state resources to combat climate change and prepare for its impacts. The Order seeks to ensure that Massachusetts will meet GHG emissions reduction limits established under the Global Warming Solution Act of 2008 (GWSA) and will work to prepare state government and cities and towns for the impacts of climate change. A statewide climate change adaptation plan will be prepared and agencies will conduct vulnerability assessments. Using the best available information and data on observed and projected climate trends and impacts, the state plan will provide clear guidance and strategies to proactively address these impacts through adaptation and resiliency measures and will highlight approaches for ensuring that adaptation and resiliency efforts complement efforts to reduce GHG emissions and conserve and sustainably employ the natural resources of the Commonwealth.

Future weather conditions are expected to include periods of drought, tropical rainfall patterns, and extreme heat and cold stretches, and increases in the number of days with extreme heat (over 90 degrees F and 100 degrees F). The ESPR should discuss opportunities for increasing Hanscom Field’s resiliency to the effects of climate change, such as high-performance Heating, Ventilation and Air Conditioning (HVAC) systems that function efficiently under projected future conditions; high albedo roofing materials; pervious pavement; reuse of non-potable water for irrigation; on-site energy generation, including a combined heat and power

EEA-46

(CHP) system and solar photovoltaic systems; retaining stormwater from the 1-inch precipitation event; stormwater infrastructure designed for short-duration, high-intensity precipitation events; landscaping with native, drought-resistant plants; installation of backflow preventers on connections to the sanitary sewer system.

The ESPR should report on the status of Massport’s Sustainable Development Program and its Environmental Management System (EMS Program). It should describe Massport’s environmental goals and the monitoring procedures and roles and responsibilities it uses to track and manage the environmental performance of Hanscom Field. The ESPR should include a discussion of the following:

- Sustainable design program and practices employed at Hanscom Field;
- Recycling policy and efforts;
- Toxics reduction; and
- Opportunities and planning efforts to encourage sustainable development practices.

EEA-47

EEA-48

EEA-49

EEA-50

EEA-51

The ESPR should discuss the potential for incorporating other sustainable design elements into airport operations and/or the ongoing rehabilitation and expansion of existing airport facilities, such as optimizing natural day lighting, passive solar gain, and natural cooling and using building supplies and materials that are non-toxic, made from recycled and made with low embodied energy.

Construction Impacts

As noted earlier, several comment letters were focused on the impacts caused by the Runway 11-29 resurfacing project. According to commenters, noise and air quality impacts were caused by heavy truck traffic on residential streets during the construction period. Concern was also expressed as to the manner that potentially hazardous material, such as milled asphalt, was removed and transported from the site.

The ESPR should generically describe Massport’s efforts to minimize impacts from construction activities at Hanscom Field. It should identify general mitigation measures and, where possible, measures that could potentially be implemented for specific classes of construction projects. Potential mitigation measures should be identified for any possible development activities identified through airport planning efforts and presented in the ESPR. The ESPR should describe Massport’s outreach efforts to notify local officials and residents of significant construction projects.

EEA-52

EEA-53

EEA-54

EEA-55

Beneficial Measures

The ESPR should summarize Massport’s mitigation commitments, such as TDM, noise abatement, and sustainability measures. This chapter should include the identification of the parties responsible, a schedule for implementation, and the estimated costs. The ESPR should describe any additional mitigation measures that may be considered in the future.

EEA-56

EEA-57

Response to Comments

The 2017 ESPR should contain a copy of this Certificate and a copy of each comment letter received on the Proposed Scope and the 2012 ESPR. In order to ensure that the issues raised by commenters are addressed, the ESPR should include direct responses to comments to the extent that they are within MEPA jurisdiction. This directive is not intended to, and shall not be construed to, enlarge the Scope of the 2017 ESPR beyond what has been expressly identified in this Certificate.

Circulation

The ESPR should be circulated in compliance with Section 11.16 of the MEPA regulations. Copies should be sent to those parties who commented on the Proposed Scope and 2012 ESPR. Massport should send a Notice of Availability of the 2017 ESPR to its mailing list for Hanscom Field. Copies should also be provided to the Bedford, Concord, Lexington and Lincoln public libraries.

Conclusion

The ESPR should include a copy of this Certificate. It should include copies of all comments received on the Proposed Scope and the 2012 ESPR and provide responses to the comments. It should include all Supporting Technical Appendices or report how reviewers can obtain a copy. The ESPR should identify when Massport will submit interim review documents, such as Annual Reports. The documents should be made available in print, CD-ROM format, and/or in a downloadable format from a website.

November 16, 2017

Date



Matthew A. Beaton

Comments received:

11/05/2017	Chris Boles
11/06/2017	Lexington Board of Selectmen
11/07/2017	Natural Heritage and Endangered Species Program (NHESP)
11/08/2017	Jennifer Boles
11/08/2017	Ann Seamans
11/09/2017	Mike Rosenberg

MAB/AJS/ajs

Comments on the Proposed Scope 2017 L. G. Hanscom Environmental Status & Planning Report

Chris Boles, Bedford Resident
243 Concord Rd., Bedford, MA 01730

Dear Massport and MEPA officials:

Please find below my comments on the ESPR scoping document, in order of importance.

CBO-1

Section IV. Airport Planning

As a major regional airport, Hanscom Field will require continuing capital improvement, development, and maintenance projects. While such projects are essential to Massport's function at Hanscom Field, at least one recent capital maintenance project, the runway 11-29 resurfacing project, has run rough-shod over the well-being of Bedford citizens, by conducting more than 12,000 heavy construction vehicle trips through Bedford residential neighborhoods.

Moreover, many of the construction loads consisted of hazardous material such as milled asphalt, which is known to contain respirable silica, a substance associated with increased cancer risk. Furthermore, much of the material trucked through Bedford was removed from locations close to known EPA superfund sites (OU-1, sites 1, 2, and 3). For this reason, such activity should have been considered potentially hazardous to Bedford citizens, at a minimum. Our inquiries about the potential hazards from such trucking activity have been answered by dismissive, insubstantial reassurances from Massport, and have not provided any actual testing data on the potential hazards to Bedford neighborhoods. (And I am speaking here about neighborhoods with many small children and playing fields for youths in close proximity to the truck routes.) In my opinion, such precautionary testing should have been required by the EPA and MEPA well in advance of the 11-29 runway resurfacing project.

The lessons from the 11-29 resurfacing project that are important for the Massport ESPR scoping process are clear: **there needs to be a clear and well-considered plan to provide improved access for heavy construction projects at Hanscom Field that does not involve travel through residential neighborhoods of the Hanscom area towns, especially Bedford.**

CBO-2

I wish to be clear that I am not opposed to further development at Hanscom Field. However, such development must be carried out in a manner that protects the health and safety of the citizens of Bedford, and the other Hanscom communities.

Plans for improved access for construction projects might consider the following options:

- 1) A new gate for construction vehicles entering from Hartwell Avenue along the east border of the field, at a point somewhere northeast of the Air Force base.
- 2) An improved gate for construction traffic on the southwest perimeter of the field entering from Virginia Road, where a couple of gates to the perimeter service road already exist.
- 3) Redesign of existing taxiways and/or construction of new taxiways that would allow more flexible routing of construction vehicles with minimal disruption of normal airport operations.
- 4) Improvements to, or construction of, a new perimeter road within existing Massport property lines to provide better construction access from gates not involving Bedford residential neighborhoods.

CBO-3

CBO-4

CBO-5

CBO-6

Section IX. Wetlands/Wildlife/Water resources; and Section XI.Sustainable Development and Environmental Management System

Because of the specialized chemicals in use at airports, there is a need for special environmental monitoring. For instance, it is my understanding that a substantial fraction of the aircraft fuel used at Hanscom Field is leaded. In addition, there are components of specialty chemicals used at airports, such as deicing chemicals, that may be hazardous to the ecosystem and humans. Although, water quality monitoring of the Shawsheen River is an important activity supported by Massport, it would seem to be valuable to also monitor soils and groundwater for commonly used hazardous materials at Hanscom Field. This would seem to be easy to address at Hanscom Field, since many such monitoring procedures are already in place due to the Superfund cleanup activities. I think that such a testing program should be considered for inclusion in the ESPR.

CBO-7

CBO-8

Format of the 2017 ESPR

Page 2 of the scoping document states that:

“Detailed ESPR technical studies will be summarized in a readable format to illustrate clearly the implications of recent trends, existing conditions and potential future scenarios.”

CBO-9

Since Massport is an agency of the Commonwealth of Massachusetts, all technical studies used to produce the ESPR should be publically available to the citizens of the Commonwealth. Summaries of the technical data in the ESPR are useful and essential, but at this point in history, where electronic document storage costs are so low, all of the technical data used for the ESPR should be made available as technical appendices that can be downloaded from the Massport website separately from the main ESPR document.


A minor comment about the ESPR scoping review process –

Although dated October 2nd, the document was not publically available for download from the Massport website until sometime after October 20th. I downloaded it on October 23rd. For this reason, the actual period for public comment on the scoping document was around 19 days, instead of the stated 30 day period. Massport should do better in future to inform citizens of such deadlines, and provide easy and **timely** access to the relevant documents to be reviewed.

CBO-10

Thank you for meeting with the Hanscom communities to discuss the ESPR scoping document on October 24th, and also for soliciting public comments on these important issues.

Sincerely,



Chris Boles
11/5/2017



Town of Lexington
Office of Selectmen

Suzanne E. Barry, Chairman
Michelle L. Ciccolo, Vice Chairman
Peter C. J. Kelley
Joseph N. Pato
Douglas M. Lucente

Tel: (781) 698-4580
Fax: (781) 863-9468

November 6, 2017

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office
Alex Strysky, EEA No. 5484/8696
100 Cambridge Street, Suite 900
Boston MA 02114

RE: Proposed Scope 2017 L. G. Hanscom Field Environmental Status & Planning Report
Bedford, MA, EEA Number: 5484/8696

Dear Mr. Strysky:

This letter is to provide formal comments on the proposed scope for Hanscom Field's Environmental Status and Planning Report (ESPR). We note that the ESPR will include analysis of airport activity levels, noise, ground access, air quality, water quality, natural resources, cultural and historical resources, and sustainability.

We note that the 1978 Hanscom Master Plan and the 1980 Noise Rules allow for passenger aircraft with up to 60 seats, and the fleet mix growth scenarios for 2025 and 2035 include general aviation, military, commuter service cargo activity.

In analyzing future conditions and activity through the 2017 ESPR update, we request that MEPA require Massport to study the following:

- 1. Expansion of Development in Lexington/Avigation Easement**
- 2. Traffic and Transportation**
- 3. Environmental & Noise Impacts**
- 4. Impact on Historic Resources**

The following provides further detail on the scope of study we urge MEPA to require of Massport in its 2017 ESPR update.

Expansion of Development in Lexington/Avigation Easement

The Town is in the process of preparing zoning changes to bring to its legislative body, Annual Town Meeting, in the spring of 2018 that would increase the allowable building heights, development densities, and uses (including residential within mixed-use) on Bedford Street between the I-95 interchange and just west of Hartwell Avenue, along Hartwell Avenue and on Maguire Road. This locus was strategically selected for increased heights to avoid conflicts with the avigation easement. The Town is aware that Stantec has prepared more detailed avigation easement map data, however it has not been provided to us in response to our requests. We urge that MEPA recognize the importance of Lexington's economic development strategy and require that Massport study the fiscal impact on Lexington of any future changes in use, flight patterns, general, commercial, passenger, or cargo activity level at Hanscom.

LEX-1

Traffic and Transportation

We request that MEPA require Massport to include in their traffic analysis, all of the Lexington intersections, several of which are located along the Battle Road Scenic Byway, that were identified in the 2012 ESPR designated study area. In addition, we ask that all intersections be evaluated where Hanscom Field traffic is projected to contribute 10-percent or more to the existing traffic volumes on each intersection approach. This method should be used to evaluate intersections under both projected 2025 and 2035 conditions.

LEX-2

LEX-3

With regard to background growth and capturing other "No-Build" activity, we ask that Massport work closely with Lexington, as well as other surrounding communities, to identify all ongoing and potential development projects in the area. The Town of Lexington is currently exploring options to up-zone a portion of Hartwell Avenue and Bedford Street (Rte. 4/225), the Minuteman Regional Vocational Technical School is moving forward with plans to reconstruct their existing facility and MassDOT has expressed interest in possibly reconfiguring the existing Route 2A interchanges at Route 128/I-95 with roundabouts. These are just a few projects, all of which should be considered for factoring into future traffic projections.

LEX-4

LEX-5

The study should also consider all modes of transportation, including but not limited to transit, carpooling, vanpooling, pedestrian, bicycle and autonomous vehicles with an overall goal of reducing single occupancy vehicle trips to and from the site. Lexington requests that MEPA require Massport to explore the development of a Parking and Transportation Demand

LEX-6

Management (PTDM) plan as well as identify steps to implement it. Massport should consult local Transportation Management Associations (TMAs) as well as explore ways to partner with Hanscom AFB, MIT Lincoln Labs and other large area employers.

LEX-7

Environmental & Noise Impacts

LEX-8

We urge that MEPA require Massport to analyze the impact on environmental resources and environmental quality, including wetlands, wildlife, and floodplain in Lexington. Further, we urge that MEPA require that the impacts of future Hanscom activity on solar access for public and private property in Lexington be analyzed. We ask that MEPA require Massport to agree on a baseline noise testing methodology and to conduct the baseline noise testing in the first calendar quarter of 2018, and that future activity will not exceed the baseline.

LEX-9

LEX-10

Impact on Historic Resources


The Minuteman National Historical Park, the Battle Road Scenic Byway, and one or more National Register of Historic Places-designated or Register-eligible sites are within or near Hanscom Field. MEPA should require that Massport study and plan to mitigate or avoid future structures, activities, and infrastructure that could affect the physical or aesthetic integrity of these heritage resources.

LEX-11

In conclusion, the Board requests that MEPA recognize through its scope that the Town has important near-term and long-range development plans and quality of life concerns for residential and commercial property owners and visitors who support our tourism economy. We appreciate the opportunity to help MEPA determine the scope of analysis that Massport will perform in its 2017 update to the ESPR.

Thank you for the opportunity to comment.

Sincerely,


Suzanne E. Barry
Chair, Board of Selectmen

cc: Lexington Planning Board/Department

Strysky, Alexander (EEA)

From: Schluter, Eve (FWE)
Sent: Tuesday, November 07, 2017 12:57 PM
To: Strysky, Alexander (EEA)
Cc: Holt, Emily (FWE)
Subject: RE: Hanscom field ESPR (NHESP # 01-9192)

Hi Alex,

We have reviewed the "Proposed Scope 2017 L.G. Hanscom Field Environmental Status & Planning Report". We have no comments at this time as MESA-related concerns appear to be covered under Section IX (Wetlands/Wildlife/Water Resources). As stated below, we look forward to reviewing the updated grassland management plan.

ESP-1

Thanks, Eve

Everose Schlüter
Chief of Regulatory Review
Natural Heritage & Endangered Species Program
Massachusetts Division of Fisheries & Wildlife
1 Rabbit Hill Road, Westborough, MA 01581
p: (508) 389-6346 | f: (508) 389-7890
www.mass.gov/nhesp | facebook.com/masswildlife

From: Strysky, Alexander (EEA)
Sent: Friday, March 07, 2014 3:54 PM
To: Schluter, Eve (FWE)
Subject: RE: Hanscom field ESPR (NHESP # 01-9192)

Thanks, Eve.

Alex Strysky
MEPA Office
100 Cambridge Street, 9th Floor
Boston, MA 02114

ph: (617) 626-1025
fx: (617) 626-1181

From: Schluter, Eve (FWE)
Sent: Friday, March 07, 2014 3:29 PM
To: Strysky, Alexander (EEA)
Cc: Dalzell, Stewart; Holt, Emily (FWE)
Subject: Hanscom field ESPR (NHESP # 01-9192)

Hi Alex,

The NHESP has reviewed the 2012 L.G. Hanscom Field Environmental Status and Planning report (ESPR). We do not have any comments or concerns at this time. As described in the document, any work within Priority Habitat would need to be filed with our office and would be subject to MESA review. We also look forward to working with the Proponent on reviewing an updated Grassland Management Plan when the time comes.

Please let me know if you have any questions.

Thanks, Eve

Everose Schlüter, PhD

Senior Endangered Species Review Biologist

Natural Heritage & Endangered Species Program

Massachusetts Division of Fisheries and Wildlife

PLEASE NOTE NEW FIELD HEADQUARTERS ADDRESS (Phones and Emails have not changed.)

100 Hartwell Street, Suite 230

West Boylston, MA 01583

Voice: (508) 389-6346

Fax: (508) 389-7890

www.mass.gov/nhesp

Strysky, Alexander (EEA)

From: Jennifer Boles <ijcb3@verizon.net>
Sent: Wednesday, November 08, 2017 11:44 PM
To: Strysky, Alexander (EEA)
Cc: agoodspeed@massport.com
Subject: Public Comment and Questions for 2017 Hanscom ESPR Proposed Scope

Dear Mr. Strysky,

I am a Bedford resident who lives near Hanscom Field, and I would like to submit some comments and questions regarding the 2017 Massport Hanscom ESPR Scoping Report for the public record.

1. Whether or not Hanscom Airport meets the current EPA threshold of estimated leaded avgas emissions to trigger lead monitoring of the air, it is highly probable that it would have met or exceeded that threshold for many years of its past, when the air traffic was much heavier. Although perhaps the exhaust emissions presently do not qualify for air quality monitoring, what about the lead and other heavy metals, including arsenic, contained in avgas exhaust that have accumulated in airfield soil for many decades? Has heavy metal testing of soils on and near the airfield, and wetland sediments on and near the airfield, ever been undertaken in a comprehensive way? If so, how long ago and what were the results? If not recently or at all, can it be done now?

JBO-1

JBO-2

2. The RFP for the recent Repaving of Runway 11/29 called for many truckloads of loam(topsoil) to restore "disturbed areas". Was it replacing any soil that had been removed? If so, was that soil transported offsite for disposal? Was any soil mixed with the pulverized runway millings and taken offsite? If any soil was removed, whether mixed in with the old asphalt or in separate truckloads, was it sampled to test for heavy metal contamination?

JBO-3

3. Did the recent Repaving of Runway 11/29 damage any sewer or water or storm drain lines that cross the airfield (either in current use or older abandoned lines)? If so, was there any spillage into the soil? If so, was that soil sampled for contaminants or removed or reburied?

JBO-4

There is a 1986 Navy document (Initial Assessment Study of Naval Weapons Industrial Reserve Plant Bedford, Massachusetts, NEESA 13-099, Navfac Environmental Admin Records website) that mentions the Naval Flight Test Facility sewer line was connected to the Air Force sewer system. Is it possible that old abandoned sewer line is the one shown connecting with the FamCamp and Air Force sewer line which crosses beneath Runway 11/29 in Figure 2-4 of the 2012 Hanscom Field Environmental Status and Planning Report? Is there any evidence the Navy sanitary sewer systems were used in the past to dispose of solvents, heavy metal containing acids, or photographic lab or plating lab waste? Do old sewer lines ever leak?

4. Could the 12,000+ heavy construction vehicles running through Bedford neighborhood streets 24/7 for 6 weeks for the recent Massport Hanscom Runway 11/29 Project have had any negative environmental impact on Bedford residents either living on the Haul Route, or stuck in the traffic jams the trucks created? No negative effects on the children and youths on the adjacent playing fields along the Haul Route at South Road and Hartwell Road?

JBO-5

Thank you for considering these questions.

Sincerely,
Jennifer Boles
243 Bedford Road
Bedford, MA 01730

Strysky, Alexander (EEA)

From: Ann <annseamans@aol.com>
Sent: Wednesday, November 08, 2017 9:58 PM
To: Strysky, Alexander (EEA)
Subject: environmental effects of August Massport project

Dear Mr. Strysky, I live on Concord Road, Bedford. During the month of August 2017, I was affected by the 12,000 truck trips with extremely noisy trucks sometimes using jake breaks, in front of my house, which was 1 house away from where gigantic trucks turned onto Hartwell Ave; however, for me the scariest night came when I woke up gasping for breath, eyes running and thought the house was on fire. It wasn't so I opened the door to see what was happening and the toxic air was overwhelming, causing me to get my asthma inhaler and call the police to not only complain about gigantic noisy round the clock trucks speeding by but also mention my difficulty breathing. He offered to send EMTs to take me to hospital. Very scary time as my asthma is usually under control these days. Was anyone monitoring the air quality on this project?

SEA-1

Also, in terms of addressing environmental issues, as an ordinary citizen of Bedford, it is unclear which agency is responsible for managing these issues, Massport or the Air Force. Apparently we've been told the Air Force addresses super fund site issues such as runway asphalt breaches and Massport deals with sewer problems, for example. On more than one occasion we call one agency only to be told, "No. We don't deal with that. The other agency does," which makes it difficult to ask questions and get resolutions. Who ultimately has responsibility?

SEA-2

Thank you for your considerations of my concerns about accountability for environmental issues. Ann Seamans

Sent from my iPad

TO: Massachusetts Port Authority

RE: Scope of 2017 Hanscom Field ESPR

Several neighborhoods in the Town of Bedford were literally traumatized throughout August of 2017 by thousands of dump trucks traversing residential streets, servicing the resurfacing of the long runway at Hanscom Field.

I recognize the need to maintain airfield facilities, and that sometimes impact on the contiguous towns is unavoidable. However, the impact on those communities should be anticipated, with advance communication to mitigate impact.

BED-1

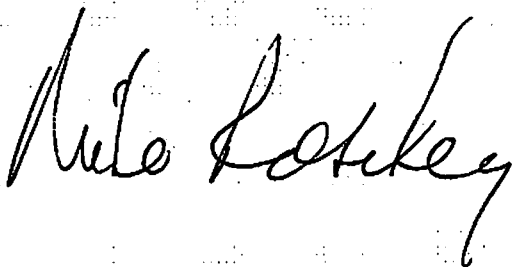
BED-2

I could not find any reference to this approach in the ESPR proposed scope, and I urge that these provisions be considered.

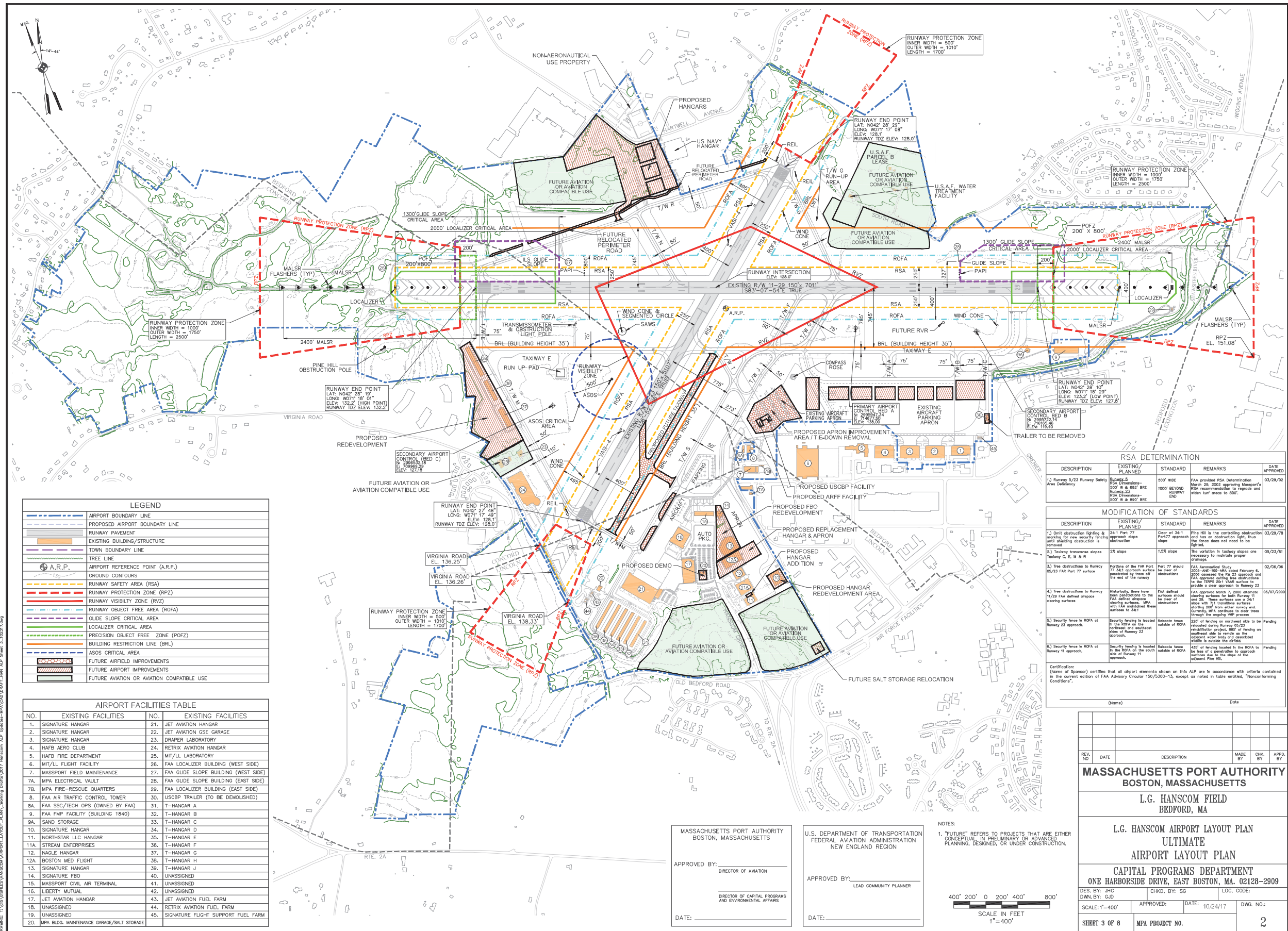
Mike Rosenberg

Bedford selectman

Chair, Hanscom Field Advisory Commission



Appendix B - Airport Layout Plan



LEGEND

- AIRPORT BOUNDARY LINE
- PROPOSED AIRPORT BOUNDARY LINE
- RUNWAY PAVEMENT
- EXISTING BUILDING/STRUCTURE
- TOWN BOUNDARY LINE
- TREE LINE
- A.R.P.
- AIRPORT REFERENCE POINT (A.R.P.)
- GROUND CONTOURS
- RUNWAY SAFETY AREA (RSA)
- RUNWAY PROTECTION ZONE (RPZ)
- RUNWAY VISIBILITY ZONE (RVZ)
- RUNWAY OBJECT FREE AREA (ROFA)
- GLIDE SLOPE CRITICAL AREA
- LOCALIZER CRITICAL AREA
- PRECISION OBJECT FREE ZONE (POFZ)
- BUILDING RESTRICTION LINE (BRL)
- ASOS CRITICAL AREA
- FUTURE AIRFIELD IMPROVEMENTS
- FUTURE AIRPORT IMPROVEMENTS
- FUTURE AVIATION OR AVIATION COMPATIBLE USE

AIRPORT FACILITIES TABLE

NO.	EXISTING FACILITIES	NO.	EXISTING FACILITIES
1.	SIGNATURE HANGAR	21.	JET AVIATION HANGAR
2.	SIGNATURE HANGAR	22.	JET AVIATION GSE GARAGE
3.	SIGNATURE HANGAR	23.	DRAPER LABORATORY
4.	HAFB AERO CLUB	24.	RETROX AVIATION HANGAR
5.	HAFB FIRE DEPARTMENT	25.	MIT/LL LABORATORY
6.	MIT/LL FLIGHT FACILITY	26.	FAA LOCALIZER BUILDING (WEST SIDE)
7.	MASSPORT FIELD MAINTENANCE	27.	FAA GLIDE SLOPE BUILDING (WEST SIDE)
7A.	MPA ELECTRICAL VAULT	28.	FAA GLIDE SLOPE BUILDING (EAST SIDE)
7B.	MPA FIRE-RESCUE QUARTERS	29.	FAA LOCALIZER BUILDING (EAST SIDE)
8.	FAA AIR TRAFFIC CONTROL TOWER	30.	USCPB TRAILER (TO BE DEMOLISHED)
8A.	FAA SSC/TECH OPS (OWNED BY FAA)	31.	T-HANGAR A
9.	FAA FMP FACILITY (BUILDING 1840)	32.	T-HANGAR B
9A.	SAND STORAGE	33.	T-HANGAR C
10.	SIGNATURE HANGAR	34.	T-HANGAR D
11.	NORTHSTAR LLC HANGAR	35.	T-HANGAR E
11A.	STREAM ENTERPRISES	36.	T-HANGAR F
12.	NAGLE HANGAR	37.	T-HANGAR G
12A.	BOSTON MED FLIGHT	38.	T-HANGAR H
13.	SIGNATURE HANGAR	39.	T-HANGAR J
14.	SIGNATURE FBO	40.	UNASSIGNED
15.	MASSPORT CIVIL AIR TERMINAL	41.	UNASSIGNED
16.	LIBERTY MUTUAL	42.	UNASSIGNED
17.	JET AVIATION HANGAR	43.	JET AVIATION FUEL FARM
18.	UNASSIGNED	44.	RETROX AVIATION FUEL FARM
19.	UNASSIGNED	45.	SIGNATURE FLIGHT SUPPORT FUEL FARM
20.	MPA BLDG. MAINTENANCE GARAGE/SALT STORAGE		

RSA DETERMINATION

DESCRIPTION	EXISTING/PLANNED	STANDARD	REMARKS	DATE APPROVED
1) Runway 5/23 Runway Safety Area Delivery	REPLACED	500' WIDE 1000' BEYOND RUNWAY END	FAA provided RSA Determination March 05, 2003 approving Manager's RSA recommendation to regrade and clear turf areas to 500'.	03/29/03

MODIFICATION OF STANDARDS

DESCRIPTION	EXISTING/PLANNED	STANDARD	REMARKS	DATE APPROVED
1) Obstruction lighting & marking for new security fencing unit including obstruction is removed	341 Part 77	Clear of 341 Part 77 approach slope	Plan 100 is the controlling obstruction and has an obstruction sign, thus the fence does not need to be lighted.	03/29/08
2) Taxiway transverse slopes	2% slope	1.5% slope	The variation in taxiway slopes are necessary to maintain proper drainage.	06/23/01
3) Tree distributions to Runway 05/23	Part 77	Part 77 should be clear of obstructions	Parties of the FAR Part 77 141 approach were analyzed by trees off the end of the runway.	02/06/06
4) Tree distributions to Runway 17/28	FAA defined	FAA defined	Historically, there have been applications to the clearing surfaces. MPA with FAA reviewed these surfaces to 341.	03/07/2000
5) Security fence in ROFA at Runway 23 approach.	Security fence in ROFA at Runway 23 approach.	Security fence outside of ROFA	220' of fencing on northeast side to be repositioned during Runway 05/23 reconstruction project. 200' of fencing on southwest side to be repositioned. MPA will continue to clear trees through the ongoing MPA process.	Pending
6) Security fence in ROFA at Runway 11 approach.	Security fence in ROFA at Runway 11 approach.	Security fence outside of ROFA	435' of fencing located in the ROFA to be repositioned to the approach surface due to the size of the adjacent Plan 100.	Pending

Certification: (Name of Sponsor) certifies that all airport elements shown on this ALP are in accordance with criteria contained in the current edition of FAA Advisory Circular 150/5300-13, except as noted in table entitled, "Nonconforming Conditions".

(Name) _____ Date _____

MASSACHUSETTS PORT AUTHORITY
 BOSTON, MASSACHUSETTS

L.G. HANSCOM FIELD
 BEDFORD, MA

L.G. HANSCOM AIRPORT LAYOUT PLAN
 ULTIMATE
 AIRPORT LAYOUT PLAN

CAPITAL PROGRAMS DEPARTMENT
 ONE HARBORSIDE DRIVE, EAST BOSTON, MA 02128-2909

DES. BY: JHC CHKD. BY: SG LOC. CODE:
 DWN. BY: GJD

SCALE: 1"=400' APPROVED: DATE: 10/24/17 DWG. NO.:
 SHEET 3 OF 8 MPA PROJECT NO. 2

MASSACHUSETTS PORT AUTHORITY
 BOSTON, MASSACHUSETTS

APPROVED BY: _____
 DIRECTOR OF AVIATION

DATE: _____

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
 NEW ENGLAND REGION

APPROVED BY: _____
 LEAD COMMUNITY PLANNER

DATE: _____

NOTES:
 1. "FUTURE" REFERS TO PROJECTS THAT ARE EITHER CONCEPTUAL, IN PRELIMINARY OR ADVANCED PLANNING, DESIGNED, OR UNDER CONSTRUCTION.

400' 200' 0 200' 400' 800'
 SCALE IN FEET
 1"=400'

PLOTTED: 10/23/17 10:23:17 BFO:BDL/LLD LAST SAVED: 10/23/17 10:23:17 BFO:BDL/LLD
 DRAWING: T:\US\OFFICE\HANSCOM\AIRPORT_LAYOUT_PLAN_MPA_ULTIMATE.dwg

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Appendix C — Ground Transportation

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Appendix C-1

2018 Hanscom Field Travel Questionnaire

2018 Hanscom Field Environmental Status and Planning Report Commute/Travel Questionnaire

1. Where did your trip to Hanscom Field originate today?

Answer Choices	Responses	
City	100.00%	61
State	100.00%	61
Zip	98.36%	60
	Answered	61
	Skipped	1

Responses:

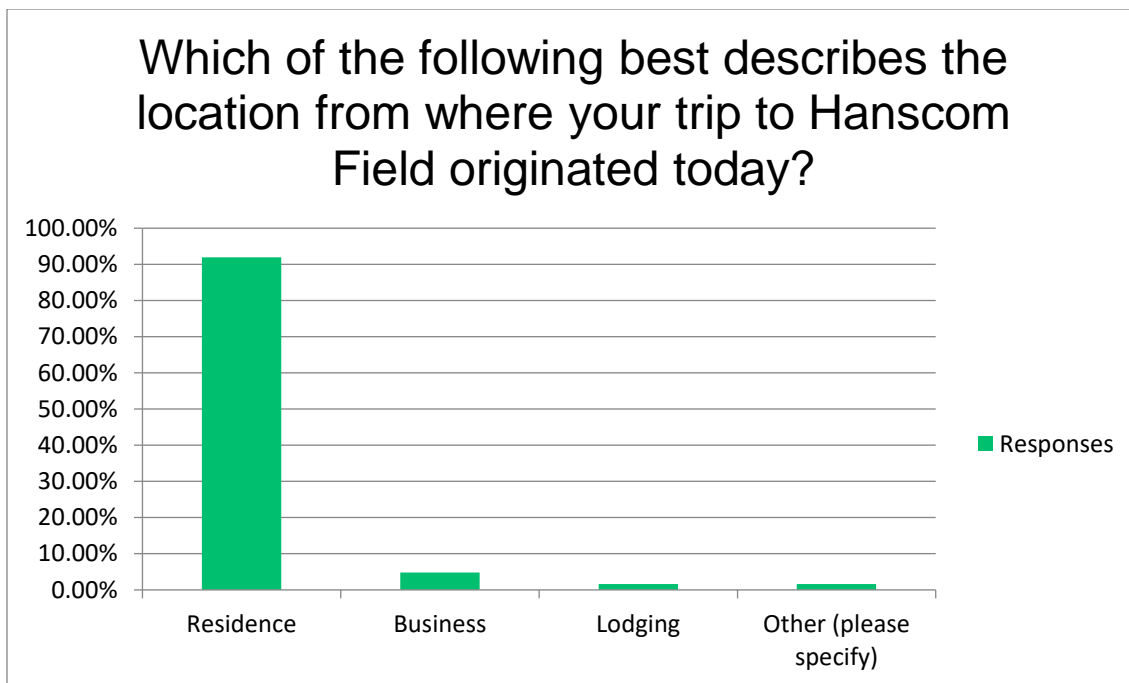
City	State	Zip	City	State	Zip
Abington	MA	02352	Lowell	MA	01850
Acton	MA	01720	Ludlow	MA	01056
Amherst	NH	03031	Lynnfield	MA	01940
Atkinson	NH	03811	Marblehead	MA	01945
Bedford	MA	01730	Maynard	MA	01754
Bedford	MA	01773	Medford	MA	02155
Boston	MA	02113	Melrose	MA	02176
Braintree	MA	02184	Merrimack	NH	03054
Brookline	NH	03033	Middleboro	MA	02346
Cambridge	MA	02138	Newmarket	NH	03857
Cambridge	MA	02138	Newton	MA	02466
Concord	MA	01742	Newton	MA	02459
Coventry	RI	02816	Northborough	MA	01532
Danvers	MA	01923	Pembroke	NH	03275
Derry	NH	03038	Plymouth	MA	02360
Derry	NH	03038	Reading	MA	01867
Dover	MA	02030	Revere	MA	02151
Essex	MA	01929	Sandwich	MA	02644
Exeter	RI	28224	Sarasota	FL	34232
Farmington	NH	03835	Sharon	MA	02067
Haverhill	MA		Somerville	MA	02143
Hollis	NH	03049	Tyngsborough	MA	01879
Ithaca	NY	14850	Waltham	MA	02451
Lexington	MA	02421	Watertown	MA	02472
Lexington	MA	02421	Wellesley	MA	02482
Lexington	MA	02420	Westminster	MA	01473
Lincoln	MA	01773	Westminster	MA	01473
Lincoln	MA	01773	Westwood	MA	02090
Lincoln	MA	01773	Winchester	MA	01890
Lincoln	MA	01773	Winthrop	MA	02152
Littleton	MA	01460			

2. Which of the following best describes the location from where your trip to Hanscom Field originated today?

Answer Choices	Responses	
Residence	91.94%	57
Business	4.84%	3
Lodging	1.61%	1
Other (please specify)	1.61%	1
	Answered	62
	Skipped	0

Other Responses:

Business and residence

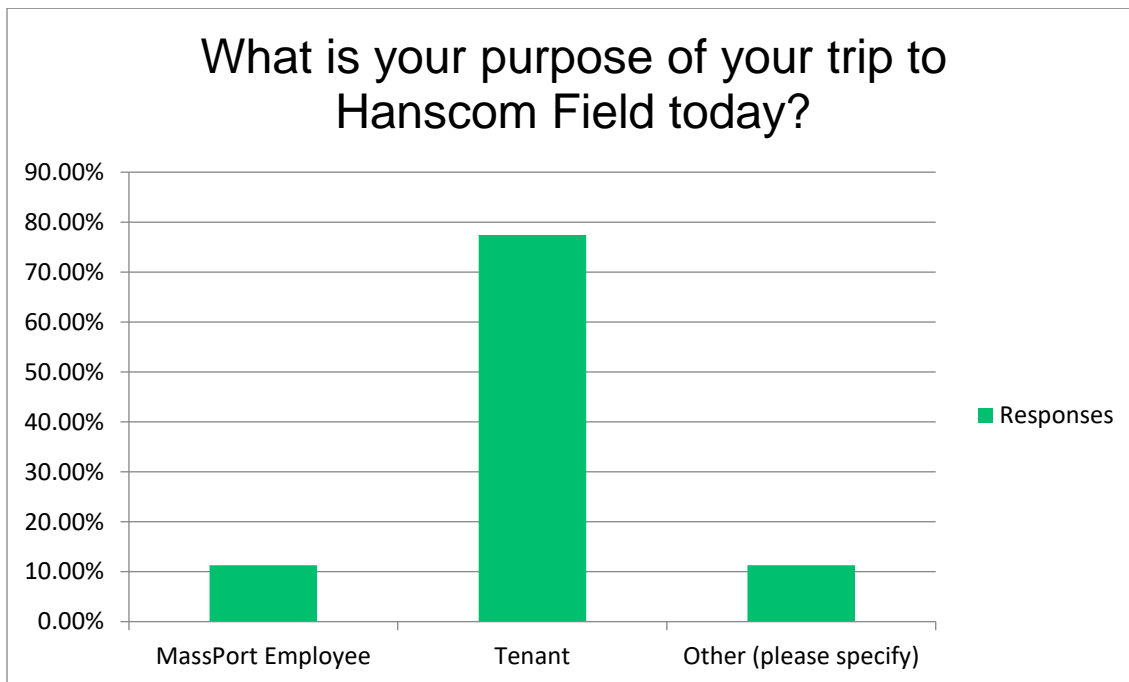


3. What is your purpose of your trip to Hanscom Field today?

Answer Choices	Responses	
MassPort Employee	11.29%	7
Tenant	77.42%	48
Other (please specify)	11.29%	7
	Answered	62
	Skipped	0

Other Responses:

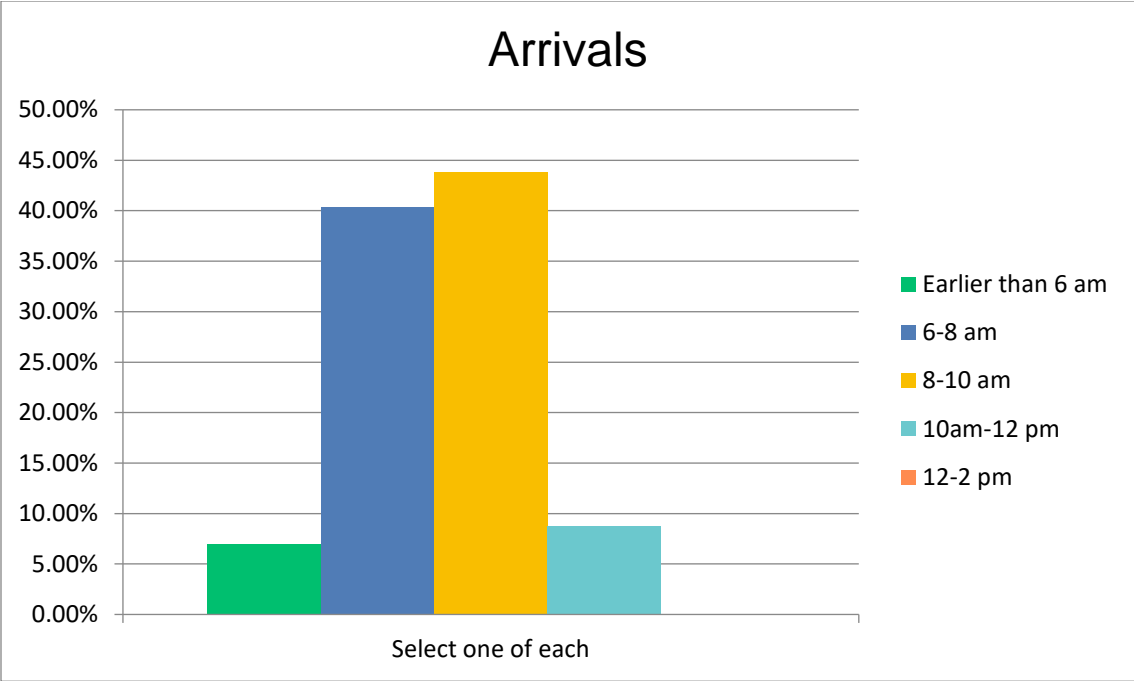
- Airport business employee
- ECAC Employee
- FAA FMP Boston Manager
- MIT Lincoln Laboratory Employee
- SATCS
- Signature Flight Support Employee
- T hangar tenant



4. What time do you typically arrive and depart at Hanscom Field on weekdays?

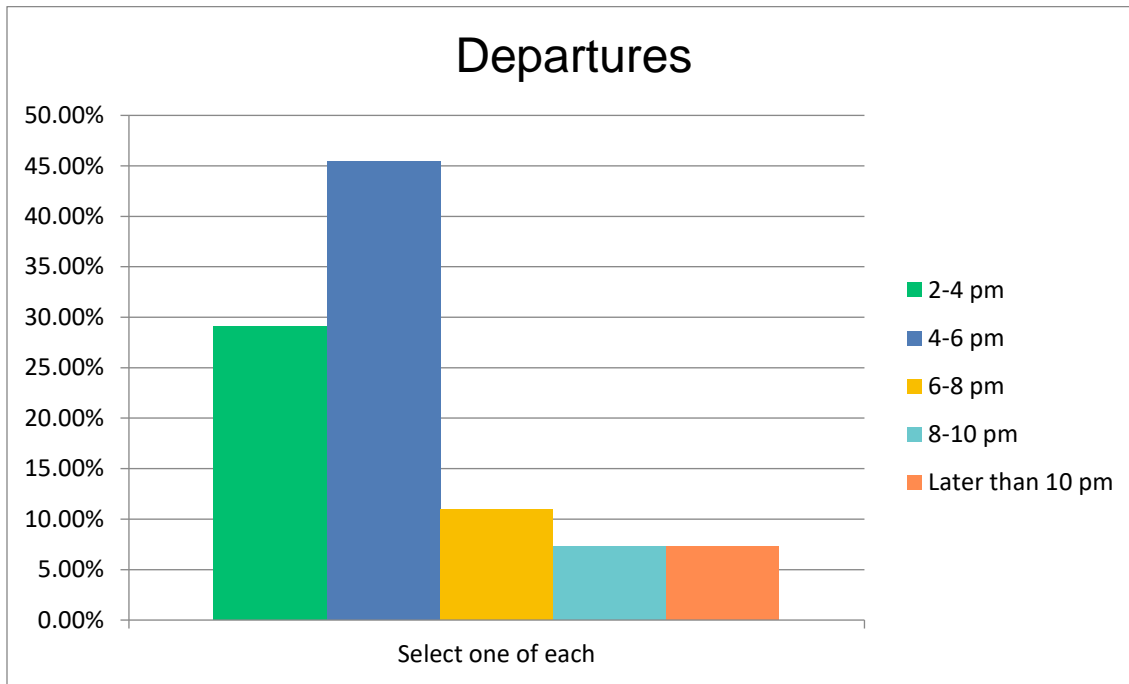
Arrivals

	Earlier than 6 am	6-8 am	8-10 am	10am-12 pm	12-2 pm	Total
Select one of each	7.02% 4	40.35% 23	43.86% 25	8.77% 5	0.00% 0	57
					Answered	57
					Skipped	5



Departures

	2-4 pm	4-6 pm	6-8 pm	8-10 pm	Later than 10 pm	Total
Select one of each	29.09% 16	45.45% 25	10.91% 6	7.27% 4	7.27% 4	55
					Answered	57
					Skipped	5

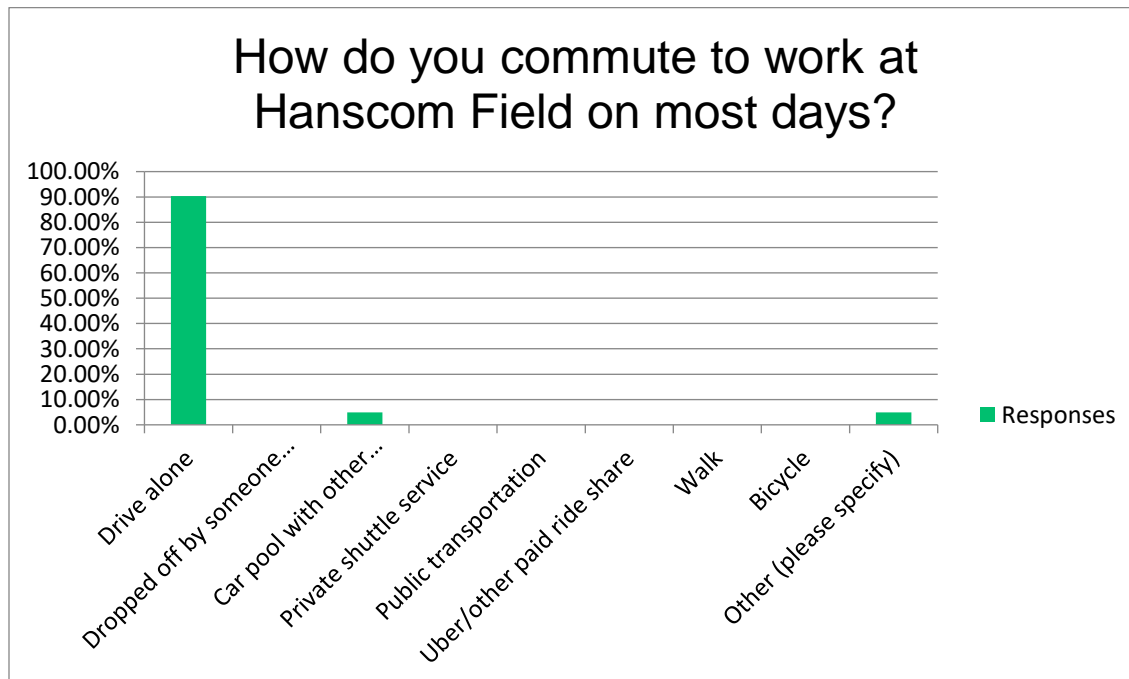


5. How do you commute to work at Hanscom Field on most days?

Answer Choices	Responses	
Drive alone	90.32%	56
Dropped off by someone who does not work at Hanscom Field	0.00%	0
Car pool with other Hanscom employees	4.84%	3
Private shuttle service	0.00%	0
Public transportation	0.00%	0
Uber/other paid ride share	0.00%	0
Walk	0.00%	0
Bicycle	0.00%	0
Other (please specify)	4.84%	3
	Answered	62
	Skipped	0

Other Responses:

- Car pool with my significant other
- Do not commute. Am a Pine Hill tenant.
- I am a private pilot and come to the field about once a week



6. If using public transportation, which of the following do you use as your primary transit service??

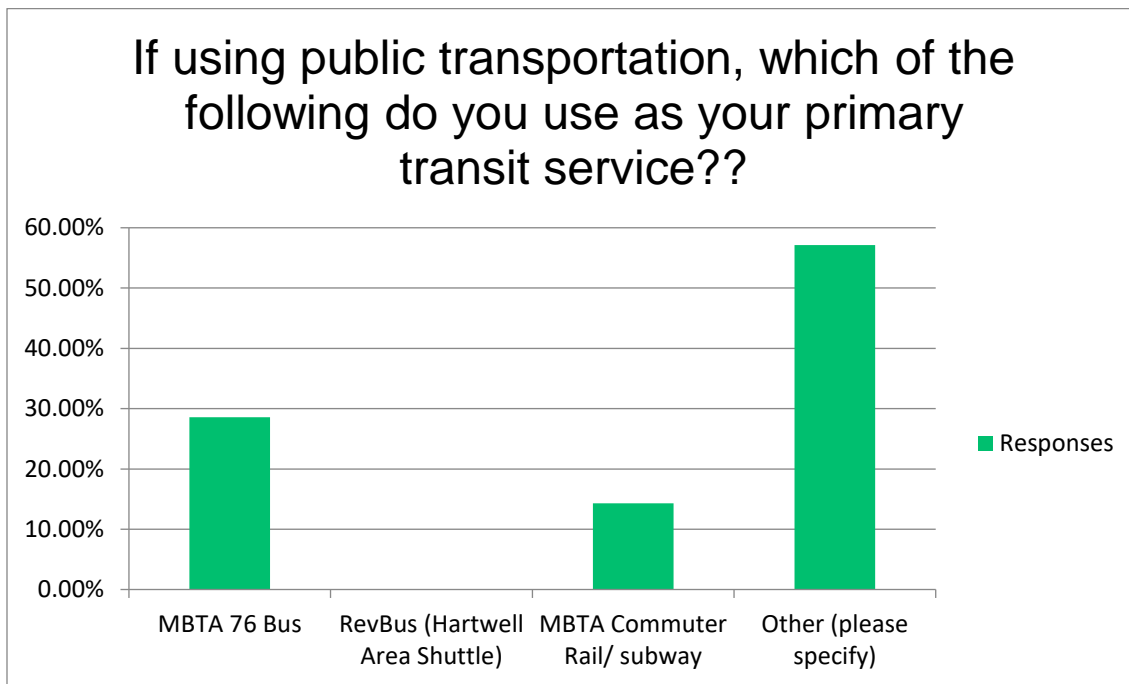
Answer Choices	Responses	
MBTA 76 Bus	28.57%	2
RevBus (Hartwell Area Shuttle)	0.00%	0
MBTA Commuter Rail/ subway	14.29%	1
Other (please specify)	57.14%	4
	Answered	7
	Skipped	55

Other Responses:

I wouldn't take public transportation, it would take hours

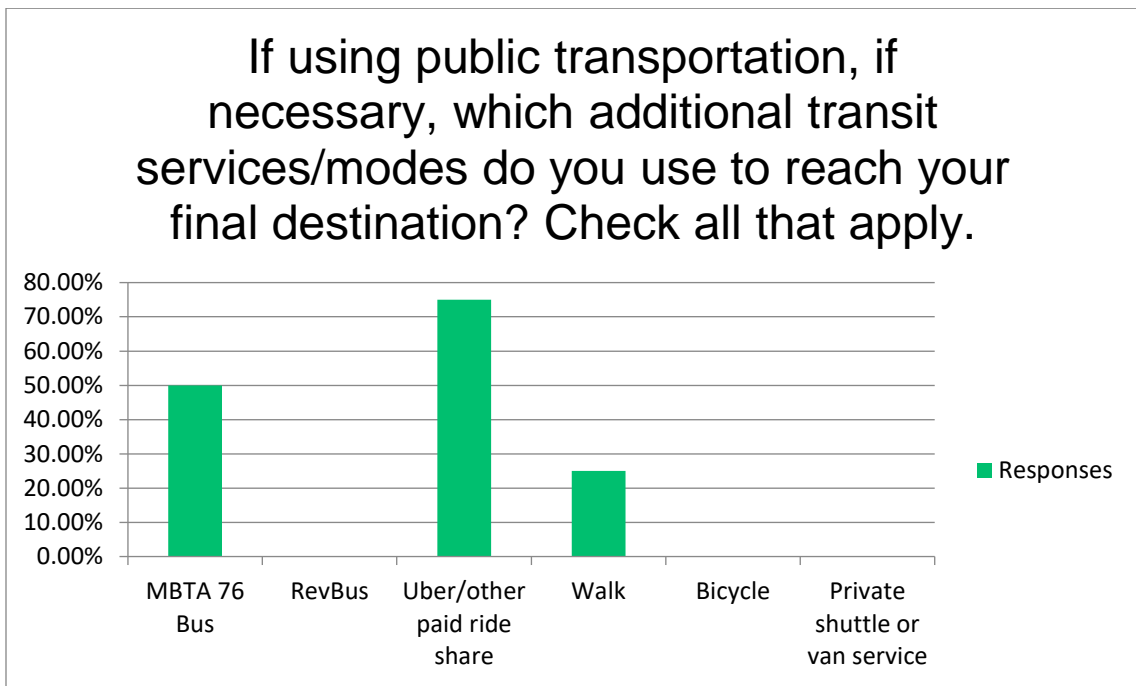
N/A

N/A no public transportation



7. If using public transportation, if necessary, which additional transit services/modes do you use to reach your final destination? Check all that apply.

Answer Choices	Responses	
MBTA 76 Bus	50.00%	2
RevBus	0.00%	0
Uber/other paid ride share	75.00%	3
Walk	25.00%	1
Bicycle	0.00%	0
Private shuttle or van service	0.00%	0
	Answered	4
	Skipped	58

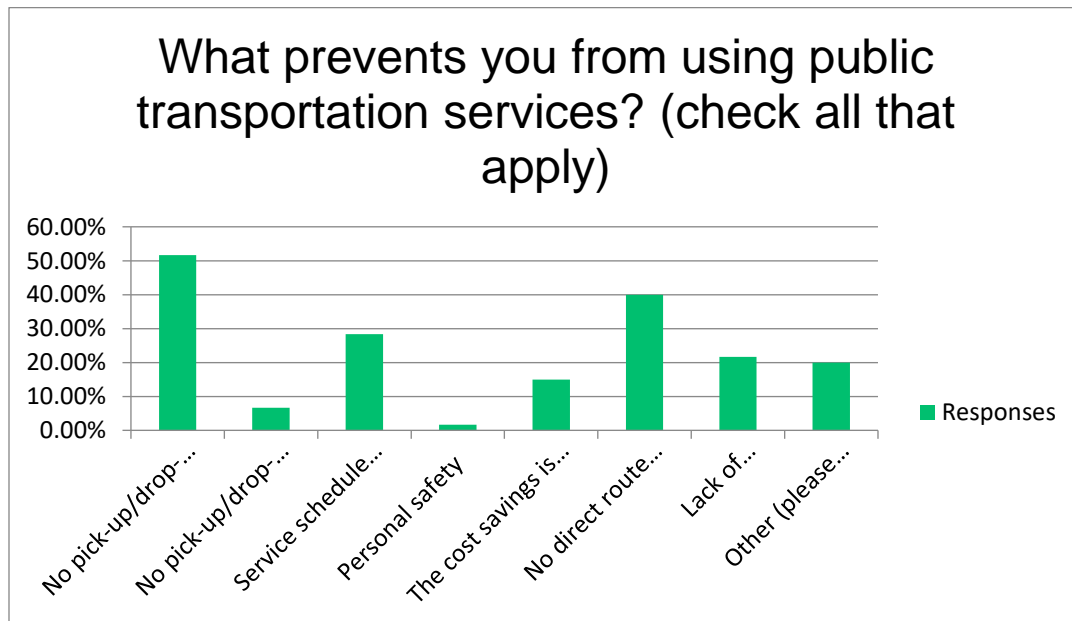


8. What prevents you from using public transportation services? (check all that apply)

Answer Choices	Responses	
No pick-up/drop-off location near home	51.67%	31
No pick-up/drop-off location near work	6.67%	4
Service schedule does not work for me	28.33%	17
Personal safety	1.67%	1
The cost savings is not enough	15.00%	9
No direct route from home; requires transfer	40.00%	24
Lack of convenient/frequent shuttle/van service from transit stations to Hanscom	21.67%	13
Other (please specify)	20.00%	12
	Answered	60
	Skipped	2

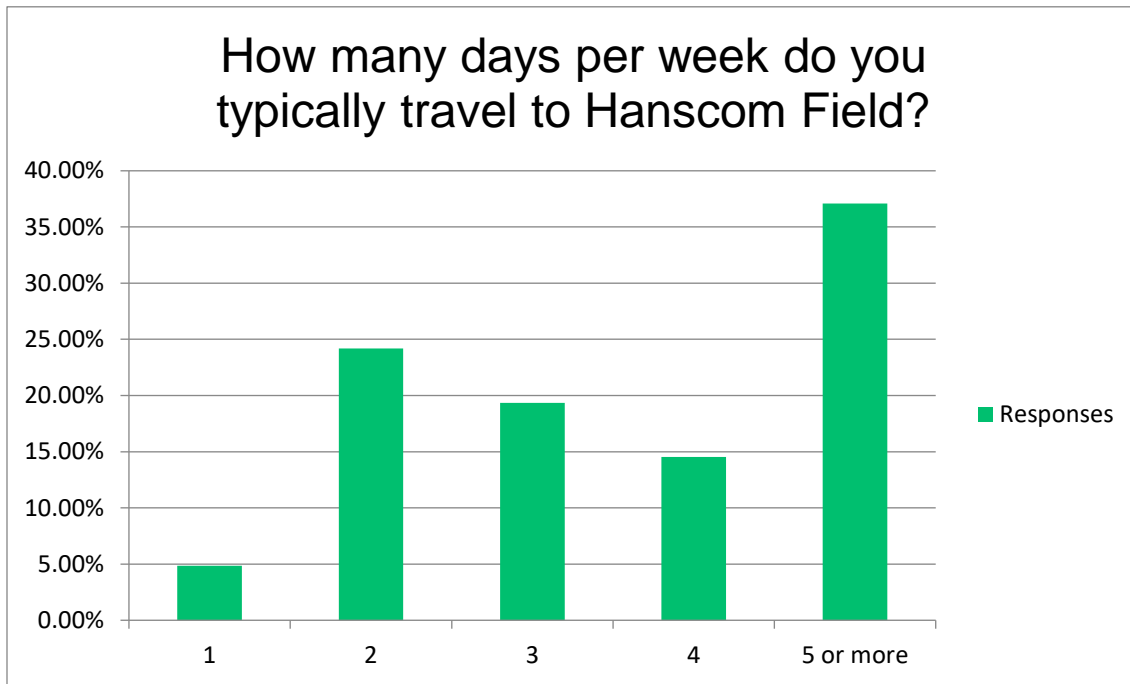
Other Responses:

- Aircraft equipment is too cumbersome
- convenience and comfort
- Feels unnecessary/I need a car for daytime travel
- I commute from various places and need my car
- I could take the red line to Alewife and the bus from there, but it would take at least twice as long compared to driving. If the airport provided a shuttle to/from a local commuter rail station (even if it wasn't free), I would be more apt to take the commuter rail.
- I drive myself... live 10 min away
- I'm a pilot & work odd hours with no set schedule
- N/A
- need company vehicle
- need to access ATCT with vehicle
- Need to be flexible. Work schedule changes make it inconvenient.
- There is no public transportation from NH



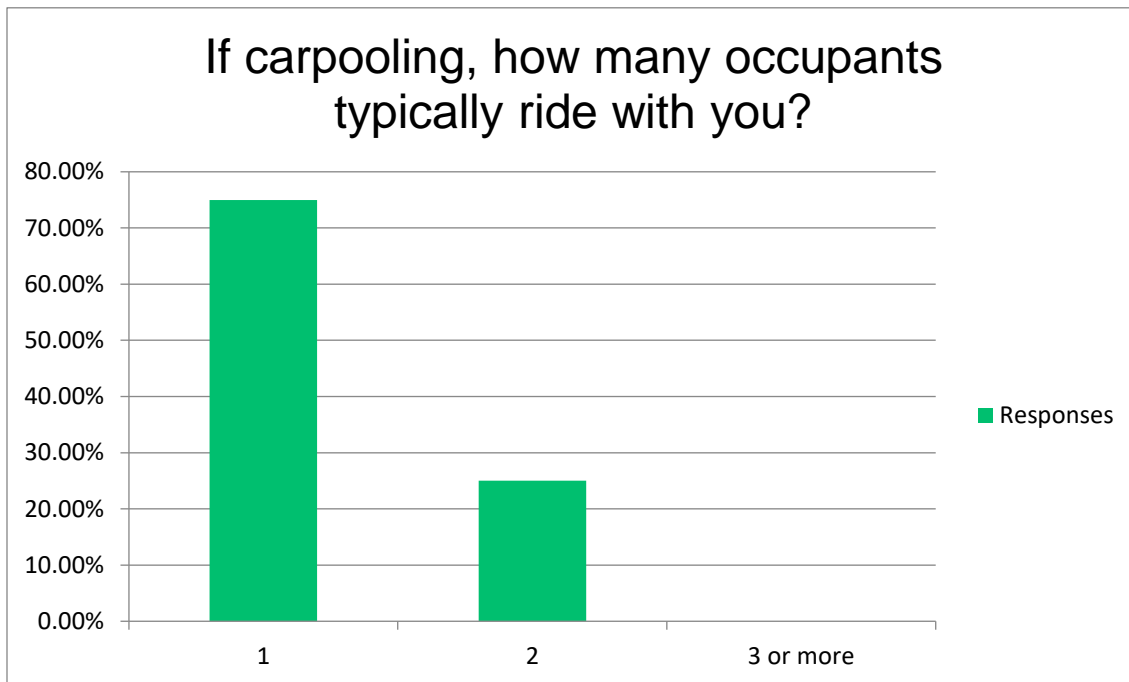
9. How many days per week do you typically travel to Hanscom Field?

Answer Choices	Responses	
1	4.84%	3
2	24.19%	15
3	19.35%	12
4	14.52%	9
5 or more	37.10%	23
	Answered	62
	Skipped	0



10. If carpooling, how many occupants typically ride with you?

Answer Choices	Responses	
1	75.00%	6
2	25.00%	2
3 or more	0.00%	0
Answered		8
Skipped		54

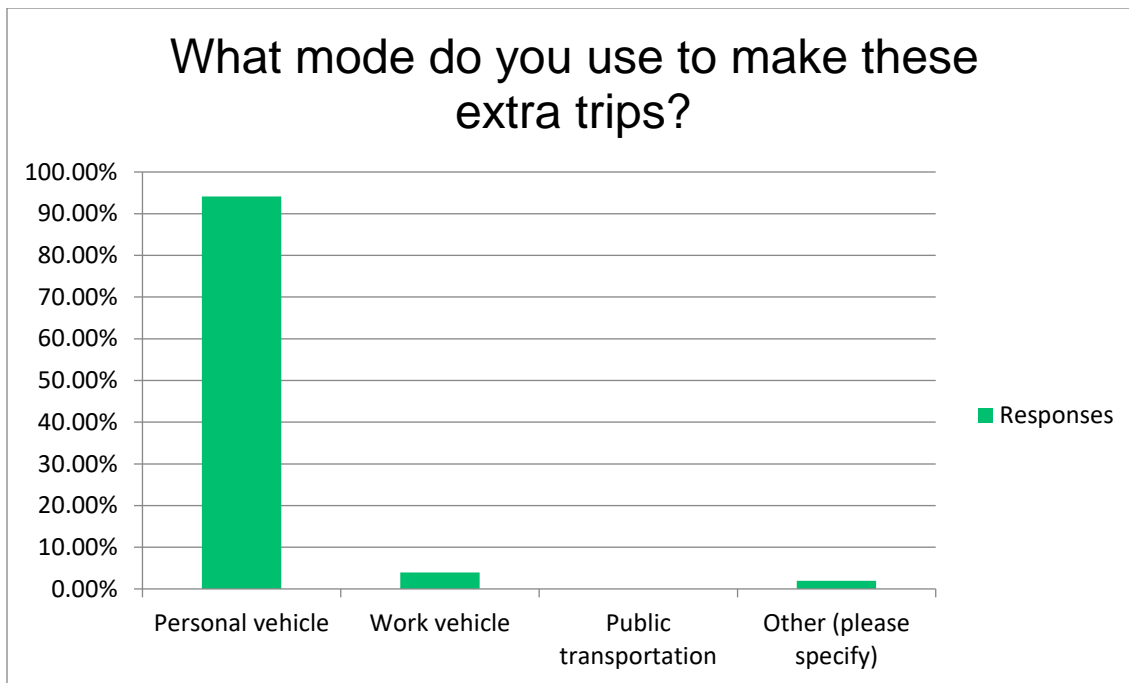


11. What mode do you use to make these extra trips?

Answer Choices	Responses	
Personal vehicle	94.12%	48
Work vehicle	3.92%	2
Public transportation	0.00%	0
Other (please specify)	1.96%	1
Answered		51
Skipped		11

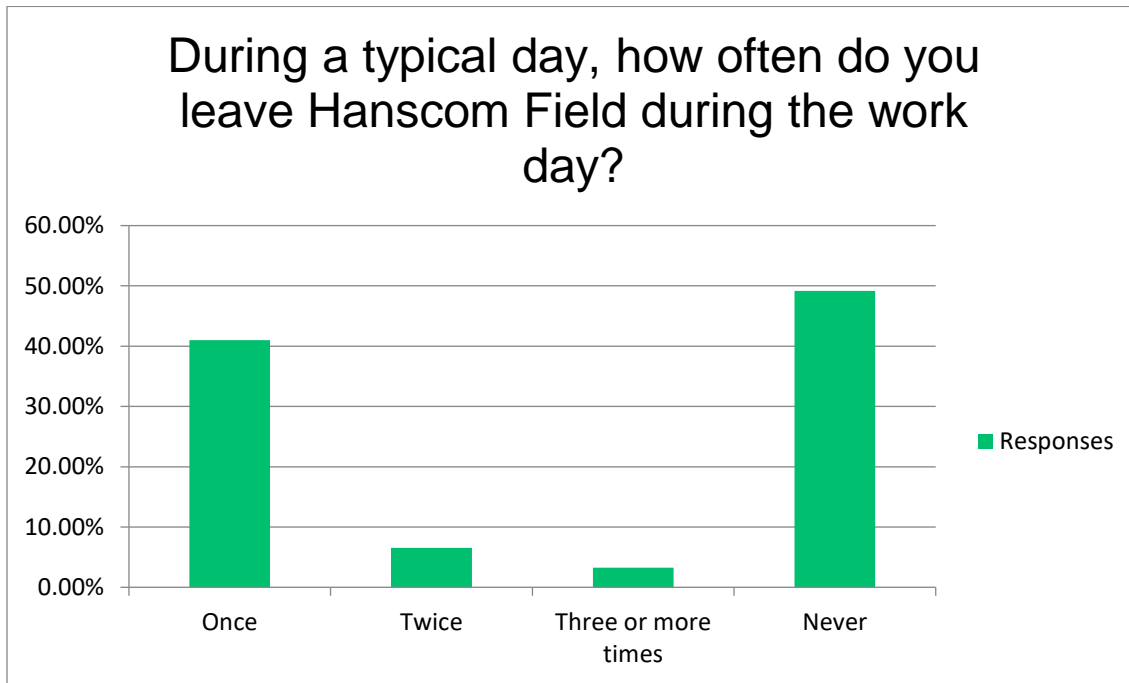
Other Responses:

Personal vehicle but they are not other trips, I car pool with my significant other



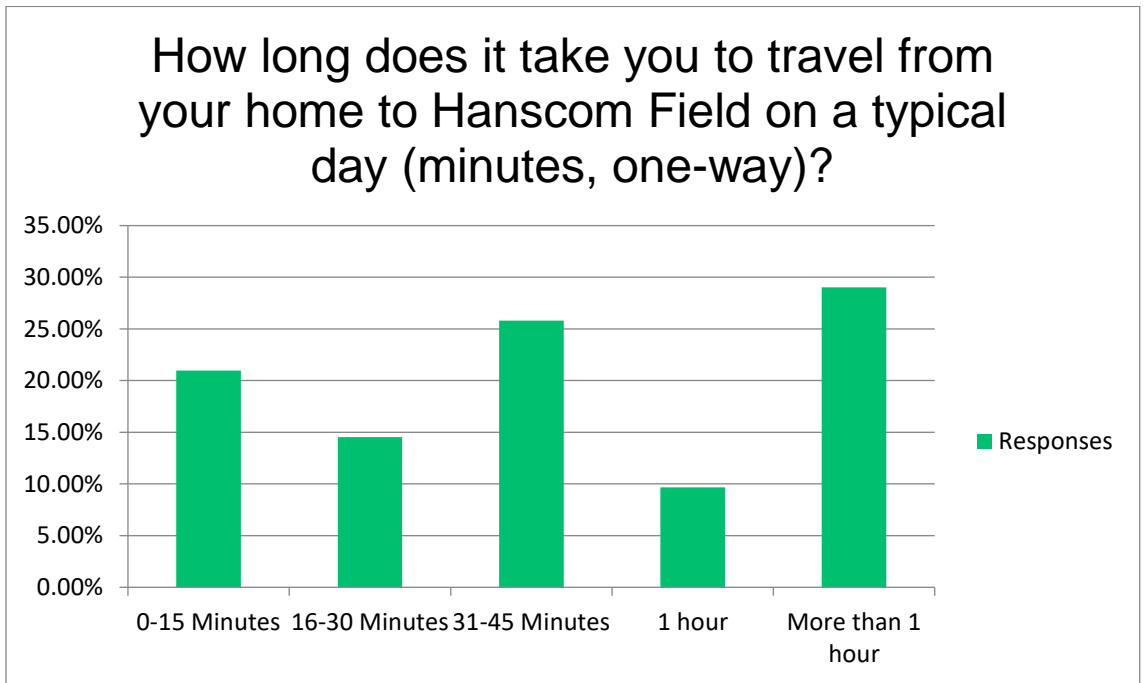
12. During a typical day, how often do you leave Hanscom Field during the work day?

Answer Choices	Responses	
Once	40.98%	25
Twice	6.56%	4
Three or more times	3.28%	2
Never	49.18%	30
Answered		61
Skipped		1



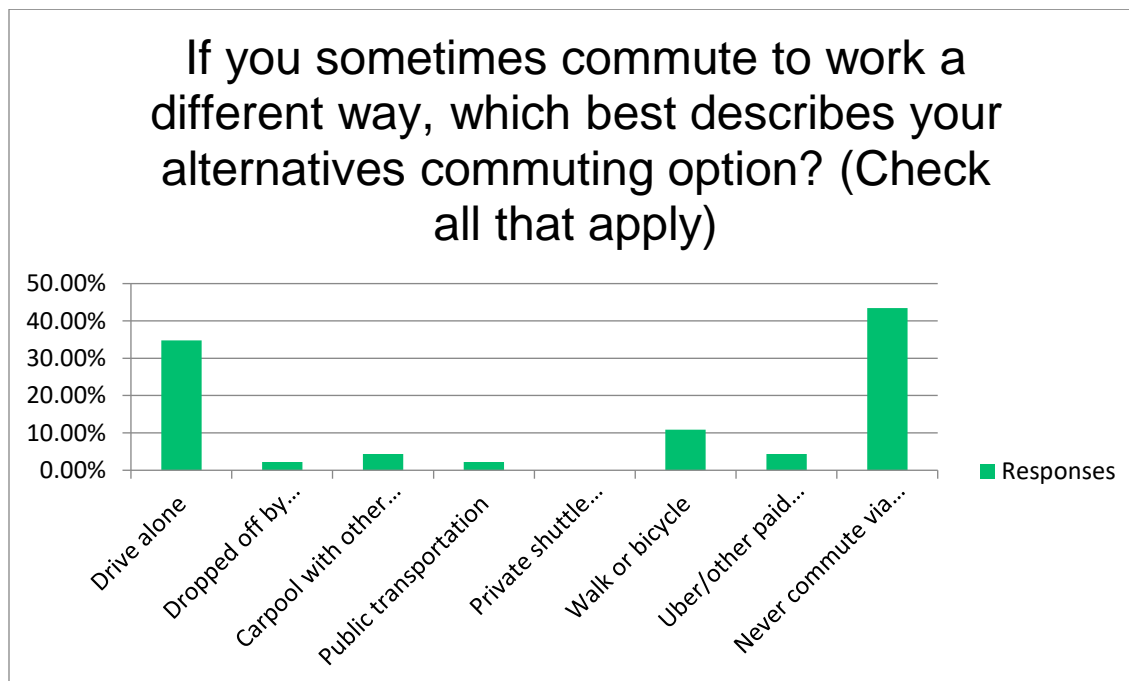
13. How long does it take you to travel from your home to Hanscom Field on a typical day (minutes, one-way)?

Answer Choices	Responses	
0-15 Minutes	20.97%	13
16-30 Minutes	14.52%	9
31-45 Minutes	25.81%	16
1 hour	9.68%	6
More than 1 hour	29.03%	18
	Answered	62
	Skipped	0



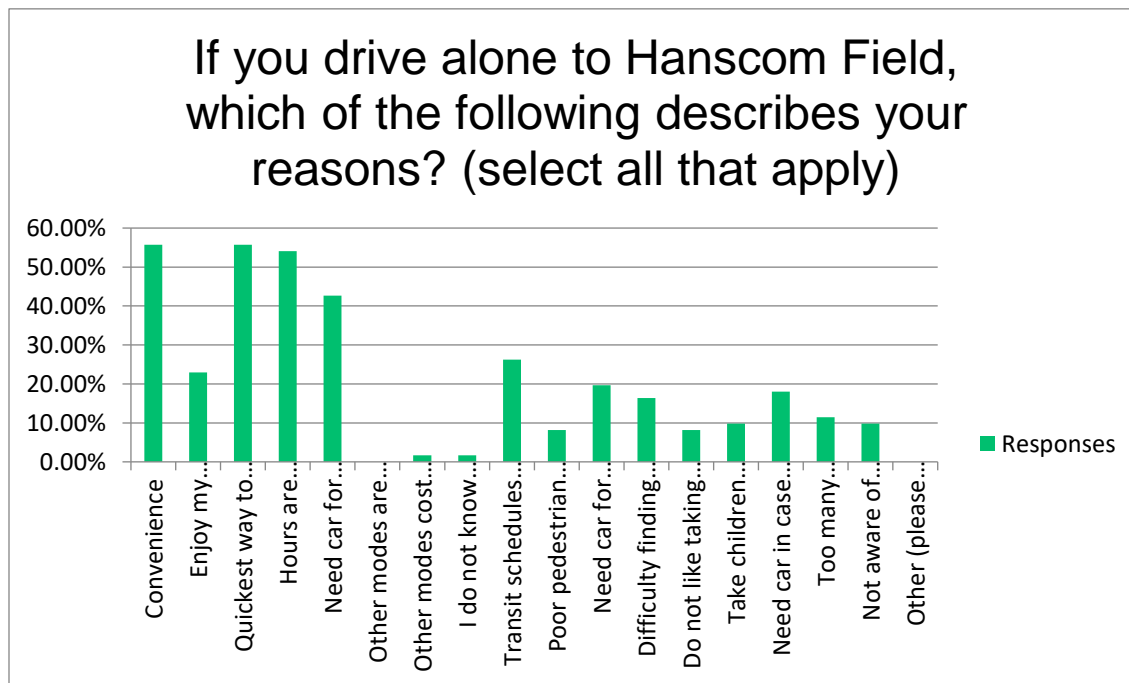
14. If you sometimes commute to work a different way, which best describes your alternatives commuting option? (Check all that apply)

Answer Choices	Responses	
Drive alone	34.78%	16
Dropped off by someone who does not work at Hanscom	2.17%	1
Carpool with other Hanscom employees	4.35%	2
Public transportation	2.17%	1
Private shuttle service	0.00%	0
Walk or bicycle	10.87%	5
Uber/other paid ride share	4.35%	2
Never commute via different mode	43.48%	20
	Answered	46
	Skipped	16



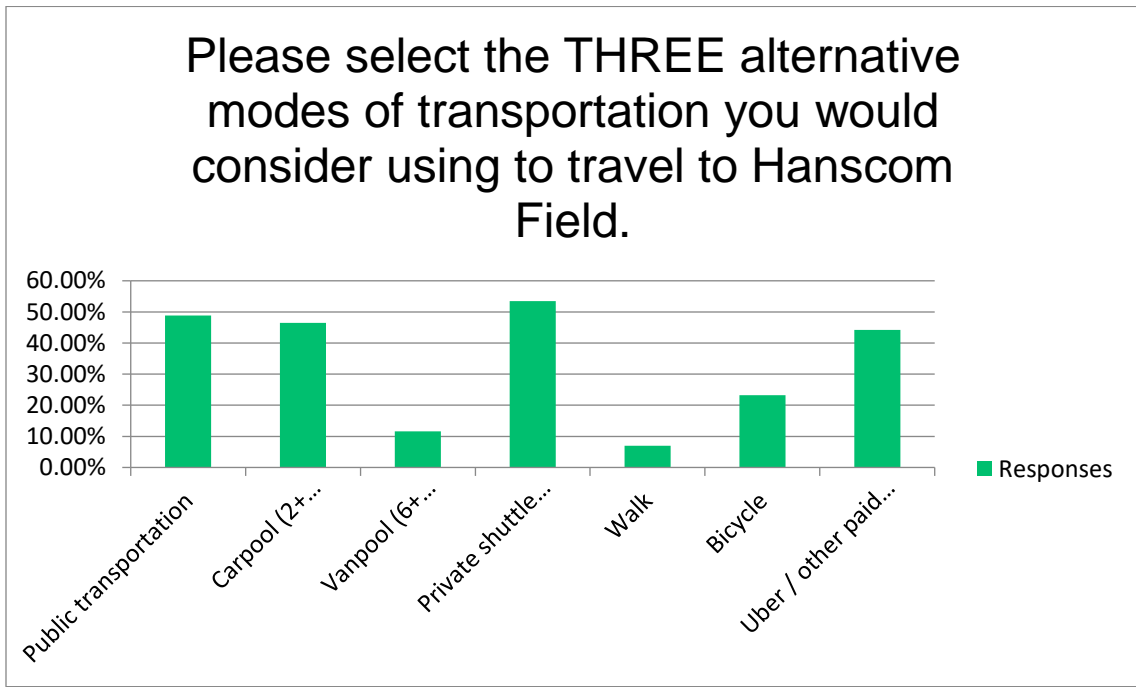
15. If you drive alone to Hanscom Field, which of the following describes your reasons? (select all that apply)

Answer Choices	Responses
Convenience	55.74% 34
Enjoy my privacy/prefer to drive alone	22.95% 14
Quickest way to work	55.74% 34
Hours are irregular and vary daily	54.10% 33
Need car for errands before/after work	42.62% 26
Other modes are not safe	0.00% 0
Other modes cost too much	1.64% 1
I do not know how to use public transportation	1.64% 1
Transit schedules and routes are not convenient/frequent enough to meet my schedule	26.23% 16
Poor pedestrian access to transit and/or work	8.20% 5
Need car for work-related trips	19.67% 12
Difficulty finding others to carpool with	16.39% 10
Do not like taking the bus	8.20% 5
Take children to/from daycare	9.84% 6
Need car in case of emergencies	18.03% 11
Too many transfers on public transportation	11.48% 7
Not aware of other options	9.84% 6
Other (please specify)	0.00% 0
Answered	61
Skipped	1



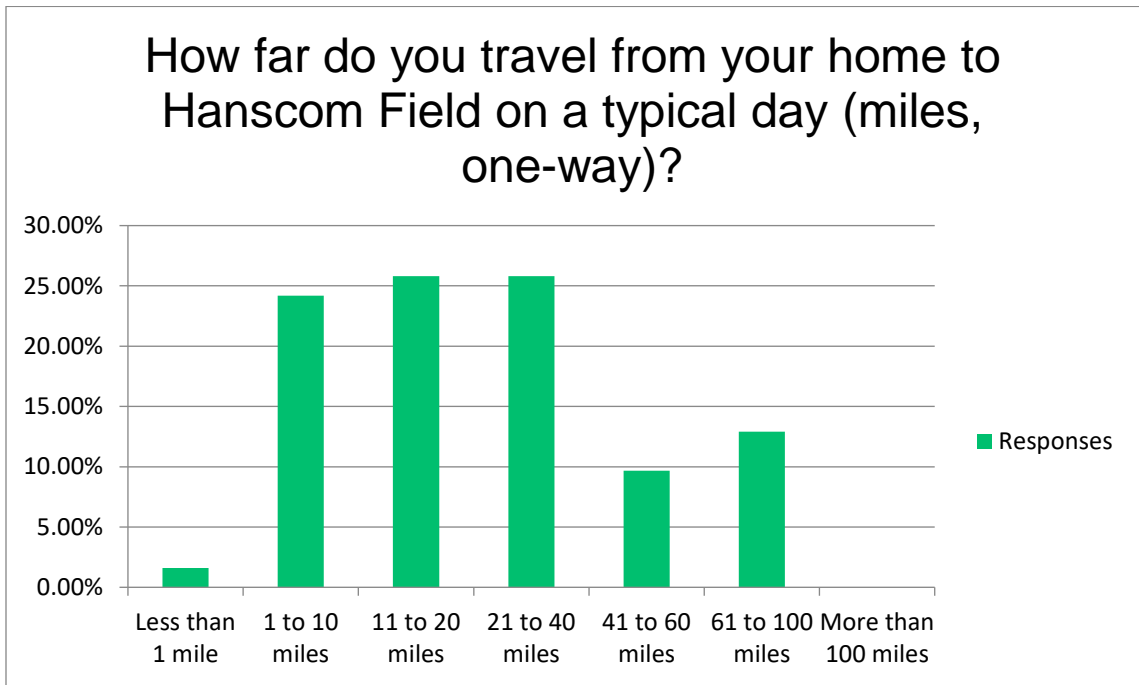
16. Please select the THREE alternative modes of transportation you would consider using to travel to Hanscom Field.

Answer Choices	Responses	
Public transportation	48.84%	21
Carpool (2+ passengers)	46.51%	20
Vanpool (6+ passengers)	11.63%	5
Private shuttle service	53.49%	23
Walk	6.98%	3
Bicycle	23.26%	10
Uber / other paid ride share	44.19%	19
	Answered	43
	Skipped	19



17. How far do you travel from your home to Hanscom Field on a typical day (miles, one-way)?

Answer Choices	Responses	
Less than 1 mile	1.61%	1
1 to 10 miles	24.19%	15
11 to 20 miles	25.81%	16
21 to 40 miles	25.81%	16
41 to 60 miles	9.68%	6
61 to 100 miles	12.90%	8
More than 100 miles	0.00%	0
Answered		62
Skipped		0

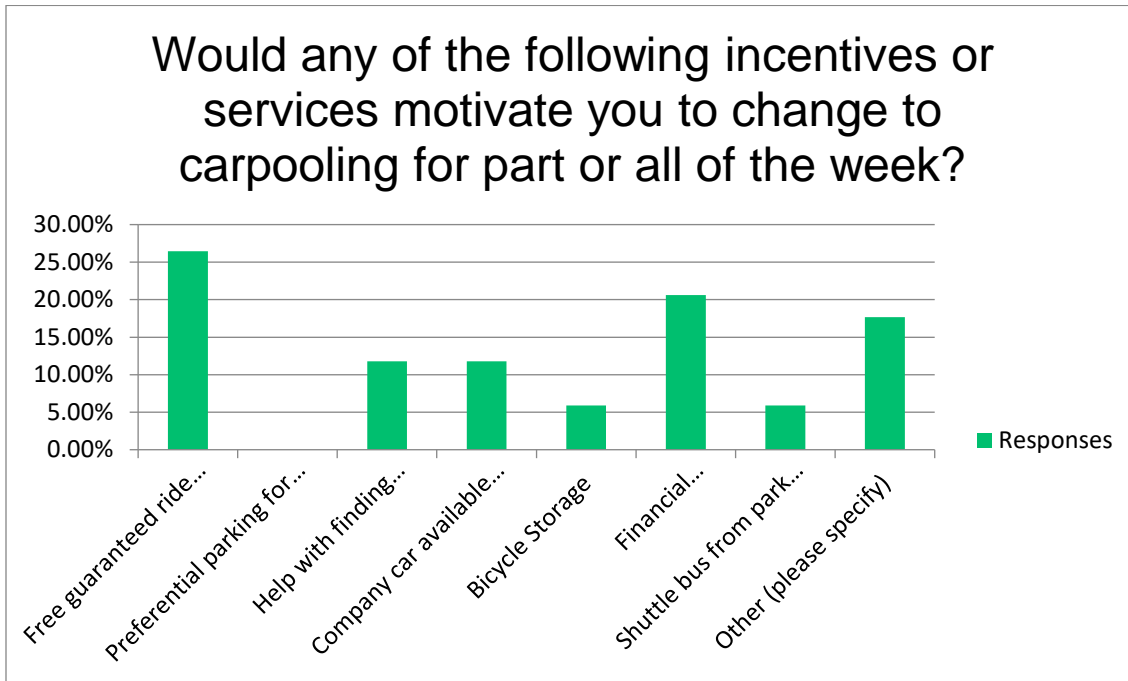


18. Would any of the following incentives or services motivate you to change to carpooling for part or all of the week?

Answer Choices	Responses	
Free guaranteed ride home	26.47%	9
Preferential parking for carpools/vanpools	0.00%	0
Help with finding someone to carpool/vanpool with	11.76%	4
Company car available if necessary	11.76%	4
Bicycle Storage	5.88%	2
Financial incentive/subsidy for transit/carpool/vanpool costs	20.59%	7
Shuttle bus from park and ride	5.88%	2
Other (please specify)	17.65%	6
	Answered	34
	Skipped	28

Other Responses:

- Charging station for PHEV
- I would not change my driving habits.
- no
- None, travel alone.
- Not relevant to me as a tenant at Pine Hill.
- Train



19. If you currently drive alone, would you be willing to change to using public transit if the following incentives or services were in place? (select all that apply)

Answer Choices	Responses	
Financial subsidy/tax credits for public transportation (bus service) passes	30.30%	10
On-site information on transit routes and schedules	12.12%	4
Better/more convenient bus services, schedules, and routes	51.52%	17
Free guaranteed ride home	45.45%	15
Company car available if necessary	33.33%	11
Better/more frequent shuttle bus or van service from commuter rail/subway stations	33.33%	11
Other (please specify)	18.18%	6
	Answered	33
	Skipped	29

Other Responses:

An express shuttle to/from the airport and commuter rail station (like Lincoln) would be awesome!

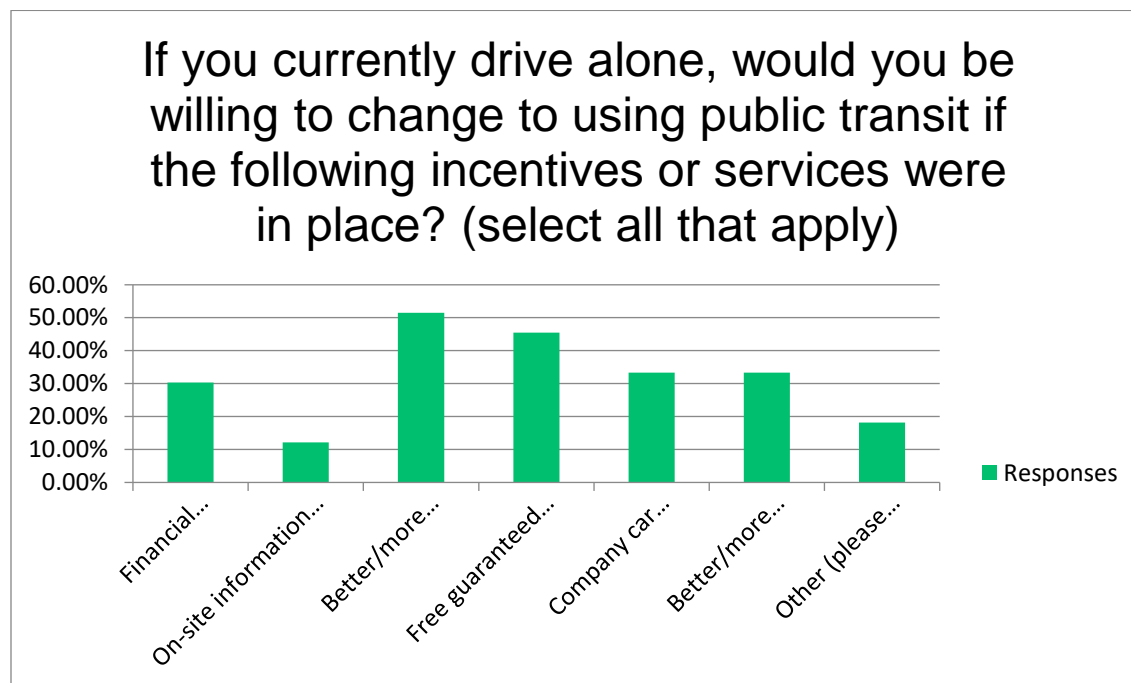
Have childcare restrictions that may prohibit

I prefer the convenience and flexibility of commuting on my own schedule.

N/A

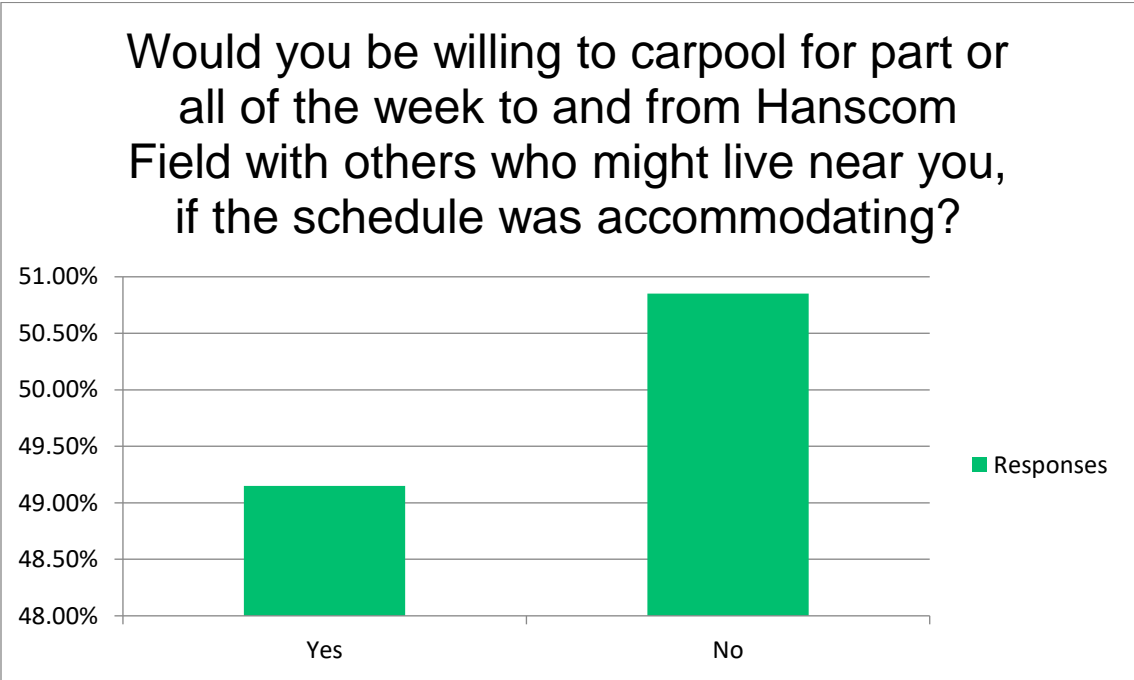
no

Not willing to use public transportation



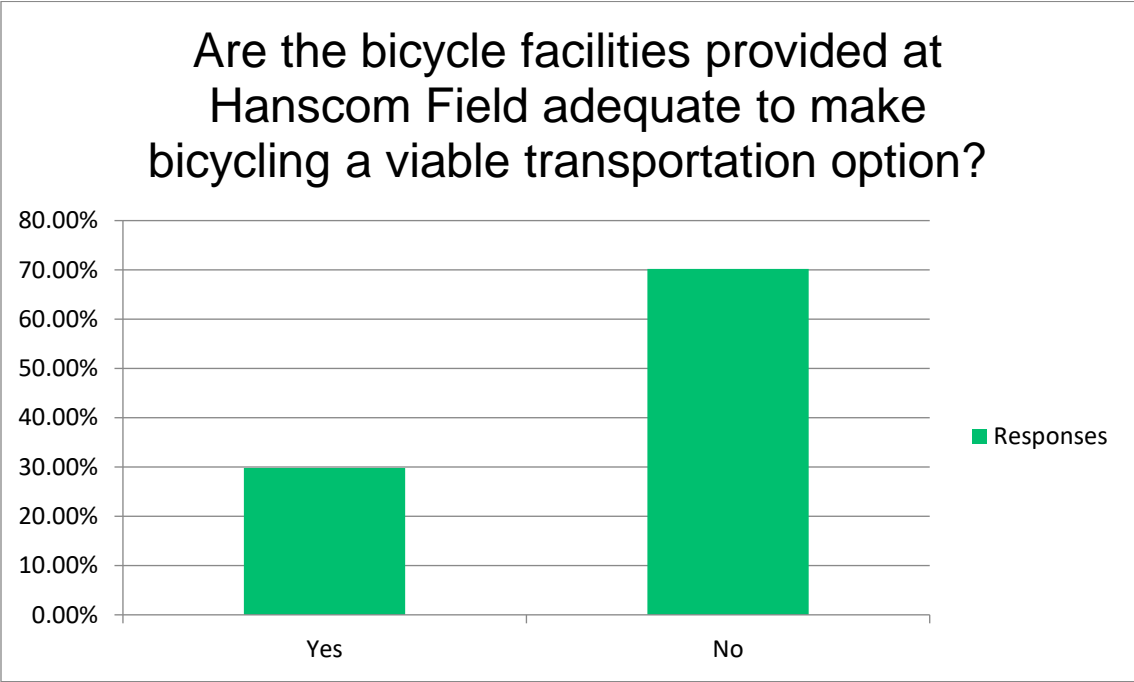
20. Would you be willing to carpool for part or all of the week to and from Hanscom Field with others who might live near you, if the schedule was accommodating?

Answer Choices	Responses	
Yes	49.15%	29
No	50.85%	30
Answered		59
Skipped		3



21. Are the bicycle facilities provided at Hanscom Field adequate to make bicycling a viable transportation option?

Answer Choices	Responses	
Yes	29.79%	14
No	70.21%	33
Answered		47
Skipped		15



22. What could be added to improve bicycling to Hanscom Field?

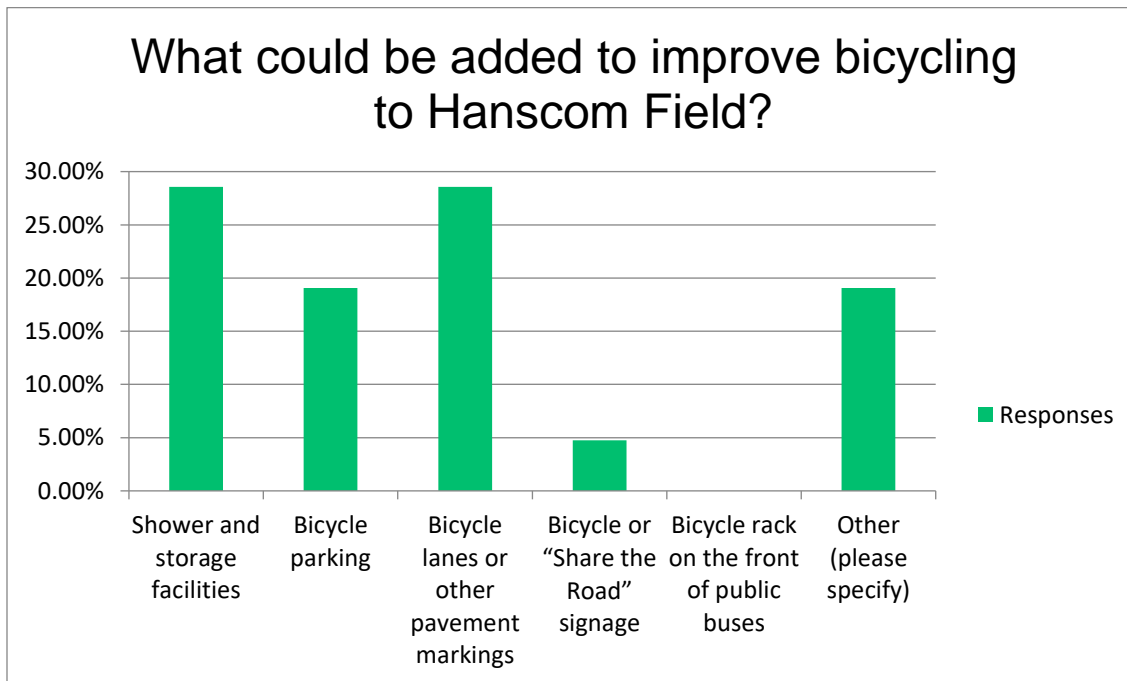
Answer Choices	Responses	
Shower and storage facilities	28.57%	6
Bicycle parking	19.05%	4
Bicycle lanes or other pavement markings	28.57%	6
Bicycle or "Share the Road" signage	4.76%	1
Bicycle rack on the front of public buses	0.00%	0
Other (please specify)	19.05%	4
	Answered	21
	Skipped	41

Other Responses:

covered parking so that electric bicycles don't get rained on
 I do not have a convenient/safe way to commute via bike to/from work.

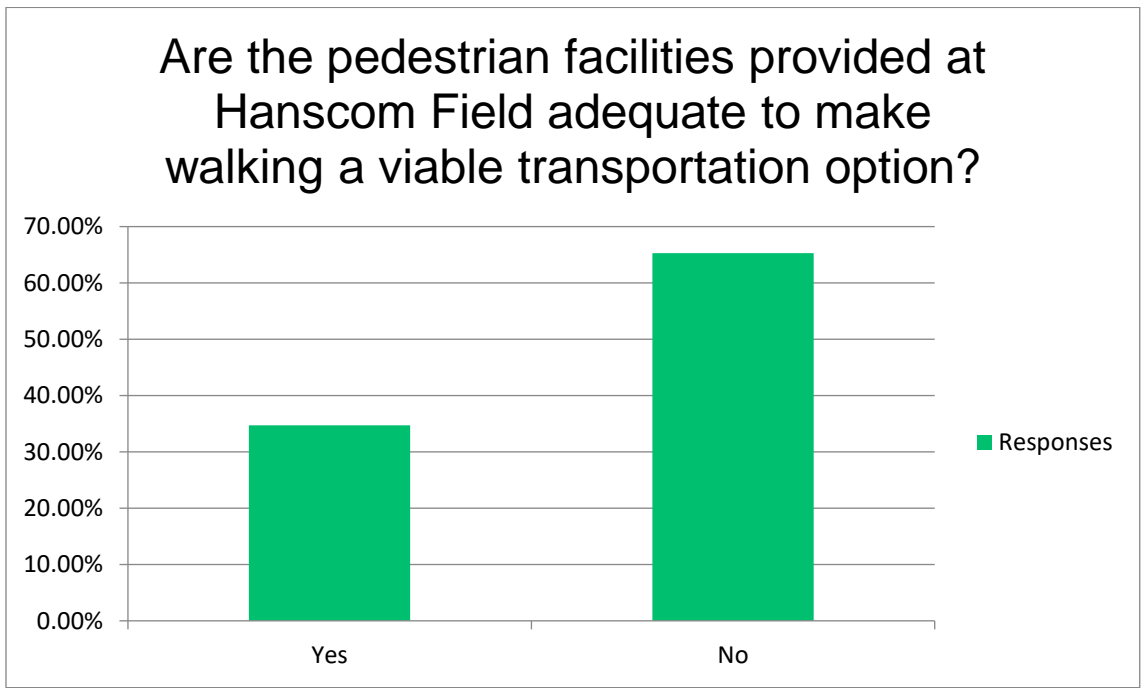
N/A

No



23. Are the pedestrian facilities provided at Hanscom Field adequate to make walking a viable transportation option?

Answer Choices	Responses	
Yes	34.69%	17
No	65.31%	32
Answered		49
Skipped		13



24. What could be added to improve the pedestrian friendliness and walkability at Hanscom?

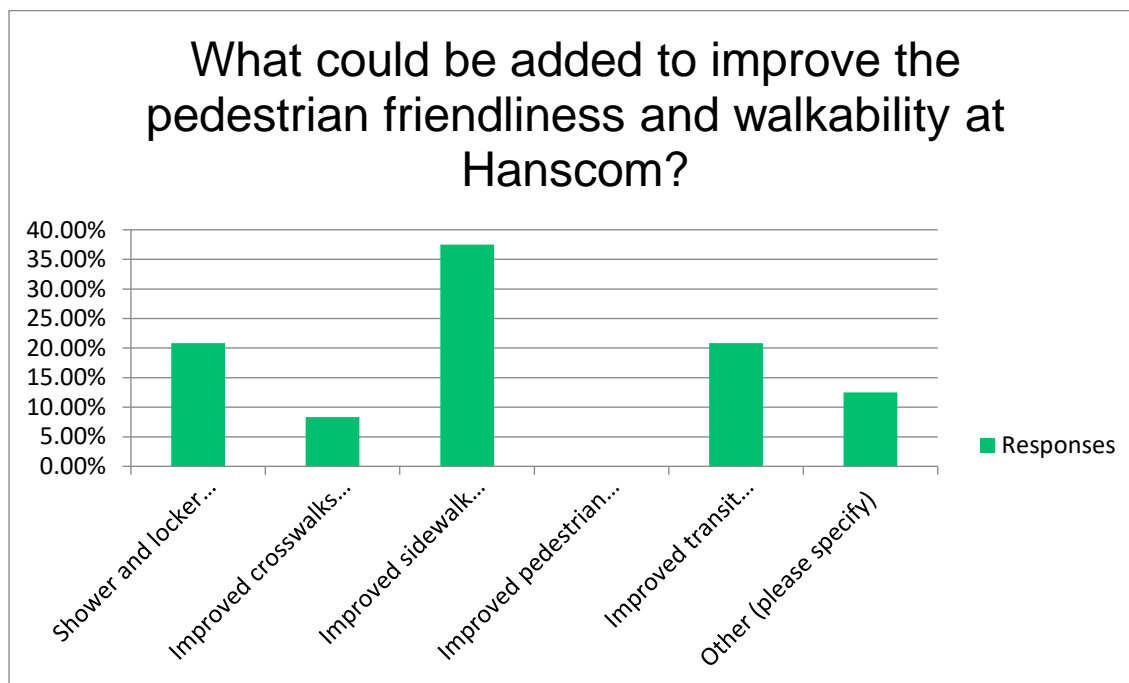
Answer Choices	Responses	
Show and locker facilities	20.83%	5
Improved crosswalks (including lighted crossing signs)	8.33%	2
Improved sidewalk infrastructure/connections	37.50%	9
Improved pedestrian signs	0.00%	0
Improved transit connections with existing services	20.83%	5
Other (please specify)	12.50%	3
	Answered	24
	Skipped	38

Other Responses:

I do not walk to work.

I would need to move. I live 33 miles away

Too far to walk



25. Based on your responses related to bicycling and pedestrian facilities, please provide specific locations/intersections/roadways at Hanscom where improvements are needed to enhance walking and biking. Please be as specific as you can (e.g., Crosswalks and pedestrian signals are needed at the intersection of Bedford Road and Hanscom Drive).

Answered	16
Skipped	46

Other Responses:

crosswalks and pedestrian signals are needed at the intersection of Bedford Rd and Hanscom Dr.

Crosswalks at intersections entering Hanscom

Hanscom Drive

Hanscom Drive from Rt 2A (adequate for biking, but not walking)

I don't think walking is an option.

Intersection of Old Bedford Rd and Hanscom Drive

Need bike racks to lock up bikes

pedestrian and bike trail from MMNP along Hanscom Dr

Route 2A

Sidewalk along Virginia Rd...too many bike/pedestrians hit by cars (although I believe that is city owned)

Sidewalks

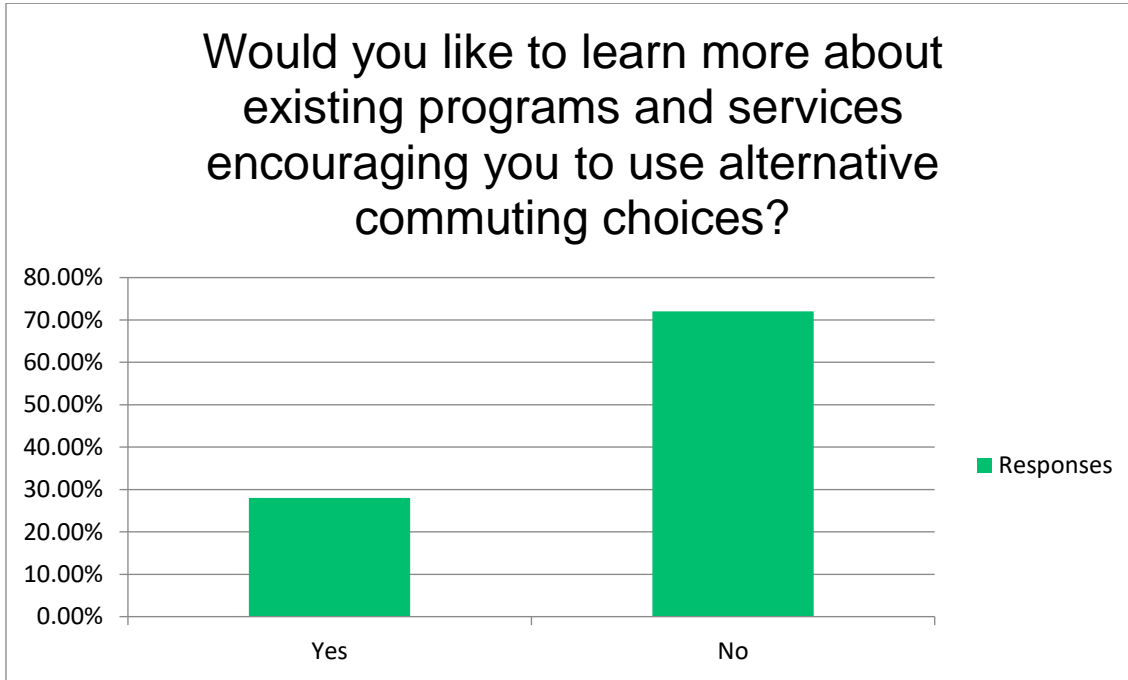
Virginia Road along the runway 5 threshold could be safer for pedestrians and bicyclists.

Virginia St & Hanscom Dr

Way too far to cycle or walk

26. Would you like to learn more about existing programs and services encouraging you to use alternative commuting choices?

Answer Choices	Responses	
Yes	28.00%	14
No	72.00%	36
	Answered	50
	Skipped	12



27. Do you have other thoughts or comments on transportation to/from Hanscom Field?

Answered

11

Skipped

51

Other Responses:

Aviation requires flexibility in one's schedule. Public transportation is not flexible.
commuter rail shuttle!

Due to my schedule, I can only drive by myself to work.

No

No

Not sure there is Micah that Hanscom can do as it's really the highway traffic getting to Hanscom that is tough. Would also be nice to have a full traffic light at the corner of Hanscom Dr and route 2a.

Please add charging stations for plug-in electric vehicles

Shuttle bus service from Lincoln or Concord Commuter Rail Station to airport

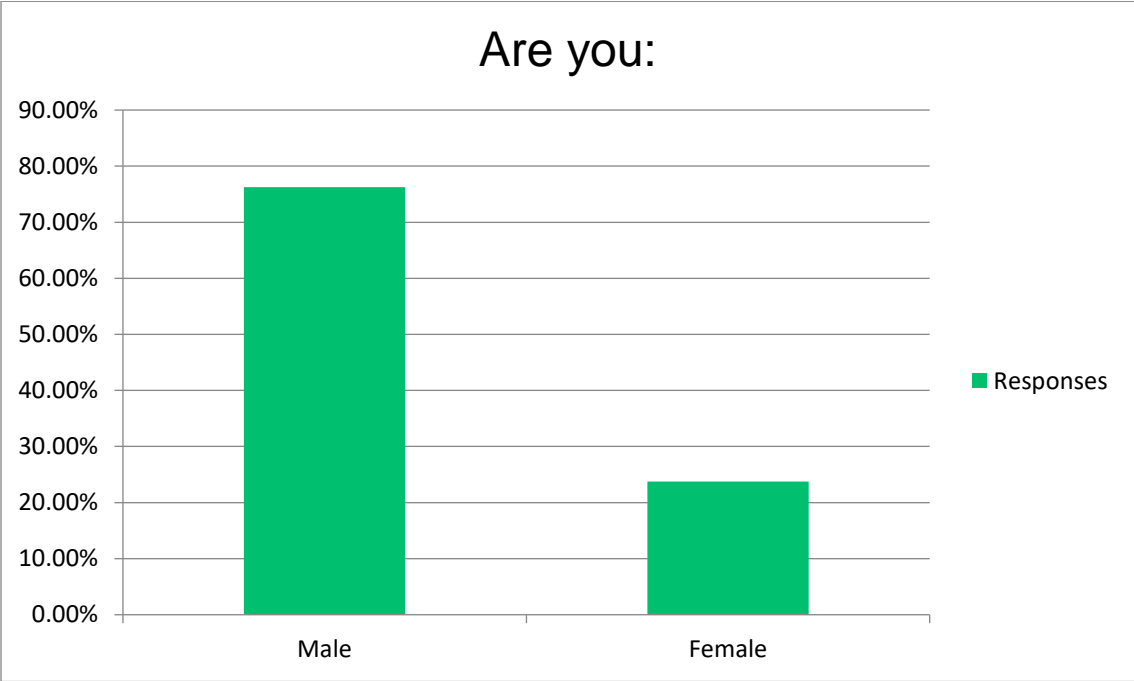
taking a left onto Bedford Rd from Hanscom Dr at rush hour is AWFUL. A traffic light would be most helpful.

We need a shuttle to Alewife every 15 minutes. That's how it works in Moscow on the commuter rule. Every 15 minutes all day every day. (the metro runs every 1 minute on weekdays, every 2 minutes on weekends)

Yes, please call. Tenant at Pine Hill and Jet Aviation.

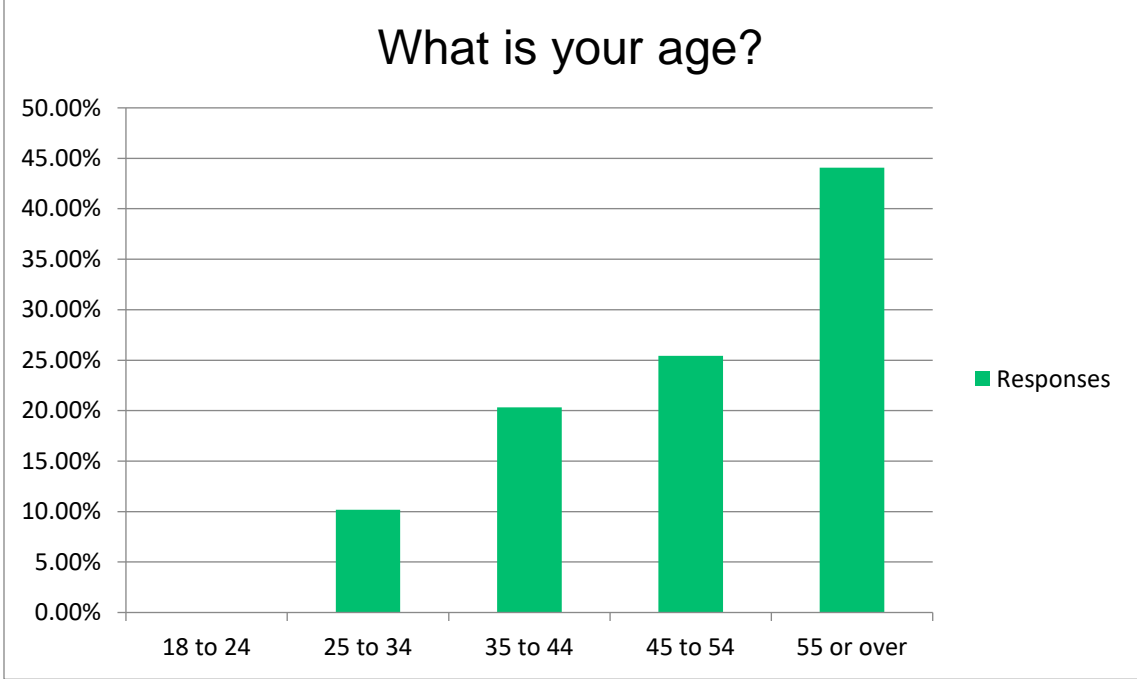
28. Are you:

Answer Choices	Responses	
Male	76.27%	45
Female	23.73%	14
Answered		59
Skipped		3



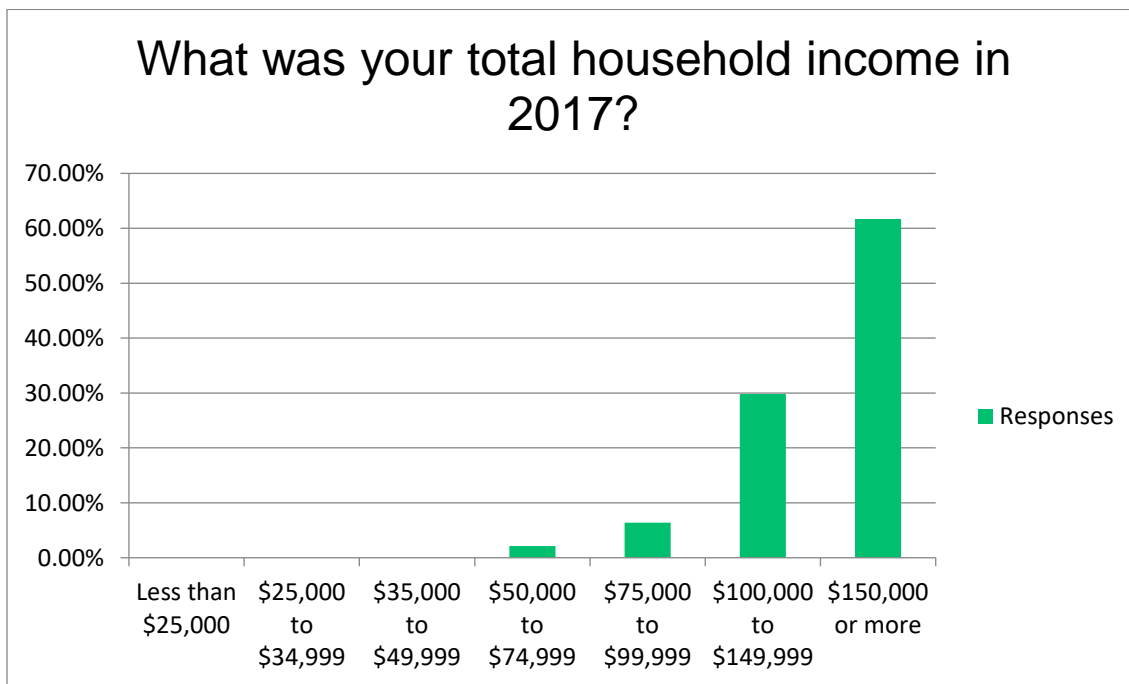
29. What is your age?

Answer Choices	Responses	
18 to 24	0.00%	0
25 to 34	10.17%	6
35 to 44	20.34%	12
45 to 54	25.42%	15
55 or over	44.07%	26
Answered		59
Skipped		3



30. What was your total household income in 2017?

Answer Choices	Responses	
Less than \$25,000	0.00%	0
\$25,000 to \$34,999	0.00%	0
\$35,000 to \$49,999	0.00%	0
\$50,000 to \$74,999	2.13%	1
\$75,000 to \$99,999	6.38%	3
\$100,000 to \$149,999	29.79%	14
\$150,000 or more	61.70%	29
	Answered	47
	Skipped	15



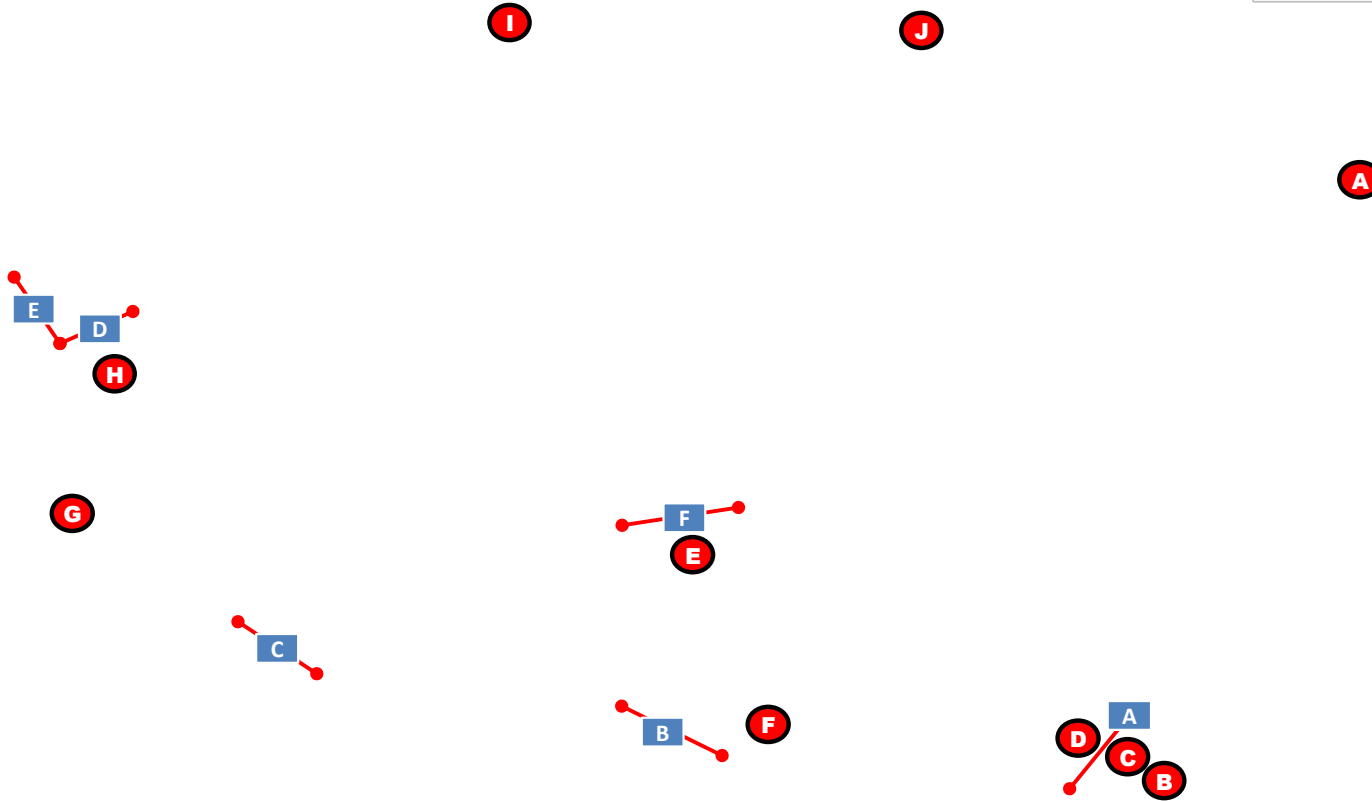
Appendix C-2

2018 Intersection Movement Count

Location Map: 176038 Lexington-Lincoln-Concord-Bedford, MA

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

(10) 6-9am/3-6pm TMCs
** 2 VCUs @ E and F
(6) 7 Day (v/c/s) ATRs



Client:
Fitzgerald & Halliday, Inc.

Engineer:
M. Morehouse

Site Code:

Date:
Thurs 4/5 thru Wed 4/11/2018

PDI Job #
176038

City, State:
Lexington-Lincoln-Concord-Bedford, MA

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	70	147	0	0	217	0	143	17	0	160	0	60	0	0	60	29	0	2	0	31	468
6:15 AM	94	194	0	0	288	0	133	17	0	150	0	79	0	0	79	23	0	3	0	26	543
6:30 AM	92	257	0	0	349	0	140	18	0	158	0	102	0	0	102	38	0	3	0	41	650
6:45 AM	111	220	0	0	331	0	161	37	0	198	0	105	0	0	105	50	0	11	0	61	695
Total	367	818	0	0	1185	0	577	89	0	666	0	346	0	0	346	140	0	19	0	159	2356
7:00 AM	90	297	0	0	387	1	166	29	0	196	0	141	0	0	141	71	0	11	0	82	806
7:15 AM	107	239	0	0	346	0	209	47	0	256	0	163	0	0	163	63	0	17	0	80	845
7:30 AM	115	251	0	0	366	0	264	44	0	308	0	134	0	0	134	75	0	6	0	81	889
7:45 AM	104	273	0	0	377	0	251	44	0	295	0	173	0	0	173	73	0	14	0	87	932
Total	416	1060	0	0	1476	1	890	164	0	1055	0	611	0	0	611	282	0	48	0	330	3472
8:00 AM	118	202	0	0	320	0	280	45	0	325	0	126	1	0	127	72	0	18	0	90	862
8:15 AM	141	214	0	0	355	0	265	45	0	310	0	118	0	0	118	60	0	19	0	79	862
8:30 AM	135	212	0	0	347	0	287	53	0	340	0	142	0	0	142	64	0	15	0	79	908
8:45 AM	112	184	0	0	296	0	304	68	0	372	0	118	0	0	118	80	0	20	0	100	886
Total	506	812	0	0	1318	0	1136	211	0	1347	0	504	1	0	505	276	0	72	0	348	3518
Grand Total	1289	2690	0	0	3979	1	2603	464	0	3068	0	1461	1	0	1462	698	0	139	0	837	9346
Approach %	32.4	67.6	0.0	0.0		0.0	84.8	15.1	0.0		0.0	99.9	0.1	0.0		83.4	0.0	16.6	0.0		
Total %	13.8	28.8	0.0	0.0	42.6	0.0	27.9	5.0	0.0	32.8	0.0	15.6	0.0	0.0	15.6	7.5	0.0	1.5	0.0	9.0	
Exiting Leg Total	1601					0					3852					3893					9346
Cars	1277	2614	0	0	3891	1	2555	458	0	3014	0	1386	1	0	1387	647	0	134	0	781	9073
% Cars	99.1	97.2	0.0	0.0	97.8	100.0	98.2	98.7	0.0	98.2	0.0	94.9	100.0	0.0	94.9	92.7	0.0	96.4	0.0	93.3	97.1
Exiting Leg Total	1521					0					3719					3833					9073
Heavy Vehicles	12	76	0	0	88	0	48	6	0	54	0	75	0	0	75	51	0	5	0	56	273
% Heavy Vehicles	0.9	2.8	0.0	0.0	2.2	0.0	1.8	1.3	0.0	1.8	0.0	5.1	0.0	0.0	5.1	7.3	0.0	3.6	0.0	6.7	2.9
Exiting Leg Total	80					0					133					60					273

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

7:45 AM	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	104	273	0	0	377	0	251	44	0	295	0	173	0	0	173	73	0	14	0	87	932
8:00 AM	118	202	0	0	320	0	280	45	0	325	0	126	1	0	127	72	0	18	0	90	862
8:15 AM	141	214	0	0	355	0	265	45	0	310	0	118	0	0	118	60	0	19	0	79	862
8:30 AM	135	212	0	0	347	0	287	53	0	340	0	142	0	0	142	64	0	15	0	79	908
Total Volume	498	901	0	0	1399	0	1083	187	0	1270	0	559	1	0	560	269	0	66	0	335	3564
% Approach Total	35.6	64.4	0.0	0.0		0.0	85.3	14.7	0.0		0.0	99.8	0.2	0.0		80.3	0.0	19.7	0.0		
PHF	0.883	0.825	0.000	0.000	0.928	0.000	0.943	0.882	0.000	0.934	0.000	0.808	0.250	0.000	0.809	0.921	0.000	0.868	0.000	0.931	0.956
Cars	491	869	0	0	1360	0	1062	184	0	1246	0	527	1	0	528	247	0	63	0	310	3444
Cars %	98.6	96.4	0.0	0.0	97.2	0.0	98.1	98.4	0.0	98.1	0.0	94.3	100.0	0.0	94.3	91.8	0.0	95.5	0.0	92.5	96.6
Heavy Vehicles	7	32	0	0	39	0	21	3	0	24	0	32	0	0	32	22	0	3	0	25	120
Heavy Vehicles %	1.4	3.6	0.0	0.0	2.8	0.0	1.9	1.6	0.0	1.9	0.0	5.7	0.0	0.0	5.7	8.2	0.0	4.5	0.0	7.5	3.4
Cars Enter Leg	491	869	0	0	1360	0	1062	184	0	1246	0	527	1	0	528	247	0	63	0	310	3444
Heavy Enter Leg	7	32	0	0	39	0	21	3	0	24	0	32	0	0	32	22	0	3	0	25	120
Total Entering Leg	498	901	0	0	1399	0	1083	187	0	1270	0	559	1	0	560	269	0	66	0	335	3564
Cars Exiting Leg	590					0					1300					1554					3444
Heavy Exiting Leg	35					0					57					28					120
Total Exiting Leg	625					0					1357					1582					3564

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	70	144	0	0	214	0	143	17	0	160	0	57	0	0	57	28	0	2	0	30	461
6:15 AM	93	187	0	0	280	0	131	16	0	147	0	73	0	0	73	20	0	3	0	23	523
6:30 AM	92	247	0	0	339	0	138	18	0	156	0	94	0	0	94	35	0	3	0	38	627
6:45 AM	111	215	0	0	326	0	154	37	0	191	0	98	0	0	98	45	0	11	0	56	671
Total	366	793	0	0	1159	0	566	88	0	654	0	322	0	0	322	128	0	19	0	147	2282
7:00 AM	88	286	0	0	374	1	162	29	0	192	0	139	0	0	139	66	0	11	0	77	782
7:15 AM	107	238	0	0	345	0	207	46	0	253	0	156	0	0	156	59	0	15	0	74	828
7:30 AM	113	247	0	0	360	0	259	44	0	303	0	128	0	0	128	71	0	6	0	77	868
7:45 AM	104	262	0	0	366	0	244	44	0	288	0	162	0	0	162	68	0	14	0	82	898
Total	412	1033	0	0	1445	1	872	163	0	1036	0	585	0	0	585	264	0	46	0	310	3376
8:00 AM	117	195	0	0	312	0	276	44	0	320	0	121	1	0	122	65	0	17	0	82	836
8:15 AM	136	208	0	0	344	0	258	44	0	302	0	110	0	0	110	55	0	18	0	73	829
8:30 AM	134	204	0	0	338	0	284	52	0	336	0	134	0	0	134	59	0	14	0	73	881
8:45 AM	112	181	0	0	293	0	299	67	0	366	0	114	0	0	114	76	0	20	0	96	869
Total	499	788	0	0	1287	0	1117	207	0	1324	0	479	1	0	480	255	0	69	0	324	3415
Grand Total	1277	2614	0	0	3891	1	2555	458	0	3014	0	1386	1	0	1387	647	0	134	0	781	9073
Approach %	32.8	67.2	0.0	0.0		0.0	84.8	15.2	0.0		0.0	99.9	0.1	0.0		82.8	0.0	17.2	0.0		
Total %	14.1	28.8	0.0	0.0	42.9	0.0	28.2	5.0	0.0	33.2	0.0	15.3	0.0	0.0	15.3	7.1	0.0	1.5	0.0	8.6	
Exiting Leg Total	1521					0					3719					3833					9073

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	104	262	0	0	366	0	244	44	0	288	0	162	0	0	162	68	0	14	0	82	898
8:00 AM	117	195	0	0	312	0	276	44	0	320	0	121	1	0	122	65	0	17	0	82	836
8:15 AM	136	208	0	0	344	0	258	44	0	302	0	110	0	0	110	55	0	18	0	73	829
8:30 AM	134	204	0	0	338	0	284	52	0	336	0	134	0	0	134	59	0	14	0	73	881
Total Volume	491	869	0	0	1360	0	1062	184	0	1246	0	527	1	0	528	247	0	63	0	310	3444
% Approach Total	36.1	63.9	0.0	0.0		0.0	85.2	14.8	0.0		0.0	99.8	0.2	0.0		79.7	0.0	20.3	0.0		
PHF	0.903	0.829	0.000	0.000	0.929	0.000	0.935	0.885	0.000	0.927	0.000	0.813	0.250	0.000	0.815	0.908	0.000	0.875	0.000	0.945	0.959
Entering Leg	491	869	0	0	1360	0	1062	184	0	1246	0	527	1	0	528	247	0	63	0	310	3444
Exiting Leg	590					0					1300					1554					3444
Total	1950					1246					1828					1864					6888

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	7
6:15 AM	1	7	0	0	8	0	2	1	0	3	0	6	0	0	6	3	0	0	0	3	20
6:30 AM	0	10	0	0	10	0	2	0	0	2	0	8	0	0	8	3	0	0	0	3	23
6:45 AM	0	5	0	0	5	0	7	0	0	7	0	7	0	0	7	5	0	0	0	5	24
Total	1	25	0	0	26	0	11	1	0	12	0	24	0	0	24	12	0	0	0	12	74
7:00 AM	2	11	0	0	13	0	4	0	0	4	0	2	0	0	2	5	0	0	0	5	24
7:15 AM	0	1	0	0	1	0	2	1	0	3	0	7	0	0	7	4	0	2	0	6	17
7:30 AM	2	4	0	0	6	0	5	0	0	5	0	6	0	0	6	4	0	0	0	4	21
7:45 AM	0	11	0	0	11	0	7	0	0	7	0	11	0	0	11	5	0	0	0	5	34
Total	4	27	0	0	31	0	18	1	0	19	0	26	0	0	26	18	0	2	0	20	96
8:00 AM	1	7	0	0	8	0	4	1	0	5	0	5	0	0	5	7	0	1	0	8	26
8:15 AM	5	6	0	0	11	0	7	1	0	8	0	8	0	0	8	5	0	1	0	6	33
8:30 AM	1	8	0	0	9	0	3	1	0	4	0	8	0	0	8	5	0	1	0	6	27
8:45 AM	0	3	0	0	3	0	5	1	0	6	0	4	0	0	4	4	0	0	0	4	17
Total	7	24	0	0	31	0	19	4	0	23	0	25	0	0	25	21	0	3	0	24	103
Grand Total	12	76	0	0	88	0	48	6	0	54	0	75	0	0	75	51	0	5	0	56	273
Approach %	13.6	86.4	0.0	0.0		0.0	88.9	11.1	0.0		0.0	100.0	0.0	0.0		91.1	0.0	8.9	0.0		
Total %	4.4	27.8	0.0	0.0	32.2	0.0	17.6	2.2	0.0	19.8	0.0	27.5	0.0	0.0	27.5	18.7	0.0	1.8	0.0	20.5	
Exiting Leg Total	80					0					133					60					273
Buses	2	17	0	0	19	0	5	1	0	6	0	18	0	0	18	7	0	1	0	8	51
% Buses	16.7	22.4	0.0	0.0	21.6	0.0	10.4	16.7	0.0	11.1	0.0	24.0	0.0	0.0	24.0	13.7	0.0	20.0	0.0	14.3	18.7
Exiting Leg Total	19					0					25					7					51
Single-Unit Trucks	6	45	0	0	51	0	32	5	0	37	0	42	0	0	42	37	0	4	0	41	171
% Single-Unit	50.0	59.2	0.0	0.0	58.0	0.0	66.7	83.3	0.0	68.5	0.0	56.0	0.0	0.0	56.0	72.5	0.0	80.0	0.0	73.2	62.6
Exiting Leg Total	46					0					87					38					171
Articulated Trucks	4	14	0	0	18	0	11	0	0	11	0	15	0	0	15	7	0	0	0	7	51
% Articulated	33.3	18.4	0.0	0.0	20.5	0.0	22.9	0.0	0.0	20.4	0.0	20.0	0.0	0.0	20.0	13.7	0.0	0.0	0.0	12.5	18.7
Exiting Leg Total	15					0					21					15					51

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	11	0	0	11	0	7	0	0	7	0	11	0	0	11	5	0	0	0	5	34
8:00 AM	1	7	0	0	8	0	4	1	0	5	0	5	0	0	5	7	0	1	0	8	26
8:15 AM	5	6	0	0	11	0	7	1	0	8	0	8	0	0	8	5	0	1	0	6	33
8:30 AM	1	8	0	0	9	0	3	1	0	4	0	8	0	0	8	5	0	1	0	6	27
Total Volume	7	32	0	0	39	0	21	3	0	24	0	32	0	0	32	22	0	3	0	25	120
% Approach Total	17.9	82.1	0.0	0.0		0.0	87.5	12.5	0.0		0.0	100.0	0.0	0.0		88.0	0.0	12.0	0.0		
PHF	0.350	0.727	0.000	0.000	0.886	0.000	0.750	0.750	0.000	0.750	0.000	0.727	0.000	0.000	0.727	0.786	0.000	0.750	0.000	0.781	0.882
Buses	0	4	0	0	4	0	3	1	0	4	0	8	0	0	8	3	0	0	0	3	19
Buses %	0.0	12.5	0.0	0.0	10.3	0.0	14.3	33.3	0.0	16.7	0.0	25.0	0.0	0.0	25.0	13.6	0.0	0.0	0.0	12.0	15.8
Single-Unit Trucks	4	20	0	0	24	0	12	2	0	14	0	19	0	0	19	17	0	3	0	20	77
Single-Unit %	57.1	62.5	0.0	0.0	61.5	0.0	57.1	66.7	0.0	58.3	0.0	59.4	0.0	0.0	59.4	77.3	0.0	100.0	0.0	80.0	64.2
Articulated Trucks	3	8	0	0	11	0	6	0	0	6	0	5	0	0	5	2	0	0	0	2	24
Articulated %	42.9	25.0	0.0	0.0	28.2	0.0	28.6	0.0	0.0	25.0	0.0	15.6	0.0	0.0	15.6	9.1	0.0	0.0	0.0	8.0	20.0
Buses	0	4	0	0	4	0	3	1	0	4	0	8	0	0	8	3	0	0	0	3	19
Single-Unit Trucks	4	20	0	0	24	0	12	2	0	14	0	19	0	0	19	17	0	3	0	20	77
Articulated Trucks	3	8	0	0	11	0	6	0	0	6	0	5	0	0	5	2	0	0	0	2	24
Total Entering Leg	7	32	0	0	39	0	21	3	0	24	0	32	0	0	32	22	0	3	0	25	120
Buses	8					0					8					3					19
Single-Unit Trucks	22					0					39					16					77
Articulated Trucks	5					0					10					9					24
Total Exiting Leg	35					0					57					28					120

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	57	112	0	0	169	0	113	15	0	128	0	50	0	0	50	27	0	2	0	29	376
6:15 AM	77	161	0	0	238	0	113	16	0	129	0	60	0	0	60	17	0	3	0	20	447
6:30 AM	80	213	0	0	293	0	121	17	0	138	0	81	0	0	81	31	0	2	0	33	545
6:45 AM	99	186	0	0	285	0	135	33	0	168	0	84	0	0	84	37	0	10	0	47	584
Total	313	672	0	0	985	0	482	81	0	563	0	275	0	0	275	112	0	17	0	129	1952
7:00 AM	83	258	0	0	341	1	147	28	0	176	0	122	0	0	122	56	0	10	0	66	705
7:15 AM	97	205	0	0	302	0	186	43	0	229	0	150	0	0	150	53	0	15	0	68	749
7:30 AM	103	218	0	0	321	0	242	42	0	284	0	111	0	0	111	67	0	5	0	72	788
7:45 AM	93	232	0	0	325	0	232	42	0	274	0	146	0	0	146	61	0	13	0	74	819
Total	376	913	0	0	1289	1	807	155	0	963	0	529	0	0	529	237	0	43	0	280	3061
8:00 AM	109	179	0	0	288	0	255	44	0	299	0	106	1	0	107	59	0	15	0	74	768
8:15 AM	126	197	0	0	323	0	243	43	0	286	0	102	0	0	102	49	0	15	0	64	775
8:30 AM	128	187	0	0	315	0	266	51	0	317	0	116	0	0	116	52	0	11	0	63	811
8:45 AM	104	165	0	0	269	0	288	64	0	352	0	98	0	0	98	65	0	19	0	84	803
Total	467	728	0	0	1195	0	1052	202	0	1254	0	422	1	0	423	225	0	60	0	285	3157
Grand Total	1156	2313	0	0	3469	1	2341	438	0	2780	0	1226	1	0	1227	574	0	120	0	694	8170
Approach %	33.3	66.7	0.0	0.0		0.0	84.2	15.8	0.0		0.0	99.9	0.1	0.0		82.7	0.0	17.3	0.0		
Total %	14.1	28.3	0.0	0.0	42.5	0.0	28.7	5.4	0.0	34.0	0.0	15.0	0.0	0.0	15.0	7.0	0.0	1.5	0.0	8.5	
Exiting Leg Total	1347					0					3325					3498					8170

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	93	232	0	0	325	0	232	42	0	274	0	146	0	0	146	61	0	13	0	74	819
8:00 AM	109	179	0	0	288	0	255	44	0	299	0	106	1	0	107	59	0	15	0	74	768
8:15 AM	126	197	0	0	323	0	243	43	0	286	0	102	0	0	102	49	0	15	0	64	775
8:30 AM	128	187	0	0	315	0	266	51	0	317	0	116	0	0	116	52	0	11	0	63	811
Total Volume	456	795	0	0	1251	0	996	180	0	1176	0	470	1	0	471	221	0	54	0	275	3173
% Approach Total	36.5	63.5	0.0	0.0		0.0	84.7	15.3	0.0		0.0	99.8	0.2	0.0		80.4	0.0	19.6	0.0		
PHF	0.891	0.857	0.000	0.000	0.962	0.000	0.936	0.882	0.000	0.927	0.000	0.805	0.250	0.000	0.807	0.906	0.000	0.900	0.000	0.929	0.969
Entering Leg	456	795	0	0	1251	0	996	180	0	1176	0	470	1	0	471	221	0	54	0	275	3173
Exiting Leg	524					0					1196					1453					3173
Total	1775					1176					1667					1728					6346

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class: **Light Goods Vehicle**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Light Goods Vehicle

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	13	32	0	0	45	0	30	2	0	32	0	7	0	0	7	1	0	0	0	1	85
6:15 AM	16	26	0	0	42	0	18	0	0	18	0	13	0	0	13	3	0	0	0	3	76
6:30 AM	12	34	0	0	46	0	17	1	0	18	0	13	0	0	13	4	0	1	0	5	82
6:45 AM	12	29	0	0	41	0	19	4	0	23	0	14	0	0	14	8	0	1	0	9	87
Total	53	121	0	0	174	0	84	7	0	91	0	47	0	0	47	16	0	2	0	18	330
7:00 AM	5	28	0	0	33	0	15	1	0	16	0	17	0	0	17	10	0	1	0	11	77
7:15 AM	10	33	0	0	43	0	21	3	0	24	0	6	0	0	6	6	0	0	0	6	79
7:30 AM	10	29	0	0	39	0	17	2	0	19	0	17	0	0	17	4	0	1	0	5	80
7:45 AM	11	30	0	0	41	0	12	2	0	14	0	16	0	0	16	7	0	1	0	8	79
Total	36	120	0	0	156	0	65	8	0	73	0	56	0	0	56	27	0	3	0	30	315
8:00 AM	8	15	0	0	23	0	21	0	0	21	0	15	0	0	15	6	0	2	0	8	67
8:15 AM	10	11	0	0	21	0	15	1	0	16	0	8	0	0	8	6	0	3	0	9	54
8:30 AM	6	17	0	0	23	0	18	1	0	19	0	18	0	0	18	7	0	3	0	10	70
8:45 AM	8	16	0	0	24	0	11	3	0	14	0	16	0	0	16	11	0	1	0	12	66
Total	32	59	0	0	91	0	65	5	0	70	0	57	0	0	57	30	0	9	0	39	257
Grand Total	121	300	0	0	421	0	214	20	0	234	0	160	0	0	160	73	0	14	0	87	902
Approach %	28.7	71.3	0.0	0.0		0.0	91.5	8.5	0.0		0.0	100.0	0.0	0.0		83.9	0.0	16.1	0.0		
Total %	13.4	33.3	0.0	0.0	46.7	0.0	23.7	2.2	0.0	25.9	0.0	17.7	0.0	0.0	17.7	8.1	0.0	1.6	0.0	9.6	
Exiting Leg Total					174					0					393					335	902

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	13	32	0	0	45	0	30	2	0	32	0	7	0	0	7	1	0	0	0	1	85
6:15 AM	16	26	0	0	42	0	18	0	0	18	0	13	0	0	13	3	0	0	0	3	76
6:30 AM	12	34	0	0	46	0	17	1	0	18	0	13	0	0	13	4	0	1	0	5	82
6:45 AM	12	29	0	0	41	0	19	4	0	23	0	14	0	0	14	8	0	1	0	9	87
Total Volume	53	121	0	0	174	0	84	7	0	91	0	47	0	0	47	16	0	2	0	18	330
% Approach Total	30.5	69.5	0.0	0.0		0.0	92.3	7.7	0.0		0.0	100.0	0.0	0.0		88.9	0.0	11.1	0.0		
PHF	0.828	0.890	0.000	0.000	0.946	0.000	0.700	0.438	0.000	0.711	0.000	0.839	0.000	0.000	0.839	0.500	0.000	0.500	0.000	0.500	0.948
Entering Leg	53	121	0	0	174	0	84	7	0	91	0	47	0	0	47	16	0	2	0	18	330
Exiting Leg					49					0					144					137	330
Total					223					91					191					155	660

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
6:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
6:45 AM	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	7
Total	1	10	0	0	11	0	1	0	0	1	0	4	0	0	4	2	0	0	0	2	18
7:00 AM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	1	0	1	5
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
7:45 AM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	1	0	0	0	1	5
Total	1	3	0	0	4	0	3	0	0	3	0	7	0	0	7	3	0	1	0	4	18
8:00 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	2	0	0	0	2	5
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
8:30 AM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	4	0	0	4	0	1	1	0	2	0	7	0	0	7	2	0	0	0	2	15
Grand Total	2	17	0	0	19	0	5	1	0	6	0	18	0	0	18	7	0	1	0	8	51
Approach %	10.5	89.5	0.0	0.0		0.0	83.3	16.7	0.0		0.0	100.0	0.0	0.0		87.5	0.0	12.5	0.0		
Total %	3.9	33.3	0.0	0.0	37.3	0.0	9.8	2.0	0.0	11.8	0.0	35.3	0.0	0.0	35.3	13.7	0.0	2.0	0.0	15.7	
Exiting Leg Total	19					0					25					7					51

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

6:30 AM	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
6:45 AM	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	7
7:00 AM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	1	0	1	5
Total Volume	1	8	0	0	9	0	2	0	0	2	0	8	0	0	8	2	0	1	0	3	22
% Approach Total	11.1	88.9	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		66.7	0.0	33.3	0.0		
PHF	0.250	0.667	0.000	0.000	0.750	0.000	0.500	0.000	0.000	0.500	0.000	0.667	0.000	0.000	0.667	0.250	0.000	0.250	0.000	0.375	0.786
Entering Leg	1	8	0	0	9	0	2	0	0	2	0	8	0	0	8	2	0	1	0	3	22
Exiting Leg	9					0					10					3					22
Total	18					2					18					6					44

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
6:15 AM	0	5	0	0	5	0	2	1	0	3	0	5	0	0	5	3	0	0	0	3	16
6:30 AM	0	6	0	0	6	0	2	0	0	2	0	3	0	0	3	2	0	0	0	2	13
6:45 AM	0	1	0	0	1	0	4	0	0	4	0	4	0	0	4	3	0	0	0	3	12
Total	0	13	0	0	13	0	8	1	0	9	0	13	0	0	13	9	0	0	0	9	44
7:00 AM	1	6	0	0	7	0	3	0	0	3	0	0	0	0	0	4	0	0	0	4	14
7:15 AM	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	4	0	1	0	5	10
7:30 AM	1	2	0	0	3	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	11
7:45 AM	0	8	0	0	8	0	3	0	0	3	0	4	0	0	4	4	0	0	0	4	19
Total	2	17	0	0	19	0	10	1	0	11	0	11	0	0	11	12	0	1	0	13	54
8:00 AM	0	3	0	0	3	0	2	0	0	2	0	4	0	0	4	5	0	1	0	6	15
8:15 AM	4	4	0	0	8	0	6	1	0	7	0	5	0	0	5	4	0	1	0	5	25
8:30 AM	0	5	0	0	5	0	1	1	0	2	0	6	0	0	6	4	0	1	0	5	18
8:45 AM	0	3	0	0	3	0	5	1	0	6	0	3	0	0	3	3	0	0	0	3	15
Total	4	15	0	0	19	0	14	3	0	17	0	18	0	0	18	16	0	3	0	19	73
Grand Total	6	45	0	0	51	0	32	5	0	37	0	42	0	0	42	37	0	4	0	41	171
Approach %	11.8	88.2	0.0	0.0		0.0	86.5	13.5	0.0		0.0	100.0	0.0	0.0		90.2	0.0	9.8	0.0		
Total %	3.5	26.3	0.0	0.0	29.8	0.0	18.7	2.9	0.0	21.6	0.0	24.6	0.0	0.0	24.6	21.6	0.0	2.3	0.0	24.0	
Exiting Leg Total	46					0					87					38					171

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	8	0	0	8	0	3	0	0	3	0	4	0	0	4	4	0	0	0	4	19
8:00 AM	0	3	0	0	3	0	2	0	0	2	0	4	0	0	4	5	0	1	0	6	15
8:15 AM	4	4	0	0	8	0	6	1	0	7	0	5	0	0	5	4	0	1	0	5	25
8:30 AM	0	5	0	0	5	0	1	1	0	2	0	6	0	0	6	4	0	1	0	5	18
Total Volume	4	20	0	0	24	0	12	2	0	14	0	19	0	0	19	17	0	3	0	20	77
% Approach Total	16.7	83.3	0.0	0.0		0.0	85.7	14.3	0.0		0.0	100.0	0.0	0.0		85.0	0.0	15.0	0.0		
PHF	0.250	0.625	0.000	0.000	0.750	0.000	0.500	0.500	0.000	0.500	0.000	0.792	0.000	0.000	0.792	0.850	0.000	0.750	0.000	0.833	0.770
Entering Leg	4	20	0	0	24	0	12	2	0	14	0	19	0	0	19	17	0	3	0	20	77
Exiting Leg	22					0					39					16					77
Total	46					14					58					36					154

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
6:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	5
6:45 AM	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	5
Total	0	2	0	0	2	0	2	0	0	2	0	7	0	0	7	1	0	0	0	1	12
7:00 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	5
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	1	1	0	0	2	0	1	0	0	1	0	2	0	0	2	2	0	0	0	2	7
7:45 AM	0	3	0	0	3	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	10
Total	1	7	0	0	8	0	5	0	0	5	0	8	0	0	8	3	0	0	0	3	24
8:00 AM	1	3	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
8:15 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3
8:30 AM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	3	5	0	0	8	0	4	0	0	4	0	0	0	0	0	3	0	0	0	3	15
Grand Total	4	14	0	0	18	0	11	0	0	11	0	15	0	0	15	7	0	0	0	7	51
Approach %	22.2	77.8	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	7.8	27.5	0.0	0.0	35.3	0.0	21.6	0.0	0.0	21.6	0.0	29.4	0.0	0.0	29.4	13.7	0.0	0.0	0.0	13.7	
Exiting Leg Total	15					0					21					15					51

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	1	1	0	0	2	0	1	0	0	1	0	2	0	0	2	2	0	0	0	2	7
7:45 AM	0	3	0	0	3	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	10
8:00 AM	1	3	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
8:15 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3
Total Volume	3	7	0	0	10	0	6	0	0	6	0	7	0	0	7	3	0	0	0	3	26
% Approach Total	30.0	70.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.750	0.583	0.000	0.000	0.625	0.000	0.750	0.000	0.000	0.750	0.000	0.350	0.000	0.000	0.350	0.375	0.000	0.000	0.000	0.375	0.650
Entering Leg	3	7	0	0	10	0	6	0	0	6	0	7	0	0	7	3	0	0	0	3	26
Exiting Leg	7					0					10					9					26
Total	17					6					17					12					52

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Bedford Street (Route 4/225)							Jug Handle							Bedford Street (Route 4/225)							Hartwell Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
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		
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		
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		
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		
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		
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		
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		
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		
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	1	1		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1		
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	1	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	0.0	100.0	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	100.0	0.0	0.0	100.0		
Exiting Leg Total							1					0					0							0			1		

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Bedford Street (Route 4/225)							Jug Handle							Bedford Street (Route 4/225)							Hartwell Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
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		
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	1	1	1		
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	1	0	0	1		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		
Exiting Leg							1					0					0						0			0	1		
Total							1					0				0							1			1	2		

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	Bedford Street (Route 4/225)							Jug Handle							Bedford Street (Route 4/225)							Hartwell Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 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	1	0	1	2
6:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	
Total	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	2	5	
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	1	1	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	3		
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	
Total	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	1	1	2	0	0	0	0	0	0	0	5	
Grand Total	0	0	0	0	1	1	2	0	0	0	0	2	3	5	0	0	0	0	2	1	3	0	0	0	0	1	2	3	13
Approach %	0	0	0	0	50	50		0	0	0	0	40	60		0	0	0	0	66.7	33.3		0	0	0	0	33.3	66.7		
Total %	0	0	0	0	7.69	7.69	15.4	0	0	0	0	15.4	23.1	38.5	0	0	0	0	15.4	7.69	23.1	0	0	0	0	7.69	15.4	23.1	
Exiting Leg Total	2							5							3							3							13

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Bedford Street (Route 4/225)							Jug Handle							Bedford Street (Route 4/225)							Hartwell Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 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	1	0	1	2	
6:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2		
Total Volume	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	2	5		
% Approach Total	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	50.0	50.0			
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.625	
Entering Leg	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	2	5		
Exiting Leg	2							0							1							2							5
Total	4							0							2							4							10

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	26	199	0	0	225	2	66	27	0	95	0	171	0	0	171	205	0	114	0	319	810
3:15 PM	29	172	0	0	201	0	61	25	0	86	0	195	0	0	195	176	0	82	0	258	740
3:30 PM	18	150	0	0	168	2	70	22	0	94	0	212	0	0	212	206	0	108	0	314	788
3:45 PM	43	163	0	0	206	0	60	27	0	87	0	252	0	0	252	162	0	82	0	244	789
Total	116	684	0	0	800	4	257	101	0	362	0	830	0	0	830	749	0	386	0	1135	3127
4:00 PM	32	173	0	0	205	1	81	24	0	106	0	218	0	0	218	231	0	112	0	343	872
4:15 PM	33	152	0	0	185	2	80	21	0	103	0	223	0	0	223	241	0	93	0	334	845
4:30 PM	22	185	0	0	207	0	83	35	0	118	0	201	0	0	201	212	0	106	0	318	844
4:45 PM	33	166	0	0	199	0	100	29	0	129	0	209	0	0	209	226	0	91	0	317	854
Total	120	676	0	0	796	3	344	109	0	456	0	851	0	0	851	910	0	402	0	1312	3415
5:00 PM	37	176	0	0	213	0	106	42	0	148	0	242	0	0	242	232	0	81	0	313	916
5:15 PM	28	180	0	0	208	0	130	28	0	158	0	206	0	0	206	245	0	97	0	342	914
5:30 PM	41	160	0	0	201	0	134	30	0	164	0	167	0	0	167	176	0	60	0	236	768
5:45 PM	31	131	0	0	162	1	118	28	0	147	0	191	0	0	191	172	0	61	1	234	734
Total	137	647	0	0	784	1	488	128	0	617	0	806	0	0	806	825	0	299	1	1125	3332
Grand Total	373	2007	0	0	2380	8	1089	338	0	1435	0	2487	0	0	2487	2484	0	1087	1	3572	9874
Approach %	15.7	84.3	0.0	0.0		0.6	75.9	23.6	0.0		0.0	100.0	0.0	0.0		69.5	0.0	30.4	0.0		
Total %	3.8	20.3	0.0	0.0	24.1	0.1	11.0	3.4	0.0	14.5	0.0	25.2	0.0	0.0	25.2	25.2	0.0	11.0	0.0	36.2	
Exiting Leg Total						0					4829					1463					9874
Cars	367	1978	0	0	2345	8	1051	333	0	1392	0	2441	0	0	2441	2457	0	1079	1	3537	9715
% Cars	98.4	98.6	0.0	0.0	98.5	100.0	96.5	98.5	0.0	97.0	0.0	98.2	0.0	0.0	98.2	98.9	0.0	99.3	100.0	99.0	98.4
Exiting Leg Total	3528					0					4768					1419					9715
Heavy Vehicles	6	29	0	0	35	0	38	5	0	43	0	46	0	0	46	27	0	8	0	35	159
% Heavy Vehicles	1.6	1.4	0.0	0.0	1.5	0.0	3.5	1.5	0.0	3.0	0.0	1.8	0.0	0.0	1.8	1.1	0.0	0.7	0.0	1.0	1.6
Exiting Leg Total	54					0					61					44					159

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

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	22	185	0	0	207	0	83	35	0	118	0	201	0	0	201	212	0	106	0	318	844
4:45 PM	33	166	0	0	199	0	100	29	0	129	0	209	0	0	209	226	0	91	0	317	854
5:00 PM	37	176	0	0	213	0	106	42	0	148	0	242	0	0	242	232	0	81	0	313	916
5:15 PM	28	180	0	0	208	0	130	28	0	158	0	206	0	0	206	245	0	97	0	342	914
Total Volume	120	707	0	0	827	0	419	134	0	553	0	858	0	0	858	915	0	375	0	1290	3528
% Approach Total	14.5	85.5	0.0	0.0		0.0	75.8	24.2	0.0		0.0	100.0	0.0	0.0		70.9	0.0	29.1	0.0		
PHF	0.811	0.955	0.000	0.000	0.971	0.000	0.806	0.798	0.000	0.875	0.000	0.886	0.000	0.000	0.886	0.934	0.000	0.884	0.000	0.943	0.963
Cars	117	695	0	0	812	0	410	133	0	543	0	845	0	0	845	908	0	374	0	1282	3482
Cars %	97.5	98.3	0.0	0.0	98.2	0.0	97.9	99.3	0.0	98.2	0.0	98.5	0.0	0.0	98.5	99.2	0.0	99.7	0.0	99.4	98.7
Heavy Vehicles	3	12	0	0	15	0	9	1	0	10	0	13	0	0	13	7	0	1	0	8	46
Heavy Vehicles %	2.5	1.7	0.0	0.0	1.8	0.0	2.1	0.7	0.0	1.8	0.0	1.5	0.0	0.0	1.5	0.8	0.0	0.3	0.0	0.6	1.3
Cars Enter Leg	117	695	0	0	812	0	410	133	0	543	0	845	0	0	845	908	0	374	0	1282	3482
Heavy Enter Leg	3	12	0	0	15	0	9	1	0	10	0	13	0	0	13	7	0	1	0	8	46
Total Entering Leg	120	707	0	0	827	0	419	134	0	553	0	858	0	0	858	915	0	375	0	1290	3528
Cars Exiting Leg	1219					0					1736					527					3482
Heavy Exiting Leg	14					0					20					12					46
Total Exiting Leg	1233					0					1756					539					3528

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	25	195	0	0	220	2	60	27	0	89	0	169	0	0	169	199	0	113	0	312	790
3:15 PM	29	171	0	0	200	0	57	25	0	82	0	187	0	0	187	175	0	82	0	257	726
3:30 PM	18	149	0	0	167	2	68	22	0	92	0	206	0	0	206	204	0	108	0	312	777
3:45 PM	41	161	0	0	202	0	58	27	0	85	0	247	0	0	247	161	0	82	0	243	777
Total	113	676	0	0	789	4	243	101	0	348	0	809	0	0	809	739	0	385	0	1124	3070
4:00 PM	32	168	0	0	200	1	75	23	0	99	0	215	0	0	215	229	0	110	0	339	853
4:15 PM	33	148	0	0	181	2	78	21	0	101	0	217	0	0	217	238	0	89	0	327	826
4:30 PM	22	184	0	0	206	0	78	35	0	113	0	198	0	0	198	209	0	105	0	314	831
4:45 PM	31	164	0	0	195	0	99	28	0	127	0	206	0	0	206	223	0	91	0	314	842
Total	118	664	0	0	782	3	330	107	0	440	0	836	0	0	836	899	0	395	0	1294	3352
5:00 PM	37	172	0	0	209	0	106	42	0	148	0	237	0	0	237	232	0	81	0	313	907
5:15 PM	27	175	0	0	202	0	127	28	0	155	0	204	0	0	204	244	0	97	0	341	902
5:30 PM	41	160	0	0	201	0	130	27	0	157	0	164	0	0	164	174	0	60	0	234	756
5:45 PM	31	131	0	0	162	1	115	28	0	144	0	191	0	0	191	169	0	61	1	231	728
Total	136	638	0	0	774	1	478	125	0	604	0	796	0	0	796	819	0	299	1	1119	3293
Grand Total	367	1978	0	0	2345	8	1051	333	0	1392	0	2441	0	0	2441	2457	0	1079	1	3537	9715
Approach %	15.7	84.3	0.0	0.0		0.6	75.5	23.9	0.0		0.0	100.0	0.0	0.0		69.5	0.0	30.5	0.0		
Total %	3.8	20.4	0.0	0.0	24.1	0.1	10.8	3.4	0.0	14.3	0.0	25.1	0.0	0.0	25.1	25.3	0.0	11.1	0.0	36.4	
Exiting Leg Total	3528					0					4768					1419					9715

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

4:30 PM	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	22	184	0	0	206	0	78	35	0	113	0	198	0	0	198	209	0	105	0	314	831
4:45 PM	31	164	0	0	195	0	99	28	0	127	0	206	0	0	206	223	0	91	0	314	842
5:00 PM	37	172	0	0	209	0	106	42	0	148	0	237	0	0	237	232	0	81	0	313	907
5:15 PM	27	175	0	0	202	0	127	28	0	155	0	204	0	0	204	244	0	97	0	341	902
Total Volume	117	695	0	0	812	0	410	133	0	543	0	845	0	0	845	908	0	374	0	1282	3482
% Approach Total	14.4	85.6	0.0	0.0		0.0	75.5	24.5	0.0		0.0	100.0	0.0	0.0		70.8	0.0	29.2	0.0		
PHF	0.791	0.944	0.000	0.000	0.971	0.000	0.807	0.792	0.000	0.876	0.000	0.891	0.000	0.000	0.891	0.930	0.000	0.890	0.000	0.940	0.960
Entering Leg	117	695	0	0	812	0	410	133	0	543	0	845	0	0	845	908	0	374	0	1282	3482
Exiting Leg						1219					0					1736					527
Total	2031					543					2581					1809					6964

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	23	173	0	0	196	2	56	24	0	82	0	143	0	0	143	179	0	97	0	276	697
3:15 PM	26	152	0	0	178	0	50	23	0	73	0	162	0	0	162	161	0	68	0	229	642
3:30 PM	17	136	0	0	153	2	60	20	0	82	0	185	0	0	185	189	0	95	0	284	704
3:45 PM	38	152	0	0	190	0	54	27	0	81	0	216	0	0	216	151	0	69	0	220	707
Total	104	613	0	0	717	4	220	94	0	318	0	706	0	0	706	680	0	329	0	1009	2750
4:00 PM	31	151	0	0	182	1	63	23	0	87	0	187	0	0	187	219	0	91	0	310	766
4:15 PM	32	141	0	0	173	1	71	20	0	92	0	189	0	0	189	229	0	76	0	305	759
4:30 PM	21	168	0	0	189	0	69	30	0	99	0	185	0	0	185	202	0	96	0	298	771
4:45 PM	31	159	0	0	190	0	91	27	0	118	0	188	0	0	188	213	0	83	0	296	792
Total	115	619	0	0	734	2	294	100	0	396	0	749	0	0	749	863	0	346	0	1209	3088
5:00 PM	37	168	0	0	205	0	96	37	0	133	0	214	0	0	214	220	0	76	0	296	848
5:15 PM	23	163	0	0	186	0	119	25	0	144	0	185	0	0	185	234	0	91	0	325	840
5:30 PM	40	149	0	0	189	0	118	26	0	144	0	156	0	0	156	168	0	58	0	226	715
5:45 PM	30	119	0	0	149	1	108	26	0	135	0	179	0	0	179	159	0	57	1	217	680
Total	130	599	0	0	729	1	441	114	0	556	0	734	0	0	734	781	0	282	1	1064	3083
Grand Total	349	1831	0	0	2180	7	955	308	0	1270	0	2189	0	0	2189	2324	0	957	1	3282	8921
Approach %	16.0	84.0	0.0	0.0		0.6	75.2	24.3	0.0		0.0	100.0	0.0	0.0		70.8	0.0	29.2	0.0		
Total %	3.9	20.5	0.0	0.0	24.4	0.1	10.7	3.5	0.0	14.2	0.0	24.5	0.0	0.0	24.5	26.1	0.0	10.7	0.0	36.8	
Exiting Leg Total	3153					0					4463					1305					8921

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

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	21	168	0	0	189	0	69	30	0	99	0	185	0	0	185	202	0	96	0	298	771
4:45 PM	31	159	0	0	190	0	91	27	0	118	0	188	0	0	188	213	0	83	0	296	792
5:00 PM	37	168	0	0	205	0	96	37	0	133	0	214	0	0	214	220	0	76	0	296	848
5:15 PM	23	163	0	0	186	0	119	25	0	144	0	185	0	0	185	234	0	91	0	325	840
Total Volume	112	658	0	0	770	0	375	119	0	494	0	772	0	0	772	869	0	346	0	1215	3251
% Approach Total	14.5	85.5	0.0	0.0		0.0	75.9	24.1	0.0		0.0	100.0	0.0	0.0		71.5	0.0	28.5	0.0		
PHF	0.757	0.979	0.000	0.000	0.939	0.000	0.788	0.804	0.000	0.858	0.000	0.902	0.000	0.000	0.902	0.928	0.000	0.901	0.000	0.935	0.958
Entering Leg	112	658	0	0	770	0	375	119	0	494	0	772	0	0	772	869	0	346	0	1215	3251
Exiting Leg	1118					0					1646					487					3251
Total	1888					494					2418					1702					6502

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Light Goods Vehicle**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Light Goods Vehicle

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	2	22	0	0	24	0	4	3	0	7	0	25	0	0	25	20	0	16	0	36	92
3:15 PM	3	19	0	0	22	0	7	2	0	9	0	25	0	0	25	14	0	14	0	28	84
3:30 PM	1	13	0	0	14	0	8	2	0	10	0	21	0	0	21	15	0	13	0	28	73
3:45 PM	3	9	0	0	12	0	4	0	0	4	0	31	0	0	31	10	0	13	0	23	70
Total	9	63	0	0	72	0	23	7	0	30	0	102	0	0	102	59	0	56	0	115	319
4:00 PM	1	17	0	0	18	0	12	0	0	12	0	28	0	0	28	10	0	19	0	29	87
4:15 PM	1	7	0	0	8	1	7	1	0	9	0	28	0	0	28	9	0	13	0	22	67
4:30 PM	1	16	0	0	17	0	9	5	0	14	0	13	0	0	13	7	0	9	0	16	60
4:45 PM	0	5	0	0	5	0	8	1	0	9	0	18	0	0	18	10	0	8	0	18	50
Total	3	45	0	0	48	1	36	7	0	44	0	87	0	0	87	36	0	49	0	85	264
5:00 PM	0	3	0	0	3	0	10	4	0	14	0	23	0	0	23	12	0	5	0	17	57
5:15 PM	4	12	0	0	16	0	8	3	0	11	0	19	0	0	19	10	0	6	0	16	62
5:30 PM	1	11	0	0	12	0	12	1	0	13	0	8	0	0	8	6	0	2	0	8	41
5:45 PM	1	12	0	0	13	0	6	2	0	8	0	11	0	0	11	10	0	4	0	14	46
Total	6	38	0	0	44	0	36	10	0	46	0	61	0	0	61	38	0	17	0	55	206
Grand Total	18	146	0	0	164	1	95	24	0	120	0	250	0	0	250	133	0	122	0	255	789
Approach %	11.0	89.0	0.0	0.0		0.8	79.2	20.0	0.0		0.0	100.0	0.0	0.0		52.2	0.0	47.8	0.0		
Total %	2.3	18.5	0.0	0.0	20.8	0.1	12.0	3.0	0.0	15.2	0.0	31.7	0.0	0.0	31.7	16.9	0.0	15.5	0.0	32.3	
Exiting Leg Total	373					0					303					113					789

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

3:00 PM	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	2	22	0	0	24	0	4	3	0	7	0	25	0	0	25	20	0	16	0	36	92
3:15 PM	3	19	0	0	22	0	7	2	0	9	0	25	0	0	25	14	0	14	0	28	84
3:30 PM	1	13	0	0	14	0	8	2	0	10	0	21	0	0	21	15	0	13	0	28	73
3:45 PM	3	9	0	0	12	0	4	0	0	4	0	31	0	0	31	10	0	13	0	23	70
Total Volume	9	63	0	0	72	0	23	7	0	30	0	102	0	0	102	59	0	56	0	115	319
% Approach Total	12.5	87.5	0.0	0.0		0.0	76.7	23.3	0.0		0.0	100.0	0.0	0.0		51.3	0.0	48.7	0.0		
PHF	0.750	0.716	0.000	0.000	0.750	0.000	0.719	0.583	0.000	0.750	0.000	0.823	0.000	0.000	0.823	0.738	0.000	0.875	0.000	0.799	0.867
Entering Leg	9	63	0	0	72	0	23	7	0	30	0	102	0	0	102	59	0	56	0	115	319
Exiting Leg						158					0					129					32
Total	230					30					231					147					638

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	1	0	0	0	1	6
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	1	1	0	0	2	0	4	0	0	4	0	5	0	0	5	1	0	0	0	1	12
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	0	0	0	0	4
4:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	4
Total	1	3	0	0	4	0	1	0	0	1	0	3	0	0	3	3	0	0	0	0	11
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	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
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	1	0	0	0	1	6
Grand Total	2	5	0	0	7	0	7	0	0	7	0	10	0	0	10	5	0	0	0	5	29
Approach %	28.6	71.4	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	6.9	17.2	0.0	0.0	24.1	0.0	24.1	0.0	0.0	24.1	0.0	34.5	0.0	0.0	34.5	17.2	0.0	0.0	0.0	17.2	
Exiting Leg Total	10					0					10					9					29

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

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	1	0	0	0	1	6
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	1	1	0	0	2	0	4	0	0	4	0	5	0	0	5	1	0	0	0	1	12
% Approach Total	50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.500	0.000	0.333	0.000	0.000	0.333	0.000	0.625	0.000	0.000	0.625	0.250	0.000	0.000	0.000	0.250	0.500
Entering Leg	1	1	0	0	2	0	4	0	0	4	0	5	0	0	5	1	0	0	0	1	12
Exiting Leg																5					12
Total	7					4					7					6					24

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	4	0	0	0	4	10
3:15 PM	0	0	0	0	0	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	9
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	7
3:45 PM	2	2	0	0	4	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	10
Total	2	6	0	0	8	0	8	0	0	8	0	14	0	0	14	6	0	0	0	6	36
4:00 PM	0	2	0	0	2	0	6	1	0	7	0	3	0	0	3	2	0	0	0	2	14
4:15 PM	0	3	0	0	3	0	2	0	0	2	0	4	0	0	4	2	0	2	0	4	13
4:30 PM	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	1	0	1	0	2	8
4:45 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	2	0	0	0	2	6
Total	0	6	0	0	6	0	12	2	0	14	0	11	0	0	11	7	0	3	0	10	41
5:00 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
5:15 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	5
5:30 PM	0	0	0	0	0	0	4	3	0	7	0	2	0	0	2	2	0	0	0	2	11
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
Total	1	6	0	0	7	0	6	3	0	9	0	6	0	0	6	4	0	0	0	4	26
Grand Total	3	18	0	0	21	0	26	5	0	31	0	31	0	0	31	17	0	3	0	20	103
Approach %	14.3	85.7	0.0	0.0		0.0	83.9	16.1	0.0		0.0	100.0	0.0	0.0		85.0	0.0	15.0	0.0		
Total %	2.9	17.5	0.0	0.0	20.4	0.0	25.2	4.9	0.0	30.1	0.0	30.1	0.0	0.0	30.1	16.5	0.0	2.9	0.0	19.4	
Exiting Leg Total	34					0					40					29					103

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

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:45 PM	2	2	0	0	4	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	10
4:00 PM	0	2	0	0	2	0	6	1	0	7	0	3	0	0	3	2	0	0	0	2	14
4:15 PM	0	3	0	0	3	0	2	0	0	2	0	4	0	0	4	2	0	2	0	4	13
4:30 PM	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	1	0	1	0	2	8
Total Volume	2	8	0	0	10	0	13	1	0	14	0	13	0	0	13	5	0	3	0	8	45
% Approach Total	20.0	80.0	0.0	0.0		0.0	92.9	7.1	0.0		0.0	100.0	0.0	0.0		62.5	0.0	37.5	0.0		
PHF	0.250	0.667	0.000	0.000	0.625	0.000	0.542	0.250	0.000	0.500	0.000	0.813	0.000	0.000	0.813	0.625	0.000	0.375	0.000	0.500	0.804
Entering Leg	2	8	0	0	10	0	13	1	0	14	0	13	0	0	13	5	0	3	0	8	45
Exiting Leg	16					0					14					15					45
Total	26					14					27					23					90

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Articulated Trucks**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	4
3:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	3
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	3	0	1	0	4	9
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	5
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	3	0	0	4	0	1	0	0	1	0	1	0	0	1	1	0	4	0	5	11
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	1	0	0	0	1	7
Grand Total	1	6	0	0	7	0	5	0	0	5	0	5	0	0	5	5	0	5	0	10	27
Approach %	14.3	85.7	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		
Total %	3.7	22.2	0.0	0.0	25.9	0.0	18.5	0.0	0.0	18.5	0.0	18.5	0.0	0.0	18.5	18.5	0.0	18.5	0.0	37.0	
Exiting Leg Total	10					0					11					6					27

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

4:00 PM	Bedford Street (Route 4/225)					Jug Handle					Bedford Street (Route 4/225)					Hartwell Avenue					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	5
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	3	0	0	4	0	1	0	0	1	0	1	0	0	1	1	0	4	0	5	11
% Approach Total	25.0	75.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		20.0	0.0	80.0	0.0		
PHF	0.250	0.750	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.500	0.000	0.417	0.550
Entering Leg	1	3	0	0	4	0	1	0	0	1	0	1	0	0	1	1	0	4	0	5	11
Exiting Leg	5					0					4					2					11
Total	9					1					5					7					22

PDI File #: **176038 A**
 Location: **N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)**
 Location: **E: Jug Handle W: Hartwell Avenue**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Bedford Street (Route 4/225)							Jug Handle							Bedford Street (Route 4/225)							Hartwell Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0							1							0							0							1

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

3:15 PM	Bedford Street (Route 4/225)							Jug Handle							Bedford Street (Route 4/225)							Hartwell Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Exiting Leg	0							1							0							0							1
Total	0							2							0							0							2

PDI File #: 176038 A
 Location: N: Bedford Street (Route 4/225) S: Bedford Street (Route 4/225)
 Location: E: Jug Handle W: Hartwell Avenue
 City, State: Lexington, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 3:00 PM
 End Time: 6:00 PM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	Bedford Street (Route 4/225)							Jug Handle							Bedford Street (Route 4/225)							Hartwell Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
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		
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	1	0	1	1		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:15 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		
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	1	0	1	1			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	0	2	4		
Approach %	0	0	0	0	0	0	0	0	0	0	0	100	50	0	0	0	0	0	0	0	0	0	0	100	0	50	50		
Total %	0	0	0	0	0	0	0	0	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0	50	0	50	50		
Exiting Leg Total	0							2							0							2							4

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

	Bedford Street (Route 4/225)							Jug Handle							Bedford Street (Route 4/225)							Hartwell Avenue							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:15 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		
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	1	0	1	1			
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	3		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.750		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	3		
Exiting Leg	0							1							0							2							3
Total	0							2							0							4							6

PDI File #: **176038 B**

Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**

Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**

City, State: **Lexington, MA**

Client: **Fitzgerald & Halliday/M. Morehouse**

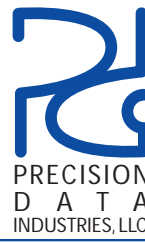
Site Code: **TBA**

Count Date: **Thursday, April 05, 2018**

Start Time: **6:00 AM**

End Time: **9:00 AM**

Class:



46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

Table with columns for road names (Massachusetts Avenue, Marrett Road (Route 2A), Minuteman High School Driveway, Marrett Road (Route 2A)) and directions (from North, from East, from South, from West). Rows show counts for different times from 6:00 AM to 8:45 AM, including totals for exiting legs, grand totals, and percentages.

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

Table for peak hour analysis showing counts for 7:15 AM, 7:30 AM, 7:45 AM, and 8:00 AM. Columns include road names, directions, and various traffic metrics like PHF, cars, heavy vehicles, and entering/exiting leg totals.

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	1	2	16	0	19	33	83	10	1	127	0	0	0	0	0	0	42	2	0	44	190
6:15 AM	5	0	15	0	20	50	119	8	0	177	1	0	0	0	1	0	65	13	0	78	276
6:30 AM	13	2	32	0	47	51	121	11	0	183	1	0	0	0	1	3	99	18	0	120	351
6:45 AM	11	3	42	0	56	54	127	16	0	197	1	0	0	0	1	1	140	31	0	172	426
Total	30	7	105	0	142	188	450	45	1	684	3	0	0	0	3	4	346	64	0	414	1243
7:00 AM	16	3	53	0	72	72	107	26	0	205	4	2	1	0	7	0	147	25	0	172	456
7:15 AM	12	22	56	0	90	103	118	48	0	269	13	6	0	0	19	1	150	34	0	185	563
7:30 AM	17	22	67	0	106	83	155	53	0	291	30	7	8	0	45	4	165	32	0	201	643
7:45 AM	24	11	108	0	143	78	132	36	0	246	18	3	4	0	25	5	171	37	0	213	627
Total	69	58	284	0	411	336	512	163	0	1011	65	18	13	0	96	10	633	128	0	771	2289
8:00 AM	24	7	94	0	125	92	107	26	0	225	11	3	2	0	16	3	142	36	0	181	547
8:15 AM	10	7	81	0	98	120	105	18	0	243	6	4	2	0	12	1	199	24	0	224	577
8:30 AM	28	4	90	0	122	93	109	15	0	217	4	1	1	0	6	2	180	31	0	213	558
8:45 AM	30	9	80	0	119	93	113	25	0	231	8	2	1	0	11	4	206	35	0	245	606
Total	92	27	345	0	464	398	434	84	0	916	29	10	6	0	45	10	727	126	0	863	2288
Grand Total	191	92	734	0	1017	922	1396	292	1	2611	97	28	19	0	144	24	1706	318	0	2048	5820
Approach %	18.8	9.0	72.2	0.0		35.3	53.5	11.2	0.0		67.4	19.4	13.2	0.0		1.2	83.3	15.5	0.0		
Total %	3.3	1.6	12.6	0.0	17.5	15.8	24.0	5.0	0.0	44.9	1.7	0.5	0.3	0.0	2.5	0.4	29.3	5.5	0.0	35.2	
Exiting Leg Total	1268					2538					408					1606					5820

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	17	22	67	0	106	83	155	53	0	291	30	7	8	0	45	4	165	32	0	201	643
7:45 AM	24	11	108	0	143	78	132	36	0	246	18	3	4	0	25	5	171	37	0	213	627
8:00 AM	24	7	94	0	125	92	107	26	0	225	11	3	2	0	16	3	142	36	0	181	547
8:15 AM	10	7	81	0	98	120	105	18	0	243	6	4	2	0	12	1	199	24	0	224	577
Total Volume	75	47	350	0	472	373	499	133	0	1005	65	17	16	0	98	13	677	129	0	819	2394
% Approach Total	15.9	10.0	74.2	0.0		37.1	49.7	13.2	0.0		66.3	17.3	16.3	0.0		1.6	82.7	15.8	0.0		
PHF	0.781	0.534	0.810	0.000	0.825	0.777	0.805	0.627	0.000	0.863	0.542	0.607	0.500	0.000	0.544	0.650	0.851	0.872	0.000	0.914	0.931
Entering Leg	75	47	350	0	472	373	499	133	0	1005	65	17	16	0	98	13	677	129	0	819	2394
Exiting Leg	519					1092					193					590					2394
Total	991					2097					291					1409					4788

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

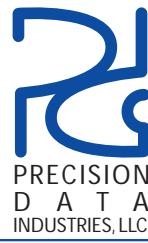
Cars

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	1	2	12	0	15	27	57	7	1	92	0	0	0	0	0	0	38	2	0	40	147
6:15 AM	4	0	13	0	17	44	88	6	0	138	1	0	0	0	1	0	49	10	0	59	215
6:30 AM	12	2	31	0	45	45	98	8	0	151	0	0	0	0	0	2	82	16	0	100	296
6:45 AM	6	3	38	0	47	48	103	13	0	164	0	0	0	0	0	1	118	27	0	146	357
Total	23	7	94	0	124	164	346	34	1	545	1	0	0	0	1	3	287	55	0	345	1015
7:00 AM	14	3	47	0	64	69	91	22	0	182	4	1	1	0	6	0	126	19	0	145	397
7:15 AM	10	19	51	0	80	99	94	48	0	241	12	6	0	0	18	1	138	30	0	169	508
7:30 AM	17	17	63	0	97	79	132	51	0	262	27	6	7	0	40	4	144	28	0	176	575
7:45 AM	23	10	99	0	132	76	115	32	0	223	17	3	3	0	23	5	162	35	0	202	580
Total	64	49	260	0	373	323	432	153	0	908	60	16	11	0	87	10	570	112	0	692	2060
8:00 AM	23	7	90	0	120	92	95	26	0	213	11	3	1	0	15	3	133	35	0	171	519
8:15 AM	9	6	73	0	88	112	90	16	0	218	6	2	1	0	9	1	185	22	0	208	523
8:30 AM	24	4	84	0	112	92	99	15	0	206	4	1	1	0	6	2	162	26	0	190	514
8:45 AM	27	9	78	0	114	91	104	22	0	217	8	2	1	0	11	4	193	32	0	229	571
Total	83	26	325	0	434	387	388	79	0	854	29	8	4	0	41	10	673	115	0	798	2127
Grand Total	170	82	679	0	931	874	1166	266	1	2307	90	24	15	0	129	23	1530	282	0	1835	5202
Approach %	18.3	8.8	72.9	0.0		37.9	50.5	11.5	0.0		69.8	18.6	11.6	0.0		1.3	83.4	15.4	0.0		
Total %	3.3	1.6	13.1	0.0	17.9	16.8	22.4	5.1	0.0	44.3	1.7	0.5	0.3	0.0	2.5	0.4	29.4	5.4	0.0	35.3	
Exiting Leg Total	1180					2300					371					1351					5202

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	17	17	63	0	97	79	132	51	0	262	27	6	7	0	40	4	144	28	0	176	575
7:45 AM	23	10	99	0	132	76	115	32	0	223	17	3	3	0	23	5	162	35	0	202	580
8:00 AM	23	7	90	0	120	92	95	26	0	213	11	3	1	0	15	3	133	35	0	171	519
8:15 AM	9	6	73	0	88	112	90	16	0	218	6	2	1	0	9	1	185	22	0	208	523
Total Volume	72	40	325	0	437	359	432	125	0	916	61	14	12	0	87	13	624	120	0	757	2197
% Approach Total	16.5	9.2	74.4	0.0		39.2	47.2	13.6	0.0		70.1	16.1	13.8	0.0		1.7	82.4	15.9	0.0		
PHF	0.783	0.588	0.821	0.000	0.828	0.801	0.818	0.613	0.000	0.874	0.565	0.583	0.429	0.000	0.544	0.650	0.843	0.857	0.000	0.910	0.947
Entering Leg	72	40	325	0	437	359	432	125	0	916	61	14	12	0	87	13	624	120	0	757	2197
Exiting Leg	493					1010					178					516					2197
Total	930					1926					265					1273					4394

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class: **Light Goods Vehicle**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Light Goods Vehicle

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	0	0	4	0	4	6	26	3	0	35	0	0	0	0	0	0	4	0	0	4	43
6:15 AM	1	0	2	0	3	6	31	2	0	39	0	0	0	0	0	0	16	3	0	19	61
6:30 AM	1	0	1	0	2	6	23	3	0	32	1	0	0	0	1	1	17	2	0	20	55
6:45 AM	5	0	4	0	9	6	24	3	0	33	1	0	0	0	1	0	22	4	0	26	69
Total	7	0	11	0	18	24	104	11	0	139	2	0	0	0	2	1	59	9	0	69	228
7:00 AM	2	0	6	0	8	3	16	4	0	23	0	1	0	0	1	0	21	6	0	27	59
7:15 AM	2	3	5	0	10	4	24	0	0	28	1	0	0	0	1	0	12	4	0	16	55
7:30 AM	0	5	4	0	9	4	23	2	0	29	3	1	1	0	5	0	21	4	0	25	68
7:45 AM	1	1	9	0	11	2	17	4	0	23	1	0	1	0	2	0	9	2	0	11	47
Total	5	9	24	0	38	13	80	10	0	103	5	2	2	0	9	0	63	16	0	79	229
8:00 AM	1	0	4	0	5	0	12	0	0	12	0	0	1	0	1	0	9	1	0	10	28
8:15 AM	1	1	8	0	10	8	15	2	0	25	0	2	1	0	3	0	14	2	0	16	54
8:30 AM	4	0	6	0	10	1	10	0	0	11	0	0	0	0	0	0	18	5	0	23	44
8:45 AM	3	0	2	0	5	2	9	3	0	14	0	0	0	0	0	0	13	3	0	16	35
Total	9	1	20	0	30	11	46	5	0	62	0	2	2	0	4	0	54	11	0	65	161
Grand Total	21	10	55	0	86	48	230	26	0	304	7	4	4	0	15	1	176	36	0	213	618
Approach %	24.4	11.6	64.0	0.0		15.8	75.7	8.6	0.0		46.7	26.7	26.7	0.0		0.5	82.6	16.9	0.0		
Total %	3.4	1.6	8.9	0.0	13.9	7.8	37.2	4.2	0.0	49.2	1.1	0.6	0.6	0.0	2.4	0.2	28.5	5.8	0.0	34.5	
Exiting Leg Total	88					238					37					255					618

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:45 AM	5	0	4	0	9	6	24	3	0	33	1	0	0	0	1	0	22	4	0	26	69
7:00 AM	2	0	6	0	8	3	16	4	0	23	0	1	0	0	1	0	21	6	0	27	59
7:15 AM	2	3	5	0	10	4	24	0	0	28	1	0	0	0	1	0	12	4	0	16	55
7:30 AM	0	5	4	0	9	4	23	2	0	29	3	1	1	0	5	0	21	4	0	25	68
Total Volume	9	8	19	0	36	17	87	9	0	113	5	2	1	0	8	0	76	18	0	94	251
% Approach Total	25.0	22.2	52.8	0.0		15.0	77.0	8.0	0.0		62.5	25.0	12.5	0.0		0.0	80.9	19.1	0.0		
PHF	0.450	0.400	0.792	0.000	0.900	0.708	0.906	0.563	0.000	0.856	0.417	0.500	0.250	0.000	0.400	0.000	0.864	0.750	0.000	0.870	0.909
Entering Leg	9	8	19	0	36	17	87	9	0	113	5	2	1	0	8	0	76	18	0	94	251
Exiting Leg	37					100					17					97					251
Total	73					213					25					191					502

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	2	0	2	2	2	0	0	4	0	0	0	0	0	0	3	0	0	3	9
7:00 AM	0	1	1	0	2	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	5
7:15 AM	1	2	0	0	3	1	0	5	0	6	4	2	0	0	6	0	0	0	0	0	15
7:30 AM	0	1	2	0	3	0	1	1	0	2	4	1	0	0	5	0	1	0	0	1	11
7:45 AM	0	0	0	0	0	2	0	1	0	3	4	0	0	0	4	0	1	0	0	1	8
Total	1	4	3	0	8	3	2	7	0	12	13	3	0	0	16	0	3	0	0	3	39
8:00 AM	0	1	1	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	3
8:30 AM	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	0	1	0	0	1	7
8:45 AM	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	5
Total	0	1	3	0	4	7	5	0	0	12	0	1	0	0	1	0	2	0	0	2	19
Grand Total	1	5	8	0	14	12	9	7	0	28	13	4	0	0	17	0	8	0	0	8	67
Approach %	7.1	35.7	57.1	0.0		42.9	32.1	25.0	0.0		76.5	23.5	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	1.5	7.5	11.9	0.0	20.9	17.9	13.4	10.4	0.0	41.8	19.4	6.0	0.0	0.0	25.4	0.0	11.9	0.0	0.0	11.9	
Exiting Leg Total	16					29					12					10					67

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

7:00 AM	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	1	0	2	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	5
7:15 AM	1	2	0	0	3	1	0	5	0	6	4	2	0	0	6	0	0	0	0	0	15
7:30 AM	0	1	2	0	3	0	1	1	0	2	4	1	0	0	5	0	1	0	0	1	11
7:45 AM	0	0	0	0	0	2	0	1	0	3	4	0	0	0	4	0	1	0	0	1	8
Total Volume	1	4	3	0	8	3	2	7	0	12	13	3	0	0	16	0	3	0	0	3	39
% Approach Total	12.5	50.0	37.5	0.0		25.0	16.7	58.3	0.0		81.3	18.8	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.500	0.375	0.000	0.667	0.375	0.500	0.350	0.000	0.500	0.813	0.375	0.000	0.000	0.667	0.000	0.750	0.000	0.000	0.750	0.650
Entering Leg	1	4	3	0	8	3	2	7	0	12	13	3	0	0	16	0	3	0	0	3	39
Exiting Leg	6					19					11					3					39
Total	14					31					27					6					78

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
6:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	7
6:30 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	9
6:45 AM	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	0	3	0	0	3	10
Total	0	0	0	0	0	3	17	1	0	21	0	0	0	0	0	1	11	0	0	12	33
7:00 AM	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	0	1	1	0	2	7
7:15 AM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	5	0	0	5	11
7:30 AM	1	0	1	0	2	1	6	0	0	7	0	0	0	0	0	0	5	0	0	5	14
7:45 AM	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	8
Total	2	0	3	0	5	3	17	0	0	20	0	0	1	0	1	0	13	1	0	14	40
8:00 AM	0	0	2	0	2	1	5	0	0	6	0	0	0	0	0	0	2	1	0	3	11
8:15 AM	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	7
8:30 AM	2	0	1	0	3	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	9
8:45 AM	0	0	0	0	0	1	5	3	0	9	0	0	0	0	0	0	2	1	0	3	12
Total	2	0	5	0	7	2	17	3	0	22	0	0	0	0	0	0	8	2	0	10	39
Grand Total	4	0	8	0	12	8	51	4	0	63	0	0	1	0	1	1	32	3	0	36	112
Approach %	33.3	0.0	66.7	0.0		12.7	81.0	6.3	0.0		0.0	0.0	100.0	0.0		2.8	88.9	8.3	0.0		
Total %	3.6	0.0	7.1	0.0	10.7	7.1	45.5	3.6	0.0	56.3	0.0	0.0	0.9	0.0	0.9	0.9	28.6	2.7	0.0	32.1	
Exiting Leg Total	11					40					5					56					112

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

7:15 AM	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					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	
7:15 AM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	5	0	0	5	11
7:30 AM	1	0	1	0	2	1	6	0	0	7	0	0	0	0	0	0	5	0	0	5	14
7:45 AM	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	8
8:00 AM	0	0	2	0	2	1	5	0	0	6	0	0	0	0	0	0	2	1	0	3	11
Total Volume	2	0	5	0	7	3	19	0	0	22	0	0	0	0	0	0	14	1	0	15	44
% Approach Total	28.6	0.0	71.4	0.0		13.6	86.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	93.3	6.7	0.0		
PHF	0.500	0.000	0.625	0.000	0.875	0.750	0.792	0.000	0.000	0.786	0.000	0.000	0.000	0.000	0.000	0.000	0.700	0.250	0.000	0.750	0.786
Entering Leg	2	0	5	0	7	3	19	0	0	22	0	0	0	0	0	0	14	1	0	15	44
Exiting Leg	4					19					0					21					44
Total	11					41					0					36					88

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class: **Articulated Trucks**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
6:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
6:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
Total	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	6	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
7:15 AM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4	
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
Total	1	0	1	0	2	0	2	0	0	2	1	0	0	0	1	0	5	0	0	5	10	
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	1	0	2	2	
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3	
Grand Total	1	0	2	0	3	1	6	0	0	7	1	0	0	0	1	0	7	1	0	8	19	
Approach %	33.3	0.0	66.7	0.0		14.3	85.7	0.0	0.0		100.0	0.0	0.0	0.0		0.0	87.5	12.5	0.0			
Total %	5.3	0.0	10.5	0.0	15.8	5.3	31.6	0.0	0.0	36.8	5.3	0.0	0.0	0.0	5.3	0.0	36.8	5.3	0.0	42.1		
Exiting Leg Total						2					10					0					7	19

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
7:15 AM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4	
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	
Total Volume	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	10	
% Approach Total	50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.250	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.625	
Entering Leg	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	10	
Exiting Leg						0					7					0					3	10
Total						2					9					0					9	20

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Massachusetts Avenue							Marrett Road (Route 2A)							Minuteman High School Driveway							Marrett Road (Route 2A)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	50.0	0.0	50.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	25.0	0.0	25.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	
Exiting Leg Total	0							3							0							1							4

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Massachusetts Avenue							Marrett Road (Route 2A)							Minuteman High School Driveway							Marrett Road (Route 2A)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	50.0	0.0	50.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.750		
Entering Leg	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							2							0							1							3
Total	2							2							0							2							6

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	Massachusetts Avenue							Marrett Road (Route 2A)							Minuteman High School Driveway							Marrett Road (Route 2A)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

6:00 AM	Massachusetts Avenue							Marrett Road (Route 2A)							Minuteman High School Driveway							Marrett Road (Route 2A)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
% 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	
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	
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	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	39	10	89	0	138	36	155	11	0	202	38	6	4	0	48	1	109	21	0	131	519
3:15 PM	34	6	70	0	110	48	161	15	0	224	17	5	1	0	23	4	114	22	0	140	497
3:30 PM	45	8	62	0	115	50	169	12	0	231	48	20	5	0	73	0	97	25	0	122	541
3:45 PM	27	7	67	0	101	43	183	15	0	241	21	8	0	0	29	3	121	35	0	159	530
Total	145	31	288	0	464	177	668	53	0	898	124	39	10	0	173	8	441	103	0	552	2087
4:00 PM	34	1	82	0	117	50	172	11	0	233	19	12	4	0	35	0	83	28	0	111	496
4:15 PM	28	3	93	0	124	59	189	4	0	252	20	2	7	0	29	0	107	27	0	134	539
4:30 PM	27	3	101	0	131	45	191	7	0	243	19	3	5	0	27	1	94	20	0	115	516
4:45 PM	39	3	86	0	128	40	220	15	0	275	21	4	7	0	32	0	74	27	0	101	536
Total	128	10	362	0	500	194	772	37	0	1003	79	21	23	0	123	1	358	102	0	461	2087
5:00 PM	32	6	101	0	139	32	188	10	0	230	21	8	4	0	33	1	102	33	0	136	538
5:15 PM	32	4	89	0	125	39	190	5	0	234	29	14	3	0	46	2	77	30	0	109	514
5:30 PM	38	1	94	0	133	35	218	9	0	262	16	7	5	0	28	1	90	29	0	120	543
5:45 PM	29	3	103	0	135	37	177	6	0	220	23	1	3	0	27	1	76	24	0	101	483
Total	131	14	387	0	532	143	773	30	0	946	89	30	15	0	134	5	345	116	0	466	2078
Grand Total	404	55	1037	0	1496	514	2213	120	0	2847	292	90	48	0	430	14	1144	321	0	1479	6252
Approach %	27.0	3.7	69.3	0.0		18.1	77.7	4.2	0.0		67.9	20.9	11.2	0.0		0.9	77.3	21.7	0.0		
Total %	6.5	0.9	16.6	0.0	23.9	8.2	35.4	1.9	0.0	45.5	4.7	1.4	0.8	0.0	6.9	0.2	18.3	5.1	0.0	23.7	
Exiting Leg Total	925					2473					189					2665					6252
Cars	401	51	1025	0	1477	491	2178	117	0	2786	287	87	48	0	422	14	1115	310	0	1439	6124
% Cars	99.3	92.7	98.8	0.0	98.7	95.5	98.4	97.5	0.0	97.9	98.3	96.7	100.0	0.0	98.1	100.0	97.5	96.6	0.0	97.3	98.0
Exiting Leg Total	888					2427					182					2627					6124
Heavy Vehicles	3	4	12	0	19	23	35	3	0	61	5	3	0	0	8	0	29	11	0	40	128
% Heavy Vehicles	0.7	7.3	1.2	0.0	1.3	4.5	1.6	2.5	0.0	2.1	1.7	3.3	0.0	0.0	1.9	0.0	2.5	3.4	0.0	2.7	2.0
Exiting Leg Total	37					46					7					38					128

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

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					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	
4:45 PM	39	3	86	0	128	40	220	15	0	275	21	4	7	0	32	0	74	27	0	101	536
5:00 PM	32	6	101	0	139	32	188	10	0	230	21	8	4	0	33	1	102	33	0	136	538
5:15 PM	32	4	89	0	125	39	190	5	0	234	29	14	3	0	46	2	77	30	0	109	514
5:30 PM	38	1	94	0	133	35	218	9	0	262	16	7	5	0	28	1	90	29	0	120	543
Total Volume	141	14	370	0	525	146	816	39	0	1001	87	33	19	0	139	4	343	119	0	466	2131
% Approach Total	26.9	2.7	70.5	0.0		14.6	81.5	3.9	0.0		62.6	23.7	13.7	0.0		0.9	73.6	25.5	0.0		
PHF	0.904	0.583	0.916	0.000	0.944	0.913	0.927	0.650	0.000	0.910	0.750	0.589	0.679	0.000	0.755	0.500	0.841	0.902	0.000	0.857	0.981
Cars	141	12	367	0	520	143	808	38	0	989	86	31	19	0	136	4	332	116	0	452	2097
Cars %	100.0	85.7	99.2	0.0	99.0	97.9	99.0	97.4	0.0	98.8	98.9	93.9	100.0	0.0	97.8	100.0	96.8	97.5	0.0	97.0	98.4
Heavy Vehicles	0	2	3	0	5	3	8	1	0	12	1	2	0	0	3	0	11	3	0	14	34
Heavy Vehicles %	0.0	14.3	0.8	0.0	1.0	2.1	1.0	2.6	0.0	1.2	1.1	6.1	0.0	0.0	2.2	0.0	3.2	2.5	0.0	3.0	1.6
Cars Enter Leg	141	12	367	0	520	143	808	38	0	989	86	31	19	0	136	4	332	116	0	452	2097
Heavy Enter Leg	0	2	3	0	5	3	8	1	0	12	1	2	0	0	3	0	11	3	0	14	34
Total Entering Leg	141	14	370	0	525	146	816	39	0	1001	87	33	19	0	139	4	343	119	0	466	2131
Cars Exiting Leg	290					785					54					968					2097
Heavy Exiting Leg	8					15					3					8					34
Total Exiting Leg	298					800					57					976					2131

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	38	10	87	0	135	36	150	11	0	197	37	6	4	0	47	1	105	20	0	126	505
3:15 PM	33	6	69	0	108	46	156	14	0	216	17	5	1	0	23	4	109	21	0	134	481
3:30 PM	45	8	61	0	114	48	164	11	0	223	47	19	5	0	71	0	94	25	0	119	527
3:45 PM	26	7	67	0	100	41	179	15	0	235	21	8	0	0	29	3	120	35	0	158	522
Total	142	31	284	0	457	171	649	51	0	871	122	38	10	0	170	8	428	101	0	537	2035
4:00 PM	34	1	81	0	116	44	168	11	0	223	18	12	4	0	34	0	83	27	0	110	483
4:15 PM	28	2	90	0	120	55	188	4	0	247	19	2	7	0	28	0	106	24	0	130	525
4:30 PM	27	3	100	0	130	44	189	7	0	240	19	3	5	0	27	1	91	18	0	110	507
4:45 PM	39	3	86	0	128	39	217	15	0	271	21	4	7	0	32	0	72	27	0	99	530
Total	128	9	357	0	494	182	762	37	0	981	77	21	23	0	121	1	352	96	0	449	2045
5:00 PM	32	6	100	0	138	31	186	9	0	226	21	8	4	0	33	1	96	32	0	129	526
5:15 PM	32	2	88	0	122	38	188	5	0	231	29	13	3	0	45	2	77	28	0	107	505
5:30 PM	38	1	93	0	132	35	217	9	0	261	15	6	5	0	26	1	87	29	0	117	536
5:45 PM	29	2	103	0	134	34	176	6	0	216	23	1	3	0	27	1	75	24	0	100	477
Total	131	11	384	0	526	138	767	29	0	934	88	28	15	0	131	5	335	113	0	453	2044
Grand Total	401	51	1025	0	1477	491	2178	117	0	2786	287	87	48	0	422	14	1115	310	0	1439	6124
Approach %	27.1	3.5	69.4	0.0		17.6	78.2	4.2	0.0		68.0	20.6	11.4	0.0		1.0	77.5	21.5	0.0		
Total %	6.5	0.8	16.7	0.0	24.1	8.0	35.6	1.9	0.0	45.5	4.7	1.4	0.8	0.0	6.9	0.2	18.2	5.1	0.0	23.5	
Exiting Leg Total	888					2427					182					2627					6124

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

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					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	
4:45 PM	39	3	86	0	128	39	217	15	0	271	21	4	7	0	32	0	72	27	0	99	530
5:00 PM	32	6	100	0	138	31	186	9	0	226	21	8	4	0	33	1	96	32	0	129	526
5:15 PM	32	2	88	0	122	38	188	5	0	231	29	13	3	0	45	2	77	28	0	107	505
5:30 PM	38	1	93	0	132	35	217	9	0	261	15	6	5	0	26	1	87	29	0	117	536
Total Volume	141	12	367	0	520	143	808	38	0	989	86	31	19	0	136	4	332	116	0	452	2097
% Approach Total	27.1	2.3	70.6	0.0		14.5	81.7	3.8	0.0		63.2	22.8	14.0	0.0		0.9	73.5	25.7	0.0		
PHF	0.904	0.500	0.918	0.000	0.942	0.917	0.931	0.633	0.000	0.912	0.741	0.596	0.679	0.000	0.756	0.500	0.865	0.906	0.000	0.876	0.978
Entering Leg	141	12	367	0	520	143	808	38	0	989	86	31	19	0	136	4	332	116	0	452	2097
Exiting Leg																					
Total	810					1774					190					1420					4194

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	1	0	2	0	3	0	5	0	0	5	1	0	0	0	1	0	4	1	0	5	14
3:15 PM	1	0	1	0	2	2	5	1	0	8	0	0	0	0	0	0	5	1	0	6	16
3:30 PM	0	0	1	0	1	2	5	1	0	8	1	1	0	0	2	0	3	0	0	3	14
3:45 PM	1	0	0	0	1	2	4	0	0	6	0	0	0	0	0	0	1	0	0	1	8
Total	3	0	4	0	7	6	19	2	0	27	2	1	0	0	3	0	13	2	0	15	52
4:00 PM	0	0	1	0	1	6	4	0	0	10	1	0	0	0	1	0	0	1	0	1	13
4:15 PM	0	1	3	0	4	4	1	0	0	5	1	0	0	0	1	0	1	3	0	4	14
4:30 PM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	3	2	0	5	9
4:45 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	6
Total	0	1	5	0	6	12	10	0	0	22	2	0	0	0	2	0	6	6	0	12	42
5:00 PM	0	0	1	0	1	1	2	1	0	4	0	0	0	0	0	0	6	1	0	7	12
5:15 PM	0	2	1	0	3	1	2	0	0	3	0	1	0	0	1	0	0	2	0	2	9
5:30 PM	0	0	1	0	1	0	1	0	0	1	1	1	0	0	2	0	3	0	0	3	7
5:45 PM	0	1	0	0	1	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	6
Total	0	3	3	0	6	5	6	1	0	12	1	2	0	0	3	0	10	3	0	13	34
Grand Total	3	4	12	0	19	23	35	3	0	61	5	3	0	0	8	0	29	11	0	40	128
Approach %	15.8	21.1	63.2	0.0		37.7	57.4	4.9	0.0		62.5	37.5	0.0	0.0		0.0	72.5	27.5	0.0		
Total %	2.3	3.1	9.4	0.0	14.8	18.0	27.3	2.3	0.0	47.7	3.9	2.3	0.0	0.0	6.3	0.0	22.7	8.6	0.0	31.3	
Exiting Leg Total	37					46					7					38					128
Buses	1	1	10	0	12	12	7	1	0	20	1	1	0	0	2	0	8	8	0	16	50
% Buses	33.3	25.0	83.3	0.0	63.2	52.2	20.0	33.3	0.0	32.8	20.0	33.3	0.0	0.0	25.0	0.0	27.6	72.7	0.0	40.0	39.1
Exiting Leg Total	21					19					2					8					50
Single-Unit Trucks	2	3	1	0	6	8	23	2	0	33	4	2	0	0	6	0	19	2	0	21	66
% Single-Unit	66.7	75.0	8.3	0.0	31.6	34.8	65.7	66.7	0.0	54.1	80.0	66.7	0.0	0.0	75.0	0.0	65.5	18.2	0.0	52.5	51.6
Exiting Leg Total	12					24					5					25					66
Articulated Trucks	0	0	1	0	1	3	5	0	0	8	0	0	0	0	0	0	2	1	0	3	12
% Articulated	0.0	0.0	8.3	0.0	5.3	13.0	14.3	0.0	0.0	13.1	0.0	0.0	0.0	0.0	0.0	0.0	6.9	9.1	0.0	7.5	9.4
Exiting Leg Total	4					3					0					5					12

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

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	1	0	2	0	3	0	5	0	0	5	1	0	0	0	1	0	4	1	0	5	14
3:15 PM	1	0	1	0	2	2	5	1	0	8	0	0	0	0	0	0	5	1	0	6	16
3:30 PM	0	0	1	0	1	2	5	1	0	8	1	1	0	0	2	0	3	0	0	3	14
3:45 PM	1	0	0	0	1	2	4	0	0	6	0	0	0	0	0	0	1	0	0	1	8
Total Volume	3	0	4	0	7	6	19	2	0	27	2	1	0	0	3	0	13	2	0	15	52
% Approach Total	42.9	0.0	57.1	0.0		22.2	70.4	7.4	0.0		66.7	33.3	0.0	0.0		0.0	86.7	13.3	0.0		
PHF	0.750	0.000	0.500	0.000	0.583	0.750	0.950	0.500	0.000	0.844	0.500	0.250	0.000	0.000	0.375	0.000	0.650	0.500	0.000	0.625	0.813
Buses	1	0	4	0	5	3	2	1	0	6	1	1	0	0	2	0	3	1	0	4	17
Buses %	33.3	0.0	100.0	0.0	71.4	50.0	10.5	50.0	0.0	22.2	50.0	100.0	0.0	0.0	66.7	0.0	23.1	50.0	0.0	26.7	32.7
Single-Unit Trucks	2	0	0	0	2	3	16	1	0	20	1	0	0	0	1	0	10	0	0	10	33
Single-Unit %	66.7	0.0	0.0	0.0	28.6	50.0	84.2	50.0	0.0	74.1	50.0	0.0	0.0	0.0	33.3	0.0	76.9	0.0	0.0	66.7	63.5
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	6.7	3.8
Buses	1	0	4	0	5	3	2	1	0	6	1	1	0	0	2	0	3	1	0	4	17
Single-Unit Trucks	2	0	0	0	2	3	16	1	0	20	1	0	0	0	1	0	10	0	0	10	33
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Total Entering Leg	3	0	4	0	7	6	19	2	0	27	2	1	0	0	3	0	13	2	0	15	52
Buses						5					8					3					17
Single-Unit Trucks						3					11					18					33
Articulated Trucks						1					0					1					2
Total Exiting Leg						9					19					22					52

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	35	10	74	0	119	32	127	10	0	169	35	5	4	0	44	1	89	19	0	109	441
3:15 PM	32	6	65	0	103	41	132	12	0	185	17	5	1	0	23	4	94	19	0	117	428
3:30 PM	41	8	57	0	106	45	144	11	0	200	42	18	5	0	65	0	84	21	0	105	476
3:45 PM	24	6	63	0	93	36	156	12	0	204	20	8	0	0	28	3	111	32	0	146	471
Total	132	30	259	0	421	154	559	45	0	758	114	36	10	0	160	8	378	91	0	477	1816
4:00 PM	31	1	78	0	110	38	148	10	0	196	18	11	3	0	32	0	77	24	0	101	439
4:15 PM	26	2	80	0	108	52	165	1	0	218	19	2	7	0	28	0	95	20	0	115	469
4:30 PM	27	3	94	0	124	42	176	7	0	225	18	3	5	0	26	1	76	17	0	94	469
4:45 PM	36	2	84	0	122	38	200	11	0	249	21	4	7	0	32	0	68	24	0	92	495
Total	120	8	336	0	464	170	689	29	0	888	76	20	22	0	118	1	316	85	0	402	1872
5:00 PM	31	6	90	0	127	31	174	8	0	213	17	8	4	0	29	0	87	30	0	117	486
5:15 PM	30	2	86	0	118	35	177	4	0	216	27	12	3	0	42	1	75	27	0	103	479
5:30 PM	36	1	92	0	129	33	204	8	0	245	12	5	4	0	21	1	76	29	0	106	501
5:45 PM	28	2	103	0	133	34	169	6	0	209	20	1	3	0	24	1	62	23	0	86	452
Total	125	11	371	0	507	133	724	26	0	883	76	26	14	0	116	3	300	109	0	412	1918
Grand Total	377	49	966	0	1392	457	1972	100	0	2529	266	82	46	0	394	12	994	285	0	1291	5606
Approach %	27.1	3.5	69.4	0.0		18.1	78.0	4.0	0.0		67.5	20.8	11.7	0.0		0.9	77.0	22.1	0.0		
Total %	6.7	0.9	17.2	0.0	24.8	8.2	35.2	1.8	0.0	45.1	4.7	1.5	0.8	0.0	7.0	0.2	17.7	5.1	0.0	23.0	
Exiting Leg Total	824					2226					161					2395					5606

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

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					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	
4:45 PM	36	2	84	0	122	38	200	11	0	249	21	4	7	0	32	0	68	24	0	92	495
5:00 PM	31	6	90	0	127	31	174	8	0	213	17	8	4	0	29	0	87	30	0	117	486
5:15 PM	30	2	86	0	118	35	177	4	0	216	27	12	3	0	42	1	75	27	0	103	479
5:30 PM	36	1	92	0	129	33	204	8	0	245	12	5	4	0	21	1	76	29	0	106	501
Total Volume	133	11	352	0	496	137	755	31	0	923	77	29	18	0	124	2	306	110	0	418	1961
% Approach Total	26.8	2.2	71.0	0.0		14.8	81.8	3.4	0.0		62.1	23.4	14.5	0.0		0.5	73.2	26.3	0.0		
PHF	0.924	0.458	0.957	0.000	0.961	0.901	0.925	0.705	0.000	0.927	0.713	0.604	0.643	0.000	0.738	0.500	0.879	0.917	0.000	0.893	0.979
Entering Leg	133	11	352	0	496	137	755	31	0	923	77	29	18	0	124	2	306	110	0	418	1961
Exiting Leg	276					735					44					906					1961
Total	772					1658					168					1324					3922

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Light Goods Vehicle**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Light Goods Vehicle

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	3	0	13	0	16	4	23	1	0	28	2	1	0	0	3	0	16	1	0	17	64
3:15 PM	1	0	4	0	5	5	24	2	0	31	0	0	0	0	0	0	15	2	0	17	53
3:30 PM	4	0	4	0	8	3	20	0	0	23	5	1	0	0	6	0	10	4	0	14	51
3:45 PM	2	1	4	0	7	5	23	3	0	31	1	0	0	0	1	0	9	3	0	12	51
Total	10	1	25	0	36	17	90	6	0	113	8	2	0	0	10	0	50	10	0	60	219
4:00 PM	3	0	3	0	6	6	20	1	0	27	0	1	1	0	2	0	6	3	0	9	44
4:15 PM	2	0	10	0	12	3	23	3	0	29	0	0	0	0	0	0	11	4	0	15	56
4:30 PM	0	0	6	0	6	2	13	0	0	15	1	0	0	0	1	0	15	1	0	16	38
4:45 PM	3	1	2	0	6	1	17	4	0	22	0	0	0	0	0	0	4	3	0	7	35
Total	8	1	21	0	30	12	73	8	0	93	1	1	1	0	3	0	36	11	0	47	173
5:00 PM	1	0	10	0	11	0	12	1	0	13	4	0	0	0	4	1	9	2	0	12	40
5:15 PM	2	0	2	0	4	3	11	1	0	15	2	1	0	0	3	1	2	1	0	4	26
5:30 PM	2	0	1	0	3	2	13	1	0	16	3	1	1	0	5	0	11	0	0	11	35
5:45 PM	1	0	0	0	1	0	7	0	0	7	3	0	0	0	3	0	13	1	0	14	25
Total	6	0	13	0	19	5	43	3	0	51	12	2	1	0	15	2	35	4	0	41	126
Grand Total	24	2	59	0	85	34	206	17	0	257	21	5	2	0	28	2	121	25	0	148	518
Approach %	28.2	2.4	69.4	0.0		13.2	80.2	6.6	0.0		75.0	17.9	7.1	0.0		1.4	81.8	16.9	0.0		
Total %	4.6	0.4	11.4	0.0	16.4	6.6	39.8	3.3	0.0	49.6	4.1	1.0	0.4	0.0	5.4	0.4	23.4	4.8	0.0	28.6	
Exiting Leg Total					64					201					21					232	518

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

3:00 PM	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	3	0	13	0	16	4	23	1	0	28	2	1	0	0	3	0	16	1	0	17	64
3:15 PM	1	0	4	0	5	5	24	2	0	31	0	0	0	0	0	0	15	2	0	17	53
3:30 PM	4	0	4	0	8	3	20	0	0	23	5	1	0	0	6	0	10	4	0	14	51
3:45 PM	2	1	4	0	7	5	23	3	0	31	1	0	0	0	1	0	9	3	0	12	51
Total Volume	10	1	25	0	36	17	90	6	0	113	8	2	0	0	10	0	50	10	0	60	219
% Approach Total	27.8	2.8	69.4	0.0		15.0	79.6	5.3	0.0		80.0	20.0	0.0	0.0		0.0	83.3	16.7	0.0		
PHF	0.625	0.250	0.481	0.000	0.563	0.850	0.938	0.500	0.000	0.911	0.400	0.500	0.000	0.000	0.417	0.000	0.781	0.625	0.000	0.882	0.855
Entering Leg	10	1	25	0	36	17	90	6	0	113	8	2	0	0	10	0	50	10	0	60	219
Exiting Leg					29					83					7					100	219
Total					65					196					17					160	438

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	1	0	2	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
3:15 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	5
3:30 PM	0	0	1	0	1	1	0	1	0	2	1	1	0	0	2	0	1	0	0	1	6
3:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	4	0	5	3	2	1	0	6	1	1	0	0	2	0	3	1	0	4	17
4:00 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	1	3	0	4	8
4:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2	0	4	6
4:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	3	0	3	5	3	0	0	8	0	0	0	0	0	0	3	5	0	8	19
5:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	4
5:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:45 PM	0	1	0	0	1	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	0	1	3	0	4	4	2	0	0	6	0	0	0	0	0	0	2	2	0	4	14
Grand Total	1	1	10	0	12	12	7	1	0	20	1	1	0	0	2	0	8	8	0	16	50
Approach %	8.3	8.3	83.3	0.0		60.0	35.0	5.0	0.0		50.0	50.0	0.0	0.0		0.0	50.0	50.0	0.0		
Total %	2.0	2.0	20.0	0.0	24.0	24.0	14.0	2.0	0.0	40.0	2.0	2.0	0.0	0.0	4.0	0.0	16.0	16.0	0.0	32.0	
Exiting Leg Total	21					19					2					8					50

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

4:15 PM	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					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	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	1	3	0	4	8
4:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2	0	4	6
4:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	4
Total Volume	0	0	3	0	3	4	3	0	0	7	0	0	0	0	0	0	4	6	0	10	20
% Approach Total	0.0	0.0	100.0	0.0		57.1	42.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	40.0	60.0	0.0		
PHF	0.000	0.000	0.750	0.000	0.750	0.333	0.750	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.625	0.625
Entering Leg	0	0	3	0	3	4	3	0	0	7	0	0	0	0	0	0	4	6	0	10	20
Exiting Leg																					3
Total																					13

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	8
3:15 PM	1	0	0	0	1	1	4	1	0	6	0	0	0	0	0	0	4	0	0	4	11
3:30 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	7
3:45 PM	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	7
Total	2	0	0	0	2	3	16	1	0	20	1	0	0	0	1	0	10	0	0	10	33
4:00 PM	0	0	0	0	0	3	3	0	0	6	1	0	0	0	1	0	0	1	0	1	8
4:15 PM	0	1	1	0	2	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	4
4:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	1	1	0	2	4	5	0	0	9	2	0	0	0	2	0	3	1	0	4	17
5:00 PM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	4	0	0	4	6
5:15 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	5
5:30 PM	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	2	0	0	2	1	2	1	0	4	1	2	0	0	3	0	6	1	0	7	16
Grand Total	2	3	1	0	6	8	23	2	0	33	4	2	0	0	6	0	19	2	0	21	66
Approach %	33.3	50.0	16.7	0.0		24.2	69.7	6.1	0.0		66.7	33.3	0.0	0.0		0.0	90.5	9.5	0.0		
Total %	3.0	4.5	1.5	0.0	9.1	12.1	34.8	3.0	0.0	50.0	6.1	3.0	0.0	0.0	9.1	0.0	28.8	3.0	0.0	31.8	
Exiting Leg Total	12					24					5					25					66

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

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	8
3:15 PM	1	0	0	0	1	1	4	1	0	6	0	0	0	0	0	0	4	0	0	4	11
3:30 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	7
3:45 PM	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	7
Total Volume	2	0	0	0	2	3	16	1	0	20	1	0	0	0	1	0	10	0	0	10	33
% Approach Total	100.0	0.0	0.0	0.0		15.0	80.0	5.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.500	0.000	0.000	0.000	0.500	0.750	1.000	0.250	0.000	0.833	0.250	0.000	0.000	0.000	0.250	0.000	0.625	0.000	0.000	0.625	0.750
Entering Leg	2	0	0	0	2	3	16	1	0	20	1	0	0	0	1	0	10	0	0	10	33
Exiting Leg	3					11					1					18					33
Total	5					31					2					28					66

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Articulated Trucks**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2	
4:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
4:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	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	
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
Total	0	0	1	0	1	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	6	
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	
Grand Total	0	0	1	0	1	3	5	0	0	8	0	0	0	0	0	0	2	1	0	3	12	
Approach %	0.0	0.0	100.0	0.0		37.5	62.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0			
Total %	0.0	0.0	8.3	0.0	8.3	25.0	41.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	16.7	8.3	0.0	25.0		
Exiting Leg Total						4					3					0					5	12

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

4:00 PM	Massachusetts Avenue					Marrett Road (Route 2A)					Minuteman High School Driveway					Marrett Road (Route 2A)					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	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
4:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	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	
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
Total Volume	0	0	1	0	1	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	6	
% Approach Total	0.0	0.0	100.0	0.0		60.0	40.0	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	0.250	0.000	0.250	0.375	0.250	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	
Entering Leg	0	0	1	0	1	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	6	
Exiting Leg						3					1					2					6	
Total						4					6					0					2	12

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Massachusetts Avenue							Marrett Road (Route 2A)							Minuteman High School Driveway							Marrett Road (Route 2A)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
Total	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
Grand Total	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
Approach %	100.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total %	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	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							2							2

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

4:30 PM	Massachusetts Avenue							Marrett Road (Route 2A)							Minuteman High School Driveway							Marrett Road (Route 2A)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total Volume	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
PHF	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500			
Entering Leg	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
Exiting Leg	0							0							0							2							2
Total	1							1							0							2							4

PDI File #: **176038 B**
 Location: **N: Massachusetts Avenue S: Minuteman High School Driveway**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
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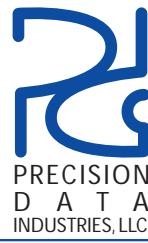
Pedestrians

	Massachusetts Avenue							Marrett Road (Route 2A)							Minuteman High School Driveway							Marrett Road (Route 2A)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	
Approach %	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	100	100	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							0							1							0							1

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

	Massachusetts Avenue							Marrett Road (Route 2A)							Minuteman High School Driveway							Marrett Road (Route 2A)							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	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	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	100.0	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	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1		
Exiting Leg	0							0							1							0							1
Total	0							0							2							0							2

PDI File #: **176038 C**
 Location: **N: Old Massachusetts Avenue**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	8	0	0	8	1	90	0	91	47	16	0	63	162
6:15 AM	3	4	0	7	3	125	0	128	81	16	0	97	232
6:30 AM	4	2	0	6	2	140	0	142	121	12	0	133	281
6:45 AM	5	1	0	6	0	140	0	140	179	31	0	210	356
Total	20	7	0	27	6	495	0	501	428	75	0	503	1031
7:00 AM	8	4	0	12	0	127	0	127	176	22	0	198	337
7:15 AM	23	3	0	26	0	137	0	137	187	35	0	222	385
7:30 AM	18	3	0	21	2	188	0	190	206	30	0	236	447
7:45 AM	35	8	1	44	0	163	0	163	209	24	0	233	440
Total	84	18	1	103	2	615	0	617	778	111	0	889	1609
8:00 AM	31	7	0	38	2	138	0	140	180	28	0	208	386
8:15 AM	39	20	0	59	1	117	0	118	206	35	0	241	418
8:30 AM	36	38	0	74	2	144	0	146	187	34	0	221	441
8:45 AM	30	32	0	62	3	151	0	154	211	30	0	241	457
Total	136	97	0	233	8	550	0	558	784	127	0	911	1702
Grand Total	240	122	1	363	16	1660	0	1676	1990	313	0	2303	4342
Approach %	66.1	33.6	0.3		1.0	99.0	0.0		86.4	13.6	0.0		
Total %	5.5	2.8	0.0	8.4	0.4	38.2	0.0	38.6	45.8	7.2	0.0	53.0	
Exiting Leg Total				330				2112				1900	4342
Cars	231	121	1	353	11	1592	0	1603	1937	309	0	2246	4202
% Cars	96.3	99.2	100.0	97.2	68.8	95.9	0.0	95.6	97.3	98.7	0.0	97.5	96.8
Exiting Leg Total				321				2058				1823	4202
Heavy Vehicles	9	1	0	10	5	68	0	73	53	4	0	57	140
% Heavy Vehicles	3.8	0.8	0.0	2.8	31.3	4.1	0.0	4.4	2.7	1.3	0.0	2.5	3.2
Exiting Leg Total				9				54				77	140

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

8:00 AM	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
8:00 AM	31	7	0	38	2	138	0	140	180	28	0	208	386
8:15 AM	39	20	0	59	1	117	0	118	206	35	0	241	418
8:30 AM	36	38	0	74	2	144	0	146	187	34	0	221	441
8:45 AM	30	32	0	62	3	151	0	154	211	30	0	241	457
Total Volume	136	97	0	233	8	550	0	558	784	127	0	911	1702
% Approach Total	58.4	41.6	0.0		1.4	98.6	0.0		86.1	13.9	0.0		
PHF	0.872	0.638	0.000	0.787	0.667	0.911	0.000	0.906	0.929	0.907	0.000	0.945	0.931
Cars	133	96	0	229	6	528	0	534	768	127	0	895	1658
Cars %	97.8	99.0	0.0	98.3	75.0	96.0	0.0	95.7	98.0	100.0	0.0	98.2	97.4
Heavy Vehicles	3	1	0	4	2	22	0	24	16	0	0	16	44
Heavy Vehicles %	2.2	1.0	0.0	1.7	25.0	4.0	0.0	4.3	2.0	0.0	0.0	1.8	2.6
Cars Enter Leg	133	96	0	229	6	528	0	534	768	127	0	895	1658
Heavy Enter Leg	3	1	0	4	2	22	0	24	16	0	0	16	44
Total Entering Leg	136	97	0	233	8	550	0	558	784	127	0	911	1702
Cars Exiting Leg				133				864				661	1658
Heavy Exiting Leg				2				17				25	44
Total Exiting Leg				135				881				686	1702

PDI File #: **176038 C**
 Location: **N: Old Massachusetts Avenue**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	6	0	0	6	1	83	0	84	45	16	0	61	151
6:15 AM	3	4	0	7	2	120	0	122	79	16	0	95	224
6:30 AM	3	2	0	5	1	135	0	136	114	12	0	126	267
6:45 AM	5	1	0	6	0	137	0	137	174	30	0	204	347
Total	17	7	0	24	4	475	0	479	412	74	0	486	989
7:00 AM	7	4	0	11	0	122	0	122	172	22	0	194	327
7:15 AM	23	3	0	26	0	129	0	129	181	33	0	214	369
7:30 AM	17	3	0	20	1	180	0	181	198	30	0	228	429
7:45 AM	34	8	1	43	0	158	0	158	206	23	0	229	430
Total	81	18	1	100	1	589	0	590	757	108	0	865	1555
8:00 AM	30	7	0	37	1	133	0	134	176	28	0	204	375
8:15 AM	38	20	0	58	1	113	0	114	205	35	0	240	412
8:30 AM	36	37	0	73	1	137	0	138	182	34	0	216	427
8:45 AM	29	32	0	61	3	145	0	148	205	30	0	235	444
Total	133	96	0	229	6	528	0	534	768	127	0	895	1658
Grand Total	231	121	1	353	11	1592	0	1603	1937	309	0	2246	4202
Approach %	65.4	34.3	0.3		0.7	99.3	0.0		86.2	13.8	0.0		
Total %	5.5	2.9	0.0	8.4	0.3	37.9	0.0	38.1	46.1	7.4	0.0	53.5	
Exiting Leg Total				321				2058				1823	4202

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
8:00 AM	30	7	0	37	1	133	0	134	176	28	0	204	375
8:15 AM	38	20	0	58	1	113	0	114	205	35	0	240	412
8:30 AM	36	37	0	73	1	137	0	138	182	34	0	216	427
8:45 AM	29	32	0	61	3	145	0	148	205	30	0	235	444
Total Volume	133	96	0	229	6	528	0	534	768	127	0	895	1658
% Approach Total	58.1	41.9	0.0		1.1	98.9	0.0		85.8	14.2	0.0		
PHF	0.875	0.649	0.000	0.784	0.500	0.910	0.000	0.902	0.937	0.907	0.000	0.932	0.934
Entering Leg	133	96	0	229	6	528	0	534	768	127	0	895	1658
Exiting Leg				133				864				661	1658
Total				362				1398				1556	3316

PDI File #: **176038 C**
 Location: **N: Old Massachusetts Avenue**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	2	0	0	2	0	7	0	7	2	0	0	2	11
6:15 AM	0	0	0	0	1	5	0	6	2	0	0	2	8
6:30 AM	1	0	0	1	1	5	0	6	7	0	0	7	14
6:45 AM	0	0	0	0	0	3	0	3	5	1	0	6	9
Total	3	0	0	3	2	20	0	22	16	1	0	17	42
7:00 AM	1	0	0	1	0	5	0	5	4	0	0	4	10
7:15 AM	0	0	0	0	0	8	0	8	6	2	0	8	16
7:30 AM	1	0	0	1	1	8	0	9	8	0	0	8	18
7:45 AM	1	0	0	1	0	5	0	5	3	1	0	4	10
Total	3	0	0	3	1	26	0	27	21	3	0	24	54
8:00 AM	1	0	0	1	1	5	0	6	4	0	0	4	11
8:15 AM	1	0	0	1	0	4	0	4	1	0	0	1	6
8:30 AM	0	1	0	1	1	7	0	8	5	0	0	5	14
8:45 AM	1	0	0	1	0	6	0	6	6	0	0	6	13
Total	3	1	0	4	2	22	0	24	16	0	0	16	44
Grand Total	9	1	0	10	5	68	0	73	53	4	0	57	140
Approach %	90.0	10.0	0.0		6.8	93.2	0.0		93.0	7.0	0.0		
Total %	6.4	0.7	0.0	7.1	3.6	48.6	0.0	52.1	37.9	2.9	0.0	40.7	
Exiting Leg Total	9				54				77				140
Buses	8	0	0	8	5	5	0	10	9	2	0	11	29
% Buses	88.9	0.0	0.0	80.0	100.0	7.4	0.0	13.7	17.0	50.0	0.0	19.3	20.7
Exiting Leg Total	7				9				13				29
Single-Unit Trucks	1	1	0	2	0	55	0	55	37	2	0	39	96
% Single-Unit	11.1	100.0	0.0	20.0	0.0	80.9	0.0	75.3	69.8	50.0	0.0	68.4	68.6
Exiting Leg Total	2				38				56				96
Articulated Trucks	0	0	0	0	0	8	0	8	7	0	0	7	15
% Articulated	0.0	0.0	0.0	0.0	0.0	11.8	0.0	11.0	13.2	0.0	0.0	12.3	10.7
Exiting Leg Total	0				7				8				15

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	8	0	8	6	2	0	8	16
7:30 AM	1	0	0	1	1	8	0	9	8	0	0	8	18
7:45 AM	1	0	0	1	0	5	0	5	3	1	0	4	10
8:00 AM	1	0	0	1	1	5	0	6	4	0	0	4	11
Total Volume	3	0	0	3	2	26	0	28	21	3	0	24	55
% Approach Total	100.0	0.0	0.0		7.1	92.9	0.0		87.5	12.5	0.0		
PHF	0.750	0.000	0.000	0.750	0.500	0.813	0.000	0.778	0.656	0.375	0.000	0.750	0.764
Buses	2	0	0	2	2	1	0	3	2	2	0	4	9
Buses %	66.7	0.0	0.0	66.7	100.0	3.8	0.0	10.7	9.5	66.7	0.0	16.7	16.4
Single-Unit Trucks	1	0	0	1	0	21	0	21	17	1	0	18	40
Single-Unit %	33.3	0.0	0.0	33.3	0.0	80.8	0.0	75.0	81.0	33.3	0.0	75.0	72.7
Articulated Trucks	0	0	0	0	0	4	0	4	2	0	0	2	6
Articulated %	0.0	0.0	0.0	0.0	0.0	15.4	0.0	14.3	9.5	0.0	0.0	8.3	10.9
Buses	2	0	0	2	2	1	0	3	2	2	0	4	9
Single-Unit Trucks	1	0	0	1	0	21	0	21	17	1	0	18	40
Articulated Trucks	0	0	0	0	0	4	0	4	2	0	0	2	6
Total Entering Leg	3	0	0	3	2	26	0	28	21	3	0	24	55
Buses	4				2				3				9
Single-Unit Trucks	1				17				22				40
Articulated Trucks	0				2				4				6
Total Exiting Leg	5				21				29				55

PDI File #: **176038 C**
 Location: **N: Old Massachusetts Avenue**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	6	0	0	6	1	59	0	60	40	14	0	54	120
6:15 AM	2	3	0	5	2	89	0	91	60	15	0	75	171
6:30 AM	2	2	0	4	1	112	0	113	97	11	0	108	225
6:45 AM	5	1	0	6	0	110	0	110	146	27	0	173	289
Total	15	6	0	21	4	370	0	374	343	67	0	410	805
7:00 AM	7	4	0	11	0	103	0	103	146	21	0	167	281
7:15 AM	20	3	0	23	0	105	0	105	163	29	0	192	320
7:30 AM	15	3	0	18	1	155	0	156	174	27	0	201	375
7:45 AM	31	8	1	40	0	141	0	141	195	23	0	218	399
Total	73	18	1	92	1	504	0	505	678	100	0	778	1375
8:00 AM	25	7	0	32	1	119	0	120	168	26	0	194	346
8:15 AM	37	18	0	55	1	96	0	97	193	34	0	227	379
8:30 AM	33	34	0	67	1	124	0	125	159	33	0	192	384
8:45 AM	27	28	0	55	3	132	0	135	193	30	0	223	413
Total	122	87	0	209	6	471	0	477	713	123	0	836	1522
Grand Total	210	111	1	322	11	1345	0	1356	1734	290	0	2024	3702
Approach %	65.2	34.5	0.3		0.8	99.2	0.0		85.7	14.3	0.0		
Total %	5.7	3.0	0.0	8.7	0.3	36.3	0.0	36.6	46.8	7.8	0.0	54.7	
Exiting Leg Total				302				1845				1555	3702

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
8:00 AM	25	7	0	32	1	119	0	120	168	26	0	194	346
8:15 AM	37	18	0	55	1	96	0	97	193	34	0	227	379
8:30 AM	33	34	0	67	1	124	0	125	159	33	0	192	384
8:45 AM	27	28	0	55	3	132	0	135	193	30	0	223	413
Total Volume	122	87	0	209	6	471	0	477	713	123	0	836	1522
% Approach Total	58.4	41.6	0.0		1.3	98.7	0.0		85.3	14.7	0.0		
PHF	0.824	0.640	0.000	0.780	0.500	0.892	0.000	0.883	0.924	0.904	0.000	0.921	0.921
Entering Leg	122	87	0	209	6	471	0	477	713	123	0	836	1522
Exiting Leg				129				800				593	1522
Total				338				1277				1429	3044

PDI File #: **176038 C**
 Location: **N: Old Massachusetts Avenue**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class: **Light Goods Vehicle**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	24	0	24	5	2	0	7	31
6:15 AM	1	1	0	2	0	31	0	31	19	1	0	20	53
6:30 AM	1	0	0	1	0	23	0	23	17	1	0	18	42
6:45 AM	0	0	0	0	0	27	0	27	28	3	0	31	58
Total	2	1	0	3	0	105	0	105	69	7	0	76	184
7:00 AM	0	0	0	0	0	19	0	19	26	1	0	27	46
7:15 AM	3	0	0	3	0	24	0	24	18	4	0	22	49
7:30 AM	2	0	0	2	0	25	0	25	24	3	0	27	54
7:45 AM	3	0	0	3	0	17	0	17	11	0	0	11	31
Total	8	0	0	8	0	85	0	85	79	8	0	87	180
8:00 AM	5	0	0	5	0	14	0	14	8	2	0	10	29
8:15 AM	1	2	0	3	0	17	0	17	12	1	0	13	33
8:30 AM	3	3	0	6	0	13	0	13	23	1	0	24	43
8:45 AM	2	4	0	6	0	13	0	13	12	0	0	12	31
Total	11	9	0	20	0	57	0	57	55	4	0	59	136
Grand Total	21	10	0	31	0	247	0	247	203	19	0	222	500
Approach %	67.7	32.3	0.0		0.0	100.0	0.0		91.4	8.6	0.0		
Total %	4.2	2.0	0.0	6.2	0.0	49.4	0.0	49.4	40.6	3.8	0.0	44.4	
Exiting Leg Total				19				213				268	500

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	27	0	27	28	3	0	31	58
7:00 AM	0	0	0	0	0	19	0	19	26	1	0	27	46
7:15 AM	3	0	0	3	0	24	0	24	18	4	0	22	49
7:30 AM	2	0	0	2	0	25	0	25	24	3	0	27	54
Total Volume	5	0	0	5	0	95	0	95	96	11	0	107	207
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		89.7	10.3	0.0		
PHF	0.417	0.000	0.000	0.417	0.000	0.880	0.000	0.880	0.857	0.688	0.000	0.863	0.892
Entering Leg	5	0	0	5	0	95	0	95	96	11	0	107	207
Exiting Leg				11				96				100	207
Total				16				191				207	414

PDI File #: **176038 C**
 Location: **N: Old Massachusetts Avenue**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	2	0	0	2	0	0	0	0	1	0	0	1	3
6:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
6:30 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	3	0	0	3	2	0	0	2	3	0	0	3	8
7:00 AM	1	0	0	1	0	1	0	1	1	0	0	1	3
7:15 AM	0	0	0	0	0	1	0	1	0	1	0	1	2
7:30 AM	1	0	0	1	1	0	0	1	1	0	0	1	3
7:45 AM	1	0	0	1	0	0	0	0	1	1	0	2	3
Total	3	0	0	3	1	2	0	3	3	2	0	5	11
8:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
8:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	1	2	0	3	1	0	0	1	4
8:45 AM	1	0	0	1	0	1	0	1	2	0	0	2	4
Total	2	0	0	2	2	3	0	5	3	0	0	3	10
Grand Total	8	0	0	8	5	5	0	10	9	2	0	11	29
Approach %	100.0	0.0	0.0		50.0	50.0	0.0		81.8	18.2	0.0		
Total %	27.6	0.0	0.0	27.6	17.2	17.2	0.0	34.5	31.0	6.9	0.0	37.9	
Exiting Leg Total				7				9				13	29

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

7:00 AM	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	1	0	0	1	0	1	0	1	1	0	0	1	3
7:15 AM	0	0	0	0	0	1	0	1	0	1	0	1	2
7:30 AM	1	0	0	1	1	0	0	1	1	0	0	1	3
7:45 AM	1	0	0	1	0	0	0	0	1	1	0	2	3
Total Volume	3	0	0	3	1	2	0	3	3	2	0	5	11
% Approach Total	100.0	0.0	0.0		33.3	66.7	0.0		60.0	40.0	0.0		
PHF	0.750	0.000	0.000	0.750	0.250	0.500	0.000	0.750	0.750	0.500	0.000	0.625	0.917
Entering Leg	3	0	0	3	1	2	0	3	3	2	0	5	11
Exiting Leg				3				3				5	11
Total				6				6				10	22

PDI File #: **176038 C**
 Location: **N: Old Massachusetts Avenue**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	5	0	5	1	0	0	1	6
6:15 AM	0	0	0	0	0	5	0	5	2	0	0	2	7
6:30 AM	0	0	0	0	0	3	0	3	5	0	0	5	8
6:45 AM	0	0	0	0	0	3	0	3	3	1	0	4	7
Total	0	0	0	0	0	16	0	16	11	1	0	12	28
7:00 AM	0	0	0	0	0	4	0	4	2	0	0	2	6
7:15 AM	0	0	0	0	0	4	0	4	5	1	0	6	10
7:30 AM	0	0	0	0	0	7	0	7	6	0	0	6	13
7:45 AM	0	0	0	0	0	5	0	5	2	0	0	2	7
Total	0	0	0	0	0	20	0	20	15	1	0	16	36
8:00 AM	1	0	0	1	0	5	0	5	4	0	0	4	10
8:15 AM	0	0	0	0	0	4	0	4	1	0	0	1	5
8:30 AM	0	1	0	1	0	5	0	5	3	0	0	3	9
8:45 AM	0	0	0	0	0	5	0	5	3	0	0	3	8
Total	1	1	0	2	0	19	0	19	11	0	0	11	32
Grand Total	1	1	0	2	0	55	0	55	37	2	0	39	96
Approach %	50.0	50.0	0.0		0.0	100.0	0.0		94.9	5.1	0.0		
Total %	1.0	1.0	0.0	2.1	0.0	57.3	0.0	57.3	38.5	2.1	0.0	40.6	
Exiting Leg Total				2				38				56	96

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	4	0	4	5	1	0	6	10
7:30 AM	0	0	0	0	0	7	0	7	6	0	0	6	13
7:45 AM	0	0	0	0	0	5	0	5	2	0	0	2	7
8:00 AM	1	0	0	1	0	5	0	5	4	0	0	4	10
Total Volume	1	0	0	1	0	21	0	21	17	1	0	18	40
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		94.4	5.6	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.750	0.000	0.750	0.708	0.250	0.000	0.750	0.769
Entering Leg	1	0	0	1	0	21	0	21	17	1	0	18	40
Exiting Leg				1				17				22	40
Total				2				38				40	80

PDI File #: **176038 C**
 Location: **N: Old Massachusetts Avenue**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	2	0	2	2	0	0	2	4
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	4	2	0	0	2	6
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
7:15 AM	0	0	0	0	0	3	0	3	1	0	0	1	4
7:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	4	3	0	0	3	7
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	0	0	0	8	0	8	7	0	0	7	15
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	53.3	0.0	53.3	46.7	0.0	0.0	46.7	
Exiting Leg Total	0				7				8				15

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:30 AM	0	0	0	0	0	2	0	2	2	0	0	2	4
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
7:15 AM	0	0	0	0	0	3	0	3	1	0	0	1	4
Total Volume	0	0	0	0	0	5	0	5	4	0	0	4	9
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.417	0.500	0.000	0.000	0.500	0.563
Entering Leg	0	0	0	0	0	5	0	5	4	0	0	4	9
Exiting Leg	0				4				5				9
Total	0				9				9				18

PDI File #: 176038 C
 Location: N: Old Massachusetts Avenue
 Location: E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)
 City, State: Lexington, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 6:00 AM
 End Time: 9:00 AM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Old Massachusetts Avenue						Marrett Road (Route 2A)						Marrett Road (Route 2A)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	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	1	0	0	0	0	1	1
7:45 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	3
8:00 AM	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
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	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
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Grand Total	2	0	0	0	0	2	0	1	0	0	0	1	1	0	0	0	0	1	4
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	50.0	0.0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	25.0	
Exiting Leg Total	0						1						3						4

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

7:00 AM	Old Massachusetts Avenue						Marrett Road (Route 2A)						Marrett Road (Route 2A)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	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
7:15 AM	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	1	0	0	0	0	1	1
7:45 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	3
% Approach Total	100.0	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	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.375
Entering Leg	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	3
Exiting Leg	0						1						2						3
Total	2						1						3						6

PDI File #: 176038 C
 Location: N: Old Massachusetts Avenue
 Location: E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)
 City, State: Lexington, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 6:00 AM
 End Time: 9:00 AM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	Old Massachusetts Avenue						Marrett Road (Route 2A)						Marrett Road (Route 2A)						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	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
7:00 AM	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
7:30 AM	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
Total	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
8:15 AM	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
8:45 AM	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
Grand Total	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
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0	

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

6:00 AM	Old Massachusetts Avenue						Marrett Road (Route 2A)						Marrett Road (Route 2A)						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	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
% 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
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
Entering Leg	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	
Total	0						0						0						0	

PDI File #: **176038 C**
 Location: **N: Old Massachusetts Avenue**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Cars and Heavy Vehicles (Combined)**



	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	19	3	0	22	3	195	0	198	123	16	0	139	359
3:15 PM	27	3	0	30	1	192	0	193	142	13	0	155	378
3:30 PM	31	1	0	32	4	221	0	225	131	9	0	140	397
3:45 PM	20	1	0	21	1	202	0	203	147	11	0	158	382
Total	97	8	0	105	9	810	0	819	543	49	0	592	1516
4:00 PM	43	1	0	44	3	209	0	212	112	17	0	129	385
4:15 PM	33	3	0	36	3	222	0	225	129	12	0	141	402
4:30 PM	39	5	0	44	2	221	0	223	108	10	0	118	385
4:45 PM	27	2	0	29	0	264	0	264	97	13	0	110	403
Total	142	11	0	153	8	916	0	924	446	52	0	498	1575
5:00 PM	45	4	0	49	4	217	0	221	133	13	0	146	416
5:15 PM	45	4	0	49	4	223	1	228	105	13	0	118	395
5:30 PM	43	3	0	46	4	254	0	258	116	6	0	122	426
5:45 PM	42	5	0	47	5	208	0	213	97	15	0	112	372
Total	175	16	0	191	17	902	1	920	451	47	0	498	1609
Grand Total	414	35	0	449	34	2628	1	2663	1440	148	0	1588	4700
Approach %	92.2	7.8	0.0		1.3	98.7	0.0		90.7	9.3	0.0		
Total %	8.8	0.7	0.0	9.6	0.7	55.9	0.0	56.7	30.6	3.1	0.0	33.8	
Exiting Leg Total				182				1476				3042	4700
Cars	410	32	0	442	34	2591	1	2626	1403	143	0	1546	4614
% Cars	99.0	91.4	0.0	98.4	100.0	98.6	100.0	98.6	97.4	96.6	0.0	97.4	98.2
Exiting Leg Total				177				1436				3001	4614
Heavy Vehicles	4	3	0	7	0	37	0	37	37	5	0	42	86
% Heavy Vehicles	1.0	8.6	0.0	1.6	0.0	1.4	0.0	1.4	2.6	3.4	0.0	2.6	1.8
Exiting Leg Total				5				40				41	86

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

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:45 PM	27	2	0	29	0	264	0	264	97	13	0	110	403
5:00 PM	45	4	0	49	4	217	0	221	133	13	0	146	416
5:15 PM	45	4	0	49	4	223	1	228	105	13	0	118	395
5:30 PM	43	3	0	46	4	254	0	258	116	6	0	122	426
Total Volume	160	13	0	173	12	958	1	971	451	45	0	496	1640
% Approach Total	92.5	7.5	0.0		1.2	98.7	0.1		90.9	9.1	0.0		
PHF	0.889	0.813	0.000	0.883	0.750	0.907	0.250	0.920	0.848	0.865	0.000	0.849	0.962
Cars	160	11	0	171	12	950	1	963	439	43	0	482	1616
Cars %	100.0	84.6	0.0	98.8	100.0	99.2	100.0	99.2	97.3	95.6	0.0	97.2	98.5
Heavy Vehicles	0	2	0	2	0	8	0	8	12	2	0	14	24
Heavy Vehicles %	0.0	15.4	0.0	1.2	0.0	0.8	0.0	0.8	2.7	4.4	0.0	2.8	1.5
Cars Enter Leg	160	11	0	171	12	950	1	963	439	43	0	482	1616
Heavy Enter Leg	0	2	0	2	0	8	0	8	12	2	0	14	24
Total Entering Leg	160	13	0	173	12	958	1	971	451	45	0	496	1640
Cars Exiting Leg				55				451				1110	1616
Heavy Exiting Leg				2				14				8	24
Total Exiting Leg				57				465				1118	1640

PDI File #: **176038 C**
 Location: **N: Old Massachusetts Avenue**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	18	3	0	21	3	189	0	192	119	15	0	134	347
3:15 PM	27	3	0	30	1	186	0	187	136	13	0	149	366
3:30 PM	31	1	0	32	4	217	0	221	128	8	0	136	389
3:45 PM	19	1	0	20	1	197	0	198	146	11	0	157	375
Total	95	8	0	103	9	789	0	798	529	47	0	576	1477
4:00 PM	43	1	0	44	3	205	0	208	110	17	0	127	379
4:15 PM	33	3	0	36	3	221	0	224	126	11	0	137	397
4:30 PM	39	4	0	43	2	219	0	221	103	10	0	113	377
4:45 PM	27	2	0	29	0	261	0	261	95	12	0	107	397
Total	142	10	0	152	8	906	0	914	434	50	0	484	1550
5:00 PM	45	3	0	48	4	215	0	219	127	13	0	140	407
5:15 PM	45	4	0	49	4	221	1	226	102	12	0	114	389
5:30 PM	43	2	0	45	4	253	0	257	115	6	0	121	423
5:45 PM	40	5	0	45	5	207	0	212	96	15	0	111	368
Total	173	14	0	187	17	896	1	914	440	46	0	486	1587
Grand Total	410	32	0	442	34	2591	1	2626	1403	143	0	1546	4614
Approach %	92.8	7.2	0.0		1.3	98.7	0.0		90.8	9.2	0.0		
Total %	8.9	0.7	0.0	9.6	0.7	56.2	0.0	56.9	30.4	3.1	0.0	33.5	
Exiting Leg Total				177				1436				3001	4614

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

4:45 PM	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:45 PM	27	2	0	29	0	261	0	261	95	12	0	107	397
5:00 PM	45	3	0	48	4	215	0	219	127	13	0	140	407
5:15 PM	45	4	0	49	4	221	1	226	102	12	0	114	389
5:30 PM	43	2	0	45	4	253	0	257	115	6	0	121	423
Total Volume	160	11	0	171	12	950	1	963	439	43	0	482	1616
% Approach Total	93.6	6.4	0.0		1.2	98.7	0.1		91.1	8.9	0.0		
PHF	0.889	0.688	0.000	0.872	0.750	0.910	0.250	0.922	0.864	0.827	0.000	0.861	0.955
Entering Leg	160	11	0	171	12	950	1	963	439	43	0	482	1616
Exiting Leg				55				451				1110	1616
Total				226				1414				1592	3232

PDI File #: **176038 C**
 Location: **N: Old Massachusetts Avenue**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	1	0	0	1	0	6	0	6	4	1	0	5	12
3:15 PM	0	0	0	0	0	6	0	6	6	0	0	6	12
3:30 PM	0	0	0	0	0	4	0	4	3	1	0	4	8
3:45 PM	1	0	0	1	0	5	0	5	1	0	0	1	7
Total	2	0	0	2	0	21	0	21	14	2	0	16	39
4:00 PM	0	0	0	0	0	4	0	4	2	0	0	2	6
4:15 PM	0	0	0	0	0	1	0	1	3	1	0	4	5
4:30 PM	0	1	0	1	0	2	0	2	5	0	0	5	8
4:45 PM	0	0	0	0	0	3	0	3	2	1	0	3	6
Total	0	1	0	1	0	10	0	10	12	2	0	14	25
5:00 PM	0	1	0	1	0	2	0	2	6	0	0	6	9
5:15 PM	0	0	0	0	0	2	0	2	3	1	0	4	6
5:30 PM	0	1	0	1	0	1	0	1	1	0	0	1	3
5:45 PM	2	0	0	2	0	1	0	1	1	0	0	1	4
Total	2	2	0	4	0	6	0	6	11	1	0	12	22
Grand Total	4	3	0	7	0	37	0	37	37	5	0	42	86
Approach %	57.1	42.9	0.0		0.0	100.0	0.0		88.1	11.9	0.0		
Total %	4.7	3.5	0.0	8.1	0.0	43.0	0.0	43.0	43.0	5.8	0.0	48.8	
Exiting Leg Total	5				40				41				86
Buses	1	3	0	4	0	8	0	8	12	5	0	17	29
% Buses	25.0	100.0	0.0	57.1	0.0	21.6	0.0	21.6	32.4	100.0	0.0	40.5	33.7
Exiting Leg Total	5				15				9				29
Single-Unit Trucks	2	0	0	2	0	25	0	25	22	0	0	22	49
% Single-Unit	50.0	0.0	0.0	28.6	0.0	67.6	0.0	67.6	59.5	0.0	0.0	52.4	57.0
Exiting Leg Total	0				22				27				49
Articulated Trucks	1	0	0	1	0	4	0	4	3	0	0	3	8
% Articulated	25.0	0.0	0.0	14.3	0.0	10.8	0.0	10.8	8.1	0.0	0.0	7.1	9.3
Exiting Leg Total	0				3				5				8

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

3:00 PM	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	1	0	0	1	0	6	0	6	4	1	0	5	12
3:15 PM	0	0	0	0	0	6	0	6	6	0	0	6	12
3:30 PM	0	0	0	0	0	4	0	4	3	1	0	4	8
3:45 PM	1	0	0	1	0	5	0	5	1	0	0	1	7
Total Volume	2	0	0	2	0	21	0	21	14	2	0	16	39
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		87.5	12.5	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.875	0.000	0.875	0.583	0.500	0.000	0.667	0.813
Buses	1	0	0	1	0	3	0	3	3	2	0	5	9
Buses %	50.0	0.0	0.0	50.0	0.0	14.3	0.0	14.3	21.4	100.0	0.0	31.3	23.1
Single-Unit Trucks	1	0	0	1	0	18	0	18	10	0	0	10	29
Single-Unit %	50.0	0.0	0.0	50.0	0.0	85.7	0.0	85.7	71.4	0.0	0.0	62.5	74.4
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.3	2.6
Buses	1	0	0	1	0	3	0	3	3	2	0	5	9
Single-Unit Trucks	1	0	0	1	0	18	0	18	10	0	0	10	29
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Entering Leg	2	0	0	2	0	21	0	21	14	2	0	16	39
Buses	2				3				4				9
Single-Unit Trucks	0				10				19				29
Articulated Trucks	0				1				0				1
Total Exiting Leg	2				14				23				39

PDI File #: **176038 C**
 Location: **N: Old Massachusetts Avenue**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	18	3	0	21	2	160	0	162	103	13	0	116	299
3:15 PM	25	2	0	27	1	162	0	163	118	12	0	130	320
3:30 PM	29	1	0	30	3	189	0	192	117	7	0	124	346
3:45 PM	14	1	0	15	1	173	0	174	134	10	0	144	333
Total	86	7	0	93	7	684	0	691	472	42	0	514	1298
4:00 PM	43	1	0	44	3	178	0	181	99	14	0	113	338
4:15 PM	32	3	0	35	2	198	0	200	114	10	0	124	359
4:30 PM	37	3	0	40	2	206	0	208	89	10	0	99	347
4:45 PM	25	2	0	27	0	242	0	242	89	12	0	101	370
Total	137	9	0	146	7	824	0	831	391	46	0	437	1414
5:00 PM	44	2	0	46	4	199	0	203	115	11	0	126	375
5:15 PM	45	4	0	49	4	208	1	213	98	11	0	109	371
5:30 PM	42	2	0	44	3	239	0	242	101	6	0	107	393
5:45 PM	35	5	0	40	4	199	0	203	83	12	0	95	338
Total	166	13	0	179	15	845	1	861	397	40	0	437	1477
Grand Total	389	29	0	418	29	2353	1	2383	1260	128	0	1388	4189
Approach %	93.1	6.9	0.0		1.2	98.7	0.0		90.8	9.2	0.0		
Total %	9.3	0.7	0.0	10.0	0.7	56.2	0.0	56.9	30.1	3.1	0.0	33.1	
Exiting Leg Total				157				1290				2742	4189

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

4:45 PM	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:45 PM	25	2	0	27	0	242	0	242	89	12	0	101	370
5:00 PM	44	2	0	46	4	199	0	203	115	11	0	126	375
5:15 PM	45	4	0	49	4	208	1	213	98	11	0	109	371
5:30 PM	42	2	0	44	3	239	0	242	101	6	0	107	393
Total Volume	156	10	0	166	11	888	1	900	403	40	0	443	1509
% Approach Total	94.0	6.0	0.0		1.2	98.7	0.1		91.0	9.0	0.0		
PHF	0.867	0.625	0.000	0.847	0.688	0.917	0.250	0.930	0.876	0.833	0.000	0.879	0.960
Entering Leg	156	10	0	166	11	888	1	900	403	40	0	443	1509
Exiting Leg				51				414				1044	1509
Total				217				1314				1487	3018

PDI File #: **176038 C**
 Location: **N: Old Massachusetts Avenue**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Light Goods Vehicle**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	1	29	0	30	16	2	0	18	48
3:15 PM	2	1	0	3	0	24	0	24	18	1	0	19	46
3:30 PM	2	0	0	2	1	28	0	29	11	1	0	12	43
3:45 PM	5	0	0	5	0	24	0	24	12	1	0	13	42
Total	9	1	0	10	2	105	0	107	57	5	0	62	179
4:00 PM	0	0	0	0	0	27	0	27	11	3	0	14	41
4:15 PM	1	0	0	1	1	23	0	24	12	1	0	13	38
4:30 PM	2	1	0	3	0	13	0	13	14	0	0	14	30
4:45 PM	2	0	0	2	0	19	0	19	6	0	0	6	27
Total	5	1	0	6	1	82	0	83	43	4	0	47	136
5:00 PM	1	1	0	2	0	15	0	15	12	2	0	14	31
5:15 PM	0	0	0	0	0	13	0	13	4	1	0	5	18
5:30 PM	1	0	0	1	1	14	0	15	14	0	0	14	30
5:45 PM	5	0	0	5	1	8	0	9	13	3	0	16	30
Total	7	1	0	8	2	50	0	52	43	6	0	49	109
Grand Total	21	3	0	24	5	237	0	242	143	15	0	158	424
Approach %	87.5	12.5	0.0		2.1	97.9	0.0		90.5	9.5	0.0		
Total %	5.0	0.7	0.0	5.7	1.2	55.9	0.0	57.1	33.7	3.5	0.0	37.3	
Exiting Leg Total	20				146				258				424

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

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	1	29	0	30	16	2	0	18	48
3:15 PM	2	1	0	3	0	24	0	24	18	1	0	19	46
3:30 PM	2	0	0	2	1	28	0	29	11	1	0	12	43
3:45 PM	5	0	0	5	0	24	0	24	12	1	0	13	42
Total Volume	9	1	0	10	2	105	0	107	57	5	0	62	179
% Approach Total	90.0	10.0	0.0		1.9	98.1	0.0		91.9	8.1	0.0		
PHF	0.450	0.250	0.000	0.500	0.500	0.905	0.000	0.892	0.792	0.625	0.000	0.816	0.932
Entering Leg	9	1	0	10	2	105	0	107	57	5	0	62	179
Exiting Leg	7				58				114				179
Total	17				165				176				358

PDI File #: **176038 C**
 Location: **N: Old Massachusetts Avenue**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	1	0	0	1	0	2	0	2	1	1	0	2	5
3:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
3:30 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	3	0	3	3	2	0	5	9
4:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	3	1	0	4	4
4:30 PM	0	1	0	1	0	1	0	1	3	0	0	3	5
4:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	0	1	0	1	0	3	0	3	7	2	0	9	13
5:00 PM	0	1	0	1	0	1	0	1	1	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	0	2	0	2	0	2	2	1	0	3	7
Grand Total	1	3	0	4	0	8	0	8	12	5	0	17	29
Approach %	25.0	75.0	0.0		0.0	100.0	0.0		70.6	29.4	0.0		
Total %	3.4	10.3	0.0	13.8	0.0	27.6	0.0	27.6	41.4	17.2	0.0	58.6	
Exiting Leg Total				5				15				9	29

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

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	3	1	0	4	4
4:30 PM	0	1	0	1	0	1	0	1	3	0	0	3	5
4:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
5:00 PM	0	1	0	1	0	1	0	1	1	0	0	1	3
Total Volume	0	2	0	2	0	3	0	3	7	2	0	9	14
% Approach Total	0.0	100.0	0.0		0.0	100.0	0.0		77.8	22.2	0.0		
PHF	0.000	0.500	0.000	0.500	0.000	0.750	0.000	0.750	0.583	0.500	0.000	0.563	0.700
Entering Leg	0	2	0	2	0	3	0	3	7	2	0	9	14
Exiting Leg				2				9				3	14
Total				4				12				12	28

PDI File #: **176038 C**
 Location: **N: Old Massachusetts Avenue**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	4	0	4	2	0	0	2	6
3:15 PM	0	0	0	0	0	5	0	5	5	0	0	5	10
3:30 PM	0	0	0	0	0	4	0	4	2	0	0	2	6
3:45 PM	1	0	0	1	0	5	0	5	1	0	0	1	7
Total	1	0	0	1	0	18	0	18	10	0	0	10	29
4:00 PM	0	0	0	0	0	3	0	3	1	0	0	1	4
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	5	0	5	5	0	0	5	10
5:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	4
5:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
5:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
5:45 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
Total	1	0	0	1	0	2	0	2	7	0	0	7	10
Grand Total	2	0	0	2	0	25	0	25	22	0	0	22	49
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	4.1	0.0	0.0	4.1	0.0	51.0	0.0	51.0	44.9	0.0	0.0	44.9	
Exiting Leg Total				0				22				27	49

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

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	4	0	4	2	0	0	2	6
3:15 PM	0	0	0	0	0	5	0	5	5	0	0	5	10
3:30 PM	0	0	0	0	0	4	0	4	2	0	0	2	6
3:45 PM	1	0	0	1	0	5	0	5	1	0	0	1	7
Total Volume	1	0	0	1	0	18	0	18	10	0	0	10	29
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.900	0.000	0.900	0.500	0.000	0.000	0.500	0.725
Entering Leg	1	0	0	1	0	18	0	18	10	0	0	10	29
Exiting Leg				0				10				19	29
Total				1				28				29	58

PDI File #: **176038 C**
 Location: **N: Old Massachusetts Avenue**
 Location: **E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Articulated Trucks**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total	
	from North				from East				from West					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:00 PM	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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	1	2
5:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	2	0	2	2	0	0	2	2	5
Grand Total	1	0	0	1	0	4	0	4	3	0	0	3	3	8
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0			
Total %	12.5	0.0	0.0	12.5	0.0	50.0	0.0	50.0	37.5	0.0	0.0	37.5		
Exiting Leg Total				0				3				5		8

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

	Old Massachusetts Avenue				Marrett Road (Route 2A)				Marrett Road (Route 2A)				Total	
	from North				from East				from West					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	1	2
5:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	1	2
Total Volume	0	0	0	0	0	4	0	4	2	0	0	2	2	6
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500	0.000	0.000	0.500		0.750
Entering Leg	0	0	0	0	0	4	0	4	2	0	0	2		6
Exiting Leg				0				2				4		6
Total				0				6				6		12

PDI File #: 176038 C
 Location: N: Old Massachusetts Avenue
 Location: E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)
 City, State: Lexington, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 3:00 PM
 End Time: 6:00 PM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Old Massachusetts Avenue							Marrett Road (Route 2A)						Marrett Road (Route 2A)						Total	
	from North							from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Grand Total	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	2
Approach %	100.0	0.0	0.0	0.0	0.0			0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
Total %	50.0	0.0	0.0	0.0	0.0	50.0		0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0							0						2						2	

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

3:00 PM	Old Massachusetts Avenue							Marrett Road (Route 2A)						Marrett Road (Route 2A)						Total	
	from North							from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	100.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
PHF	0.250	0.000	0.000	0.000	0.000	0.250		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0							0						1						1	
Total	1							0						1						2	

PDI File #: 176038 C
 Location: N: Old Massachusetts Avenue
 Location: E: Marrett Road (Route 2A) W: Marrett Road (Route 2A)
 City, State: Lexington, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 3:00 PM
 End Time: 6:00 PM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	Old Massachusetts Avenue						Marrett Road (Route 2A)						Marrett Road (Route 2A)						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	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
4:00 PM	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
4:30 PM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	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
5:45 PM	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
Grand Total	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
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0	

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

3:00 PM	Old Massachusetts Avenue						Marrett Road (Route 2A)						Marrett Road (Route 2A)						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	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
% 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
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
Entering Leg	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	
Total	0						0						0						0	

PDI File #: **176038 D**
 Location: **N: Airport Road**
 Location: **E: Marrett Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	0	1	0	1	1	95	0	96	62	0	0	62	159
6:15 AM	0	0	0	0	0	132	0	132	98	0	0	98	230
6:30 AM	0	0	0	0	0	145	0	145	134	1	0	135	280
6:45 AM	0	1	0	1	0	143	0	143	208	1	0	209	353
Total	0	2	0	2	1	515	0	516	502	2	0	504	1022
7:00 AM	1	0	0	1	0	138	0	138	200	0	0	200	339
7:15 AM	0	0	0	0	0	156	0	156	220	0	0	220	376
7:30 AM	0	0	0	0	0	207	0	207	234	0	0	234	441
7:45 AM	0	0	0	0	0	197	0	197	237	0	0	237	434
Total	1	0	0	1	0	698	0	698	891	0	0	891	1590
8:00 AM	0	0	0	0	0	170	0	170	206	0	0	206	376
8:15 AM	2	0	0	2	1	151	0	152	248	2	0	250	404
8:30 AM	0	0	0	0	2	179	0	181	224	1	0	225	406
8:45 AM	1	0	0	1	1	182	0	183	234	1	0	235	419
Total	3	0	0	3	4	682	0	686	912	4	0	916	1605
Grand Total	4	2	0	6	5	1895	0	1900	2305	6	0	2311	4217
Approach %	66.7	33.3	0.0		0.3	99.7	0.0		99.7	0.3	0.0		
Total %	0.1	0.0	0.0	0.1	0.1	44.9	0.0	45.1	54.7	0.1	0.0	54.8	
Exiting Leg Total	11				2307				1899				4217
Cars	4	1	0	5	4	1821	0	1825	2248	6	0	2254	4084
% Cars	100.0	50.0	0.0	83.3	80.0	96.1	0.0	96.1	97.5	100.0	0.0	97.5	96.8
Exiting Leg Total	10				2249				1825				4084
Heavy Vehicles	0	1	0	1	1	74	0	75	57	0	0	57	133
% Heavy Vehicles	0.0	50.0	0.0	16.7	20.0	3.9	0.0	3.9	2.5	0.0	0.0	2.5	3.2
Exiting Leg Total	1				58				74				133

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

7:30 AM	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	207	0	207	234	0	0	234	441
7:45 AM	0	0	0	0	0	197	0	197	237	0	0	237	434
8:00 AM	0	0	0	0	0	170	0	170	206	0	0	206	376
8:15 AM	2	0	0	2	1	151	0	152	248	2	0	250	404
Total Volume	2	0	0	2	1	725	0	726	925	2	0	927	1655
% Approach Total	100.0	0.0	0.0		0.1	99.9	0.0		99.8	0.2	0.0		
PHF	0.250	0.000	0.000	0.250	0.250	0.876	0.000	0.877	0.932	0.250	0.000	0.927	0.938
Cars	2	0	0	2	1	700	0	701	908	2	0	910	1613
Cars %	100.0	0.0	0.0	100.0	100.0	96.6	0.0	96.6	98.2	100.0	0.0	98.2	97.5
Heavy Vehicles	0	0	0	0	0	25	0	25	17	0	0	17	42
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	3.4	0.0	3.4	1.8	0.0	0.0	1.8	2.5
Cars Enter Leg	2	0	0	2	1	700	0	701	908	2	0	910	1613
Heavy Enter Leg	0	0	0	0	0	25	0	25	17	0	0	17	42
Total Entering Leg	2	0	0	2	1	725	0	726	925	2	0	927	1655
Cars Exiting Leg	3				908				702				1613
Heavy Exiting Leg	0				17				25				42
Total Exiting Leg	3				925				727				1655

PDI File #: **176038 D**
 Location: **N: Airport Road**
 Location: **E: Marrett Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	88	0	88	59	0	0	59	147
6:15 AM	0	0	0	0	0	127	0	127	97	0	0	97	224
6:30 AM	0	0	0	0	0	139	0	139	127	1	0	128	267
6:45 AM	0	1	0	1	0	139	0	139	200	1	0	201	341
Total	0	1	0	1	0	493	0	493	483	2	0	485	979
7:00 AM	1	0	0	1	0	132	0	132	196	0	0	196	329
7:15 AM	0	0	0	0	0	148	0	148	213	0	0	213	361
7:30 AM	0	0	0	0	0	198	0	198	225	0	0	225	423
7:45 AM	0	0	0	0	0	191	0	191	234	0	0	234	425
Total	1	0	0	1	0	669	0	669	868	0	0	868	1538
8:00 AM	0	0	0	0	0	165	0	165	202	0	0	202	367
8:15 AM	2	0	0	2	1	146	0	147	247	2	0	249	398
8:30 AM	0	0	0	0	2	174	0	176	220	1	0	221	397
8:45 AM	1	0	0	1	1	174	0	175	228	1	0	229	405
Total	3	0	0	3	4	659	0	663	897	4	0	901	1567
Grand Total	4	1	0	5	4	1821	0	1825	2248	6	0	2254	4084
Approach %	80.0	20.0	0.0		0.2	99.8	0.0		99.7	0.3	0.0		
Total %	0.1	0.0	0.0	0.1	0.1	44.6	0.0	44.7	55.0	0.1	0.0	55.2	
Exiting Leg Total				10				2249				1825	4084

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	198	0	198	225	0	0	225	423
7:45 AM	0	0	0	0	0	191	0	191	234	0	0	234	425
8:00 AM	0	0	0	0	0	165	0	165	202	0	0	202	367
8:15 AM	2	0	0	2	1	146	0	147	247	2	0	249	398
Total Volume	2	0	0	2	1	700	0	701	908	2	0	910	1613
% Approach Total	100.0	0.0	0.0		0.1	99.9	0.0		99.8	0.2	0.0		
PHF	0.250	0.000	0.000	0.250	0.250	0.884	0.000	0.885	0.919	0.250	0.000	0.914	0.949
Entering Leg	2	0	0	2	1	700	0	701	908	2	0	910	1613
Exiting Leg				3				908				702	1613
Total				5				1609				1612	3226

PDI File #: **176038 D**
 Location: **N: Airport Road**
 Location: **E: Marrett Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	0	1	0	1	1	7	0	8	3	0	0	3	12
6:15 AM	0	0	0	0	0	5	0	5	1	0	0	1	6
6:30 AM	0	0	0	0	0	6	0	6	7	0	0	7	13
6:45 AM	0	0	0	0	0	4	0	4	8	0	0	8	12
Total	0	1	0	1	1	22	0	23	19	0	0	19	43
7:00 AM	0	0	0	0	0	6	0	6	4	0	0	4	10
7:15 AM	0	0	0	0	0	8	0	8	7	0	0	7	15
7:30 AM	0	0	0	0	0	9	0	9	9	0	0	9	18
7:45 AM	0	0	0	0	0	6	0	6	3	0	0	3	9
Total	0	0	0	0	0	29	0	29	23	0	0	23	52
8:00 AM	0	0	0	0	0	5	0	5	4	0	0	4	9
8:15 AM	0	0	0	0	0	5	0	5	1	0	0	1	6
8:30 AM	0	0	0	0	0	5	0	5	4	0	0	4	9
8:45 AM	0	0	0	0	0	8	0	8	6	0	0	6	14
Total	0	0	0	0	0	23	0	23	15	0	0	15	38
Grand Total	0	1	0	1	1	74	0	75	57	0	0	57	133
Approach %	0.0	100.0	0.0		1.3	98.7	0.0		100.0	0.0	0.0		
Total %	0.0	0.8	0.0	0.8	0.8	55.6	0.0	56.4	42.9	0.0	0.0	42.9	
Exiting Leg Total	1				58				74				133
Buses	0	0	0	0	0	13	0	13	11	0	0	11	24
% Buses	0.0	0.0	0.0	0.0	0.0	17.6	0.0	17.3	19.3	0.0	0.0	19.3	18.0
Exiting Leg Total	0				11				13				24
Single-Unit Trucks	0	1	0	1	1	53	0	54	36	0	0	36	91
% Single-Unit	0.0	100.0	0.0	100.0	100.0	71.6	0.0	72.0	63.2	0.0	0.0	63.2	68.4
Exiting Leg Total	1				37				53				91
Articulated Trucks	0	0	0	0	0	8	0	8	10	0	0	10	18
% Articulated	0.0	0.0	0.0	0.0	0.0	10.8	0.0	10.7	17.5	0.0	0.0	17.5	13.5
Exiting Leg Total	0				10				8				18

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:45 AM	0	0	0	0	0	4	0	4	8	0	0	8	12
7:00 AM	0	0	0	0	0	6	0	6	4	0	0	4	10
7:15 AM	0	0	0	0	0	8	0	8	7	0	0	7	15
7:30 AM	0	0	0	0	0	9	0	9	9	0	0	9	18
Total Volume	0	0	0	0	0	27	0	27	28	0	0	28	55
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.778	0.000	0.000	0.778	0.764
Buses	0	0	0	0	0	4	0	4	5	0	0	5	9
Buses %	0.0	0.0	0.0	0.0	0.0	14.8	0.0	14.8	17.9	0.0	0.0	17.9	16.4
Single-Unit Trucks	0	0	0	0	0	18	0	18	17	0	0	17	35
Single-Unit %	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	60.7	0.0	0.0	60.7	63.6
Articulated Trucks	0	0	0	0	0	5	0	5	6	0	0	6	11
Articulated %	0.0	0.0	0.0	0.0	0.0	18.5	0.0	18.5	21.4	0.0	0.0	21.4	20.0
Buses	0	0	0	0	0	4	0	4	5	0	0	5	9
Single-Unit Trucks	0	0	0	0	0	18	0	18	17	0	0	17	35
Articulated Trucks	0	0	0	0	0	5	0	5	6	0	0	6	11
Total Entering Leg	0	0	0	0	0	27	0	27	28	0	0	28	55
Buses	0				5				4				9
Single-Unit Trucks	0				17				18				35
Articulated Trucks	0				6				5				11
Total Exiting Leg	0				28				27				55

PDI File #: **176038 D**
 Location: **N: Airport Road**
 Location: **E: Marrett Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class: **Cars**



	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	62	0	62	56	0	0	56	118
6:15 AM	0	0	0	0	0	94	0	94	78	0	0	78	172
6:30 AM	0	0	0	0	0	112	0	112	110	1	0	111	223
6:45 AM	0	1	0	1	0	111	0	111	171	1	0	172	284
Total	0	1	0	1	0	379	0	379	415	2	0	417	797
7:00 AM	0	0	0	0	0	112	0	112	171	0	0	171	283
7:15 AM	0	0	0	0	0	122	0	122	194	0	0	194	316
7:30 AM	0	0	0	0	0	175	0	175	197	0	0	197	372
7:45 AM	0	0	0	0	0	172	0	172	223	0	0	223	395
Total	0	0	0	0	0	581	0	581	785	0	0	785	1366
8:00 AM	0	0	0	0	0	144	0	144	190	0	0	190	334
8:15 AM	2	0	0	2	1	127	0	128	233	2	0	235	365
8:30 AM	0	0	0	0	1	157	0	158	194	1	0	195	353
8:45 AM	1	0	0	1	1	159	0	160	217	1	0	218	379
Total	3	0	0	3	3	587	0	590	834	4	0	838	1431
Grand Total	3	1	0	4	3	1547	0	1550	2034	6	0	2040	3594
Approach %	75.0	25.0	0.0		0.2	99.8	0.0		99.7	0.3	0.0		
Total %	0.1	0.0	0.0	0.1	0.1	43.0	0.0	43.1	56.6	0.2	0.0	56.8	
Exiting Leg Total				9				2035				1550	3594

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	175	0	175	197	0	0	197	372
7:45 AM	0	0	0	0	0	172	0	172	223	0	0	223	395
8:00 AM	0	0	0	0	0	144	0	144	190	0	0	190	334
8:15 AM	2	0	0	2	1	127	0	128	233	2	0	235	365
Total Volume	2	0	0	2	1	618	0	619	843	2	0	845	1466
% Approach Total	100.0	0.0	0.0		0.2	99.8	0.0		99.8	0.2	0.0		
PHF	0.250	0.000	0.000	0.250	0.250	0.883	0.000	0.884	0.905	0.250	0.000	0.899	0.928
Entering Leg	2	0	0	2	1	618	0	619	843	2	0	845	1466
Exiting Leg				3				843				620	1466
Total				5				1462				1465	2932

PDI File #: **176038 D**
 Location: **N: Airport Road**
 Location: **E: Marrett Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class: **Light Goods Vehicle**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	26	0	26	3	0	0	3	29
6:15 AM	0	0	0	0	0	33	0	33	19	0	0	19	52
6:30 AM	0	0	0	0	0	27	0	27	17	0	0	17	44
6:45 AM	0	0	0	0	0	28	0	28	29	0	0	29	57
Total	0	0	0	0	0	114	0	114	68	0	0	68	182
7:00 AM	1	0	0	1	0	20	0	20	25	0	0	25	46
7:15 AM	0	0	0	0	0	26	0	26	19	0	0	19	45
7:30 AM	0	0	0	0	0	23	0	23	28	0	0	28	51
7:45 AM	0	0	0	0	0	19	0	19	11	0	0	11	30
Total	1	0	0	1	0	88	0	88	83	0	0	83	172
8:00 AM	0	0	0	0	0	21	0	21	12	0	0	12	33
8:15 AM	0	0	0	0	0	19	0	19	14	0	0	14	33
8:30 AM	0	0	0	0	1	17	0	18	26	0	0	26	44
8:45 AM	0	0	0	0	0	15	0	15	11	0	0	11	26
Total	0	0	0	0	1	72	0	73	63	0	0	63	136
Grand Total	1	0	0	1	1	274	0	275	214	0	0	214	490
Approach %	100.0	0.0	0.0		0.4	99.6	0.0		100.0	0.0	0.0		
Total %	0.2	0.0	0.0	0.2	0.2	55.9	0.0	56.1	43.7	0.0	0.0	43.7	
Exiting Leg Total				1				214				275	490

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:15 AM	0	0	0	0	0	33	0	33	19	0	0	19	52
6:30 AM	0	0	0	0	0	27	0	27	17	0	0	17	44
6:45 AM	0	0	0	0	0	28	0	28	29	0	0	29	57
7:00 AM	1	0	0	1	0	20	0	20	25	0	0	25	46
Total Volume	1	0	0	1	0	108	0	108	90	0	0	90	199
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.818	0.000	0.818	0.776	0.000	0.000	0.776	0.873
Entering Leg	1	0	0	1	0	108	0	108	90	0	0	90	199
Exiting Leg				0				90				109	199
Total				1				198				199	398

PDI File #: **176038 D**
 Location: **N: Airport Road**
 Location: **E: Marrett Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	2	0	2	1	0	0	1	3
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	3	0	3	3	0	0	3	6
7:00 AM	0	0	0	0	0	2	0	2	1	0	0	1	3
7:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:45 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
Total	0	0	0	0	0	5	0	5	5	0	0	5	10
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	2	0	2	1	0	0	1	3
8:45 AM	0	0	0	0	0	2	0	2	2	0	0	2	4
Total	0	0	0	0	0	5	0	5	3	0	0	3	8
Grand Total	0	0	0	0	0	13	0	13	11	0	0	11	24
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	54.2	0.0	54.2	45.8	0.0	0.0	45.8	
Exiting Leg Total	0				11				13				24

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

7:00 AM	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	2	0	2	1	0	0	1	3
7:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:45 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
Total Volume	0	0	0	0	0	5	0	5	5	0	0	5	10
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.625	0.000	0.000	0.625	0.833
Entering Leg	0	0	0	0	0	5	0	5	5	0	0	5	10
Exiting Leg	0				5				5				10
Total	0				10				10				20

PDI File #: **176038 D**
 Location: **N: Airport Road**
 Location: **E: Marrett Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	0	1	0	1	1	4	0	5	2	0	0	2	8
6:15 AM	0	0	0	0	0	5	0	5	1	0	0	1	6
6:30 AM	0	0	0	0	0	3	0	3	5	0	0	5	8
6:45 AM	0	0	0	0	0	3	0	3	4	0	0	4	7
Total	0	1	0	1	1	15	0	16	12	0	0	12	29
7:00 AM	0	0	0	0	0	4	0	4	3	0	0	3	7
7:15 AM	0	0	0	0	0	4	0	4	5	0	0	5	9
7:30 AM	0	0	0	0	0	7	0	7	5	0	0	5	12
7:45 AM	0	0	0	0	0	5	0	5	1	0	0	1	6
Total	0	0	0	0	0	20	0	20	14	0	0	14	34
8:00 AM	0	0	0	0	0	5	0	5	4	0	0	4	9
8:15 AM	0	0	0	0	0	4	0	4	1	0	0	1	5
8:30 AM	0	0	0	0	0	3	0	3	2	0	0	2	5
8:45 AM	0	0	0	0	0	6	0	6	3	0	0	3	9
Total	0	0	0	0	0	18	0	18	10	0	0	10	28
Grand Total	0	1	0	1	1	53	0	54	36	0	0	36	91
Approach %	0.0	100.0	0.0		1.9	98.1	0.0		100.0	0.0	0.0		
Total %	0.0	1.1	0.0	1.1	1.1	58.2	0.0	59.3	39.6	0.0	0.0	39.6	
Exiting Leg Total				1				37				53	91

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	4	0	4	5	0	0	5	9
7:30 AM	0	0	0	0	0	7	0	7	5	0	0	5	12
7:45 AM	0	0	0	0	0	5	0	5	1	0	0	1	6
8:00 AM	0	0	0	0	0	5	0	5	4	0	0	4	9
Total Volume	0	0	0	0	0	21	0	21	15	0	0	15	36
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.750	0.000	0.000	0.750	0.750
Entering Leg	0	0	0	0	0	21	0	21	15	0	0	15	36
Exiting Leg				0				15				21	36
Total				0				36				36	72

PDI File #: **176038 D**
 Location: **N: Airport Road**
 Location: **E: Marrett Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	2	0	2	2	0	0	2	4
6:45 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
Total	0	0	0	0	0	4	0	4	4	0	0	4	8
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	3	0	3	1	0	0	1	4
7:30 AM	0	0	0	0	0	1	0	1	3	0	0	3	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	4	4	0	0	4	8
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	0	0	0	8	0	8	10	0	0	10	18
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	44.4	0.0	44.4	55.6	0.0	0.0	55.6	
Exiting Leg Total	0				10				8				18

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:30 AM	0	0	0	0	0	2	0	2	2	0	0	2	4
6:45 AM	0	0	0	0	0	1	0	1	2	0	0	2	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	3	0	3	1	0	0	1	4
Total Volume	0	0	0	0	0	6	0	6	5	0	0	5	11
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.625	0.000	0.000	0.625	0.688
Entering Leg	0	0	0	0	0	6	0	6	5	0	0	5	11
Exiting Leg	0				5				6				11
Total	0				11				11				22

PDI File #: 176038 D
 Location: N: Airport Road
 Location: E: Marrett Road (Route 2A) W: North Great Road (Route 2A)
 City, State: Lexington, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 6:00 AM
 End Time: 9:00 AM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Airport Road						Marrett Road (Route 2A)						North Great Road (Route 2A)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	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	1	0	0	0	1	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
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	2	4
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	
Exiting Leg Total	0						2						2						4

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

6:45 AM	Airport Road						Marrett Road (Route 2A)						North Great Road (Route 2A)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
Exiting Leg	0						2						2						2
Total	0						2						2						4

PDI File #: 176038 D
 Location: N: Airport Road
 Location: E: Marrett Road (Route 2A) W: North Great Road (Route 2A)
 City, State: Lexington, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 6:00 AM
 End Time: 9:00 AM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	Airport Road						Marrett Road (Route 2A)						North Great Road (Route 2A)						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	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
7:00 AM	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
7:30 AM	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
Total	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
8:15 AM	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
8:45 AM	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
Grand Total	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
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0	

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

6:00 AM	Airport Road						Marrett Road (Route 2A)						North Great Road (Route 2A)						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	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
% 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
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
Entering Leg	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	
Total	0						0						0						0	

PDI File #: **176038 D**
 Location: **N: Airport Road**
 Location: **E: Marrett Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	1	0	0	1	0	213	0	213	141	0	0	141	355
3:15 PM	0	0	0	0	0	215	0	215	154	0	0	154	369
3:30 PM	3	0	0	3	2	256	0	258	142	0	0	142	403
3:45 PM	0	4	0	4	2	222	0	224	157	1	0	158	386
Total	4	4	0	8	4	906	0	910	594	1	0	595	1513
4:00 PM	1	0	0	1	0	249	0	249	130	1	0	131	381
4:15 PM	0	0	0	0	0	252	0	252	143	0	0	143	395
4:30 PM	0	0	0	0	0	259	0	259	115	0	0	115	374
4:45 PM	0	0	0	0	0	297	0	297	110	0	0	110	407
Total	1	0	0	1	0	1057	0	1057	498	1	0	499	1557
5:00 PM	0	4	0	4	1	255	0	256	142	1	0	143	403
5:15 PM	0	1	0	1	0	273	0	273	119	1	0	120	394
5:30 PM	1	1	0	2	0	292	0	292	119	1	0	120	414
5:45 PM	0	2	0	2	1	249	0	250	111	0	0	111	363
Total	1	8	0	9	2	1069	0	1071	491	3	0	494	1574
Grand Total	6	12	0	18	6	3032	0	3038	1583	5	0	1588	4644
Approach %	33.3	66.7	0.0		0.2	99.8	0.0		99.7	0.3	0.0		
Total %	0.1	0.3	0.0	0.4	0.1	65.3	0.0	65.4	34.1	0.1	0.0	34.2	
Exiting Leg Total				11				1595				3038	4644
Cars	6	12	0	18	6	2990	0	2996	1545	5	0	1550	4564
% Cars	100.0	100.0	0.0	100.0	100.0	98.6	0.0	98.6	97.6	100.0	0.0	97.6	98.3
Exiting Leg Total				11				1557				2996	4564
Heavy Vehicles	0	0	0	0	0	42	0	42	38	0	0	38	80
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	1.4	0.0	1.4	2.4	0.0	0.0	2.4	1.7
Exiting Leg Total				0				38				42	80

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

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:45 PM	0	0	0	0	0	297	0	297	110	0	0	110	407
5:00 PM	0	4	0	4	1	255	0	256	142	1	0	143	403
5:15 PM	0	1	0	1	0	273	0	273	119	1	0	120	394
5:30 PM	1	1	0	2	0	292	0	292	119	1	0	120	414
Total Volume	1	6	0	7	1	1117	0	1118	490	3	0	493	1618
% Approach Total	14.3	85.7	0.0		0.1	99.9	0.0		99.4	0.6	0.0		
PHF	0.250	0.375	0.000	0.438	0.250	0.940	0.000	0.941	0.863	0.750	0.000	0.862	0.977
Cars	1	6	0	7	1	1109	0	1110	477	3	0	480	1597
Cars %	100.0	100.0	0.0	100.0	100.0	99.3	0.0	99.3	97.3	100.0	0.0	97.4	98.7
Heavy Vehicles	0	0	0	0	0	8	0	8	13	0	0	13	21
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.7	2.7	0.0	0.0	2.6	1.3
Cars Enter Leg	1	6	0	7	1	1109	0	1110	477	3	0	480	1597
Heavy Enter Leg	0	0	0	0	0	8	0	8	13	0	0	13	21
Total Entering Leg	1	6	0	7	1	1117	0	1118	490	3	0	493	1618
Cars Exiting Leg				4				483				1110	1597
Heavy Exiting Leg				0				13				8	21
Total Exiting Leg				4				496				1118	1618

PDI File #: **176038 D**
 Location: **N: Airport Road**
 Location: **E: Marrett Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	1	0	0	1	0	207	0	207	136	0	0	136	344
3:15 PM	0	0	0	0	0	208	0	208	149	0	0	149	357
3:30 PM	3	0	0	3	2	251	0	253	139	0	0	139	395
3:45 PM	0	4	0	4	2	214	0	216	156	1	0	157	377
Total	4	4	0	8	4	880	0	884	580	1	0	581	1473
4:00 PM	1	0	0	1	0	245	0	245	127	1	0	128	374
4:15 PM	0	0	0	0	0	251	0	251	140	0	0	140	391
4:30 PM	0	0	0	0	0	259	0	259	111	0	0	111	370
4:45 PM	0	0	0	0	0	294	0	294	107	0	0	107	401
Total	1	0	0	1	0	1049	0	1049	485	1	0	486	1536
5:00 PM	0	4	0	4	1	253	0	254	137	1	0	138	396
5:15 PM	0	1	0	1	0	271	0	271	115	1	0	116	388
5:30 PM	1	1	0	2	0	291	0	291	118	1	0	119	412
5:45 PM	0	2	0	2	1	246	0	247	110	0	0	110	359
Total	1	8	0	9	2	1061	0	1063	480	3	0	483	1555
Grand Total	6	12	0	18	6	2990	0	2996	1545	5	0	1550	4564
Approach %	33.3	66.7	0.0		0.2	99.8	0.0		99.7	0.3	0.0		
Total %	0.1	0.3	0.0	0.4	0.1	65.5	0.0	65.6	33.9	0.1	0.0	34.0	
Exiting Leg Total				11				1557				2996	4564

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

4:45 PM	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:45 PM	0	0	0	0	0	294	0	294	107	0	0	107	401
5:00 PM	0	4	0	4	1	253	0	254	137	1	0	138	396
5:15 PM	0	1	0	1	0	271	0	271	115	1	0	116	388
5:30 PM	1	1	0	2	0	291	0	291	118	1	0	119	412
Total Volume	1	6	0	7	1	1109	0	1110	477	3	0	480	1597
% Approach Total	14.3	85.7	0.0		0.1	99.9	0.0		99.4	0.6	0.0		
PHF	0.250	0.375	0.000	0.438	0.250	0.943	0.000	0.944	0.870	0.750	0.000	0.870	0.969
Entering Leg	1	6	0	7	1	1109	0	1110	477	3	0	480	1597
Exiting Leg				4				483				1110	1597
Total				11				1593				1590	3194

PDI File #: **176038 D**
 Location: **N: Airport Road**
 Location: **E: Marrett Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	6	0	6	5	0	0	5	11
3:15 PM	0	0	0	0	0	7	0	7	5	0	0	5	12
3:30 PM	0	0	0	0	0	5	0	5	3	0	0	3	8
3:45 PM	0	0	0	0	0	8	0	8	1	0	0	1	9
Total	0	0	0	0	0	26	0	26	14	0	0	14	40
4:00 PM	0	0	0	0	0	4	0	4	3	0	0	3	7
4:15 PM	0	0	0	0	0	1	0	1	3	0	0	3	4
4:30 PM	0	0	0	0	0	0	0	0	4	0	0	4	4
4:45 PM	0	0	0	0	0	3	0	3	3	0	0	3	6
Total	0	0	0	0	0	8	0	8	13	0	0	13	21
5:00 PM	0	0	0	0	0	2	0	2	5	0	0	5	7
5:15 PM	0	0	0	0	0	2	0	2	4	0	0	4	6
5:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
5:45 PM	0	0	0	0	0	3	0	3	1	0	0	1	4
Total	0	0	0	0	0	8	0	8	11	0	0	11	19
Grand Total	0	0	0	0	0	42	0	42	38	0	0	38	80
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	52.5	0.0	52.5	47.5	0.0	0.0	47.5	
Exiting Leg Total	0				38				42				80
Buses	0	0	0	0	0	8	0	8	18	0	0	18	26
% Buses	0.0	0.0	0.0	0.0	0.0	19.0	0.0	19.0	47.4	0.0	0.0	47.4	32.5
Exiting Leg Total	0				18				8				26
Single-Unit Trucks	0	0	0	0	0	27	0	27	18	0	0	18	45
% Single-Unit	0.0	0.0	0.0	0.0	0.0	64.3	0.0	64.3	47.4	0.0	0.0	47.4	56.3
Exiting Leg Total	0				18				27				45
Articulated Trucks	0	0	0	0	0	7	0	7	2	0	0	2	9
% Articulated	0.0	0.0	0.0	0.0	0.0	16.7	0.0	16.7	5.3	0.0	0.0	5.3	11.3
Exiting Leg Total	0				2				7				9

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

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	6	0	6	5	0	0	5	11
3:15 PM	0	0	0	0	0	7	0	7	5	0	0	5	12
3:30 PM	0	0	0	0	0	5	0	5	3	0	0	3	8
3:45 PM	0	0	0	0	0	8	0	8	1	0	0	1	9
Total Volume	0	0	0	0	0	26	0	26	14	0	0	14	40
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.813	0.000	0.813	0.700	0.000	0.000	0.700	0.833
Buses	0	0	0	0	0	4	0	4	5	0	0	5	9
Buses %	0.0	0.0	0.0	0.0	0.0	15.4	0.0	15.4	35.7	0.0	0.0	35.7	22.5
Single-Unit Trucks	0	0	0	0	0	20	0	20	8	0	0	8	28
Single-Unit %	0.0	0.0	0.0	0.0	0.0	76.9	0.0	76.9	57.1	0.0	0.0	57.1	70.0
Articulated Trucks	0	0	0	0	0	2	0	2	1	0	0	1	3
Articulated %	0.0	0.0	0.0	0.0	0.0	7.7	0.0	7.7	7.1	0.0	0.0	7.1	7.5
Buses	0	0	0	0	0	4	0	4	5	0	0	5	9
Single-Unit Trucks	0	0	0	0	0	20	0	20	8	0	0	8	28
Articulated Trucks	0	0	0	0	0	2	0	2	1	0	0	1	3
Total Entering Leg	0	0	0	0	0	26	0	26	14	0	0	14	40
Buses	0				5				4				9
Single-Unit Trucks	0				8				20				28
Articulated Trucks	0				1				2				3
Total Exiting Leg	0				14				26				40

PDI File #: **176038 D**
 Location: **N: Airport Road**
 Location: **E: Marrett Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total	
	from North				from East				from West					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
3:00 PM	1	0	0	1	0	181	0	181	121	0	0	121	303	
3:15 PM	0	0	0	0	0	187	0	187	132	0	0	132	319	
3:30 PM	3	0	0	3	2	226	0	228	128	0	0	128	359	
3:45 PM	0	4	0	4	2	195	0	197	144	1	0	145	346	
Total	4	4	0	8	4	789	0	793	525	1	0	526	1327	
4:00 PM	1	0	0	1	0	220	0	220	117	1	0	118	339	
4:15 PM	0	0	0	0	0	229	0	229	128	0	0	128	357	
4:30 PM	0	0	0	0	0	245	0	245	98	0	0	98	343	
4:45 PM	0	0	0	0	0	275	0	275	101	0	0	101	376	
Total	1	0	0	1	0	969	0	969	444	1	0	445	1415	
5:00 PM	0	4	0	4	1	244	0	245	124	1	0	125	374	
5:15 PM	0	1	0	1	0	257	0	257	111	1	0	112	370	
5:30 PM	0	1	0	1	0	280	0	280	109	0	0	109	390	
5:45 PM	0	1	0	1	1	236	0	237	97	0	0	97	335	
Total	0	7	0	7	2	1017	0	1019	441	2	0	443	1469	
Grand Total	5	11	0	16	6	2775	0	2781	1410	4	0	1414	4211	
Approach %	31.3	68.8	0.0		0.2	99.8	0.0		99.7	0.3	0.0			
Total %	0.1	0.3	0.0	0.4	0.1	65.9	0.0	66.0	33.5	0.1	0.0		33.6	
Exiting Leg Total				10				1421					2780	4211

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

4:45 PM	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:45 PM	0	0	0	0	0	275	0	275	101	0	0	101	376
5:00 PM	0	4	0	4	1	244	0	245	124	1	0	125	374
5:15 PM	0	1	0	1	0	257	0	257	111	1	0	112	370
5:30 PM	0	1	0	1	0	280	0	280	109	0	0	109	390
Total Volume	0	6	0	6	1	1056	0	1057	445	2	0	447	1510
% Approach Total	0.0	100.0	0.0		0.1	99.9	0.0		99.6	0.4	0.0		
PHF	0.000	0.375	0.000	0.375	0.250	0.943	0.000	0.944	0.897	0.500	0.000	0.894	0.968
Entering Leg	0	6	0	6	1	1056	0	1057	445	2	0	447	1510
Exiting Leg				3				451				1056	1510
Total				9				1508				1503	3020

PDI File #: **176038 D**
 Location: **N: Airport Road**
 Location: **E: Marrett Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Light Goods Vehicle**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	26	0	26	15	0	0	15	41
3:15 PM	0	0	0	0	0	21	0	21	17	0	0	17	38
3:30 PM	0	0	0	0	0	25	0	25	11	0	0	11	36
3:45 PM	0	0	0	0	0	19	0	19	12	0	0	12	31
Total	0	0	0	0	0	91	0	91	55	0	0	55	146
4:00 PM	0	0	0	0	0	25	0	25	10	0	0	10	35
4:15 PM	0	0	0	0	0	22	0	22	12	0	0	12	34
4:30 PM	0	0	0	0	0	14	0	14	13	0	0	13	27
4:45 PM	0	0	0	0	0	19	0	19	6	0	0	6	25
Total	0	0	0	0	0	80	0	80	41	0	0	41	121
5:00 PM	0	0	0	0	0	9	0	9	13	0	0	13	22
5:15 PM	0	0	0	0	0	14	0	14	4	0	0	4	18
5:30 PM	1	0	0	1	0	11	0	11	9	1	0	10	22
5:45 PM	0	1	0	1	0	10	0	10	13	0	0	13	24
Total	1	1	0	2	0	44	0	44	39	1	0	40	86
Grand Total	1	1	0	2	0	215	0	215	135	1	0	136	353
Approach %	50.0	50.0	0.0		0.0	100.0	0.0		99.3	0.7	0.0		
Total %	0.3	0.3	0.0	0.6	0.0	60.9	0.0	60.9	38.2	0.3	0.0	38.5	
Exiting Leg Total				1				136				216	353

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

3:00 PM	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	26	0	26	15	0	0	15	41
3:15 PM	0	0	0	0	0	21	0	21	17	0	0	17	38
3:30 PM	0	0	0	0	0	25	0	25	11	0	0	11	36
3:45 PM	0	0	0	0	0	19	0	19	12	0	0	12	31
Total Volume	0	0	0	0	0	91	0	91	55	0	0	55	146
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.875	0.809	0.000	0.000	0.809	0.890
Entering Leg	0	0	0	0	0	91	0	91	55	0	0	55	146
Exiting Leg				0				55				91	146
Total				0				146				146	292

PDI File #: **176038 D**
 Location: **N: Airport Road**
 Location: **E: Marrett Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	3	0	3	2	0	0	2	5
3:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
3:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	4	5	0	0	5	9
4:00 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
4:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
4:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
4:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	0	0	0	0	2	0	2	9	0	0	9	11
5:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	0	0	0	0	2	0	2	4	0	0	4	6
Grand Total	0	0	0	0	0	8	0	8	18	0	0	18	26
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	30.8	0.0	30.8	69.2	0.0	0.0	69.2	
Exiting Leg Total	0				18				8				26

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

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
4:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
4:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
4:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total Volume	0	0	0	0	0	2	0	2	9	0	0	9	11
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.750	0.000	0.000	0.750	0.917
Entering Leg	0	0	0	0	0	2	0	2	9	0	0	9	11
Exiting Leg	0				9				2				11
Total	0				11				11				22

PDI File #: **176038 D**
 Location: **N: Airport Road**
 Location: **E: Marrett Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	3	0	3	2	0	0	2	5
3:15 PM	0	0	0	0	0	6	0	6	4	0	0	4	10
3:30 PM	0	0	0	0	0	5	0	5	1	0	0	1	6
3:45 PM	0	0	0	0	0	6	0	6	1	0	0	1	7
Total	0	0	0	0	0	20	0	20	8	0	0	8	28
4:00 PM	0	0	0	0	0	3	0	3	1	0	0	1	4
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	4	0	4	4	0	0	4	8
5:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	4
5:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
5:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
5:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	6	0	0	6	9
Grand Total	0	0	0	0	0	27	0	27	18	0	0	18	45
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	60.0	0.0	60.0	40.0	0.0	0.0	40.0	
Exiting Leg Total	0				18				27				45

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

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	3	0	3	2	0	0	2	5
3:15 PM	0	0	0	0	0	6	0	6	4	0	0	4	10
3:30 PM	0	0	0	0	0	5	0	5	1	0	0	1	6
3:45 PM	0	0	0	0	0	6	0	6	1	0	0	1	7
Total Volume	0	0	0	0	0	20	0	20	8	0	0	8	28
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.833	0.000	0.833	0.500	0.000	0.000	0.500	0.700
Entering Leg	0	0	0	0	0	20	0	20	8	0	0	8	28
Exiting Leg	0				8				20				28
Total	0				28				28				56

PDI File #: **176038 D**
 Location: **N: Airport Road**
 Location: **E: Marrett Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total	
	from North				from East				from West					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	2	0	2	2	0	0	0	0	2
Total	0	0	0	0	0	2	0	2	2	1	0	0	1	3
4:00 PM	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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	2	2	0	0	0	0	2
Total	0	0	0	0	0	2	0	2	2	0	0	0	0	2
5:00 PM	0	0	0	0	0	1	0	1	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	1	1	1	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	3	1	0	0	1	4
Grand Total	0	0	0	0	0	7	0	7	7	2	0	0	2	9
Approach %	0.0	0.0	0.0		0.0	100.0	0.0			100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	77.8	0.0	77.8		22.2	0.0	0.0	22.2	
Exiting Leg Total	0				2				7				9	

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

	Airport Road				Marrett Road (Route 2A)				North Great Road (Route 2A)				Total	
	from North				from East				from West					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	2	2	0	0	0	0	2
5:00 PM	0	0	0	0	0	1	0	1	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	1	1	1	0	0	1	2
Total Volume	0	0	0	0	0	4	0	4	4	1	0	0	1	5
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0			100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500		0.250	0.000	0.000	0.250	0.625
Entering Leg	0	0	0	0	0	4	0	4	4	1	0	0	1	5
Exiting Leg	0				1				4				5	
Total	0				5				5				10	

PDI File #: 176038 D
 Location: N: Airport Road
 Location: E: Marrett Road (Route 2A) W: North Great Road (Route 2A)
 City, State: Lexington, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 3:00 PM
 End Time: 6:00 PM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Airport Road							Marrett Road (Route 2A)						North Great Road (Route 2A)						Total									
	from North							from East						from West															
	Right	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total										
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Grand Total	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	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						3						3									

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

4:30 PM	Airport Road							Marrett Road (Route 2A)						North Great Road (Route 2A)						Total								
	from North							from East						from West														
	Right	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total									
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000
Entering Leg	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Exiting Leg	0							0						2						2								
Total	0							2						2						4								

PDI File #: 176038 D
 Location: N: Airport Road
 Location: E: Marrett Road (Route 2A) W: North Great Road (Route 2A)
 City, State: Lexington, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 3:00 PM
 End Time: 6:00 PM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	Airport Road						Marrett Road (Route 2A)						North Great Road (Route 2A)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	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
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	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
Total	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
Approach %	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
Exiting Leg Total	0						0						0						0

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

3:00 PM	Airport Road						Marrett Road (Route 2A)						North Great Road (Route 2A)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	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
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
Entering Leg	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
Total	0						0						0						0

PDI File #: **176038 E**
 Location: **N: Hanscom Drive S: Hanscom Drive**
 Location: **E: Old Bedford Road W: Old Bedford Road**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	0	3	1	0	4	0	0	0	0	0	0	18	15	0	33	9	13	0	0	22	59
6:15 AM	0	3	0	0	3	0	0	0	0	0	0	20	14	0	34	8	29	2	0	39	76
6:30 AM	0	6	0	0	6	2	5	0	0	7	0	6	24	0	30	12	41	4	0	57	100
6:45 AM	0	3	0	0	3	0	2	0	0	2	0	12	19	1	32	24	60	2	0	86	123
Total	0	15	1	0	16	2	7	0	0	9	0	56	72	1	129	53	143	8	0	204	358
7:00 AM	2	4	0	0	6	3	1	0	0	4	0	9	11	0	20	25	55	8	0	88	118
7:15 AM	0	3	0	0	3	0	1	0	0	1	0	7	23	0	30	34	63	4	0	101	135
7:30 AM	1	8	0	0	9	1	5	0	0	6	0	9	30	0	39	29	54	1	0	84	138
7:45 AM	1	5	0	0	6	1	5	0	0	6	0	10	38	0	48	23	60	2	0	85	145
Total	4	20	0	0	24	5	12	0	0	17	0	35	102	0	137	111	232	15	0	358	536
8:00 AM	0	1	1	0	2	1	1	0	0	2	4	7	29	0	40	34	42	6	0	82	126
8:15 AM	3	3	3	0	9	1	2	1	0	4	7	11	35	1	54	27	48	5	1	81	148
8:30 AM	4	2	0	0	6	1	4	0	0	5	0	5	31	0	36	30	41	3	0	74	121
8:45 AM	2	4	1	0	7	2	10	0	0	12	0	8	51	0	59	19	48	11	0	78	156
Total	9	10	5	0	24	5	17	1	0	23	11	31	146	1	189	110	179	25	1	315	551
Grand Total	13	45	6	0	64	12	36	1	0	49	11	122	320	2	455	274	554	48	1	877	1445
Approach %	20.3	70.3	9.4	0.0		24.5	73.5	2.0	0.0		2.4	26.8	70.3	0.4		31.2	63.2	5.5	0.1		
Total %	0.9	3.1	0.4	0.0	4.4	0.8	2.5	0.1	0.0	3.4	0.8	8.4	22.1	0.1	31.5	19.0	38.3	3.3	0.1	60.7	
Exiting Leg Total					182					571					322					370	1445
Cars	11	36	6	0	53	10	34	1	0	45	11	112	315	2	440	268	553	48	1	870	1408
% Cars	84.6	80.0	100.0	0.0	82.8	83.3	94.4	100.0	0.0	91.8	100.0	91.8	98.4	100.0	96.7	97.8	99.8	100.0	100.0	99.2	97.4
Exiting Leg Total					170					570					307					361	1408
Heavy Vehicles	2	9	0	0	11	2	2	0	0	4	0	10	5	0	15	6	1	0	0	7	37
% Heavy Vehicles	15.4	20.0	0.0	0.0	17.2	16.7	5.6	0.0	0.0	8.2	0.0	8.2	1.6	0.0	3.3	2.2	0.2	0.0	0.0	0.8	2.6
Exiting Leg Total					12					1					15					9	37

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	1	8	0	0	9	1	5	0	0	6	0	9	30	0	39	29	54	1	0	84	138
7:45 AM	1	5	0	0	6	1	5	0	0	6	0	10	38	0	48	23	60	2	0	85	145
8:00 AM	0	1	1	0	2	1	1	0	0	2	4	7	29	0	40	34	42	6	0	82	126
8:15 AM	3	3	3	0	9	1	2	1	0	4	7	11	35	1	54	27	48	5	1	81	148
Total Volume	5	17	4	0	26	4	13	1	0	18	11	37	132	1	181	113	204	14	1	332	557
% Approach Total	19.2	65.4	15.4	0.0		22.2	72.2	5.6	0.0		6.1	20.4	72.9	0.6		34.0	61.4	4.2	0.3		
PHF	0.417	0.531	0.333	0.000	0.722	1.000	0.650	0.250	0.000	0.750	0.393	0.841	0.868	0.250	0.838	0.831	0.850	0.583	0.250	0.976	0.941
Cars	3	15	4	0	22	3	12	1	0	16	11	33	132	1	177	112	203	14	1	330	545
Cars %	60.0	88.2	100.0	0.0	84.6	75.0	92.3	100.0	0.0	88.9	100.0	89.2	100.0	100.0	97.8	99.1	99.5	100.0	100.0	99.4	97.8
Heavy Vehicles	2	2	0	0	4	1	1	0	0	2	0	4	0	0	4	1	1	0	0	2	12
Heavy Vehicles %	40.0	11.8	0.0	0.0	15.4	25.0	7.7	0.0	0.0	11.1	0.0	10.8	0.0	0.0	2.2	0.9	0.5	0.0	0.0	0.6	2.2
Cars Enter Leg	3	15	4	0	22	3	12	1	0	16	11	33	132	1	177	112	203	14	1	330	545
Heavy Enter Leg	2	2	0	0	4	1	1	0	0	2	0	4	0	0	4	1	1	0	0	2	12
Total Entering Leg	5	17	4	0	26	4	13	1	0	18	11	37	132	1	181	113	204	14	1	332	557
Cars Exiting Leg					50					218					129					148	545
Heavy Exiting Leg					5					1					3					3	12
Total Exiting Leg					55					219					132					151	557

PDI File #: **176038 E**
 Location: **N: Hanscom Drive S: Hanscom Drive**
 Location: **E: Old Bedford Road W: Old Bedford Road**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	0	2	1	0	3	0	0	0	0	0	0	16	15	0	31	9	13	0	0	22	56
6:15 AM	0	3	0	0	3	0	0	0	0	0	0	20	14	0	34	8	29	2	0	39	76
6:30 AM	0	6	0	0	6	2	4	0	0	6	0	5	23	0	28	11	41	4	0	56	96
6:45 AM	0	1	0	0	1	0	2	0	0	2	0	11	18	1	30	23	60	2	0	85	118
Total	0	12	1	0	13	2	6	0	0	8	0	52	70	1	123	51	143	8	0	202	346
7:00 AM	2	3	0	0	5	2	1	0	0	3	0	8	11	0	19	25	55	8	0	88	115
7:15 AM	0	2	0	0	2	0	1	0	0	1	0	7	22	0	29	32	63	4	0	99	131
7:30 AM	1	8	0	0	9	1	5	0	0	6	0	8	30	0	38	29	54	1	0	84	137
7:45 AM	0	4	0	0	4	1	5	0	0	6	0	9	38	0	47	23	59	2	0	84	141
Total	3	17	0	0	20	4	12	0	0	16	0	32	101	0	133	109	231	15	0	355	524
8:00 AM	0	1	1	0	2	0	1	0	0	1	4	7	29	0	40	33	42	6	0	81	124
8:15 AM	2	2	3	0	7	1	1	1	0	3	7	9	35	1	52	27	48	5	1	81	143
8:30 AM	4	1	0	0	5	1	4	0	0	5	0	5	30	0	35	30	41	3	0	74	119
8:45 AM	2	3	1	0	6	2	10	0	0	12	0	7	50	0	57	18	48	11	0	77	152
Total	8	7	5	0	20	4	16	1	0	21	11	28	144	1	184	108	179	25	1	313	538
Grand Total	11	36	6	0	53	10	34	1	0	45	11	112	315	2	440	268	553	48	1	870	1408
Approach %	20.8	67.9	11.3	0.0		22.2	75.6	2.2	0.0		2.5	25.5	71.6	0.5		30.8	63.6	5.5	0.1		
Total %	0.8	2.6	0.4	0.0	3.8	0.7	2.4	0.1	0.0	3.2	0.8	8.0	22.4	0.1	31.3	19.0	39.3	3.4	0.1	61.8	
Exiting Leg Total	170					570					307					361					1408

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	1	8	0	0	9	1	5	0	0	6	0	8	30	0	38	29	54	1	0	84	137
7:45 AM	0	4	0	0	4	1	5	0	0	6	0	9	38	0	47	23	59	2	0	84	141
8:00 AM	0	1	1	0	2	0	1	0	0	1	4	7	29	0	40	33	42	6	0	81	124
8:15 AM	2	2	3	0	7	1	1	1	0	3	7	9	35	1	52	27	48	5	1	81	143
Total Volume	3	15	4	0	22	3	12	1	0	16	11	33	132	1	177	112	203	14	1	330	545
% Approach Total	13.6	68.2	18.2	0.0		18.8	75.0	6.3	0.0		6.2	18.6	74.6	0.6		33.9	61.5	4.2	0.3		
PHF	0.375	0.469	0.333	0.000	0.611	0.750	0.600	0.250	0.000	0.667	0.393	0.917	0.868	0.250	0.851	0.848	0.860	0.583	0.250	0.982	0.953
Entering Leg	3	15	4	0	22	3	12	1	0	16	11	33	132	1	177	112	203	14	1	330	545
Exiting Leg	50					218					129					148					545
Total	72					234					306					478					1090

PDI File #: **176038 E**
 Location: **N: Hanscom Drive S: Hanscom Drive**
 Location: **E: Old Bedford Road W: Old Bedford Road**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	0	2	1	0	3	0	0	0	0	0	0	12	12	0	24	9	9	0	0	18	45
6:15 AM	0	2	0	0	2	0	0	0	0	0	0	14	11	0	25	8	22	2	0	32	59
6:30 AM	0	5	0	0	5	2	4	0	0	6	0	4	17	0	21	10	32	3	0	45	77
6:45 AM	0	0	0	0	0	0	2	0	0	2	0	9	17	1	27	22	55	2	0	79	108
Total	0	9	1	0	10	2	6	0	0	8	0	39	57	1	97	49	118	7	0	174	289
7:00 AM	1	3	0	0	4	2	1	0	0	3	0	6	9	0	15	24	49	7	0	80	102
7:15 AM	0	2	0	0	2	0	1	0	0	1	0	6	20	0	26	30	57	3	0	90	119
7:30 AM	1	6	0	0	7	1	4	0	0	5	0	7	30	0	37	28	50	1	0	79	128
7:45 AM	0	3	0	0	3	1	5	0	0	6	0	8	38	0	46	23	58	2	0	83	138
Total	2	14	0	0	16	4	11	0	0	15	0	27	97	0	124	105	214	13	0	332	487
8:00 AM	0	1	1	0	2	0	0	0	0	0	4	5	28	0	37	33	38	5	0	76	115
8:15 AM	1	2	3	0	6	1	1	0	0	2	7	7	32	1	47	27	47	5	0	79	134
8:30 AM	3	1	0	0	4	1	4	0	0	5	0	5	30	0	35	26	38	3	0	67	111
8:45 AM	1	3	0	0	4	1	10	0	0	11	0	7	49	0	56	18	45	7	0	70	141
Total	5	7	4	0	16	3	15	0	0	18	11	24	139	1	175	104	168	20	0	292	501
Grand Total	7	30	5	0	42	9	32	0	0	41	11	90	293	2	396	258	500	40	0	798	1277
Approach %	16.7	71.4	11.9	0.0		22.0	78.0	0.0	0.0		2.8	22.7	74.0	0.5		32.3	62.7	5.0	0.0		
Total %	0.5	2.3	0.4	0.0	3.3	0.7	2.5	0.0	0.0	3.2	0.9	7.0	22.9	0.2	31.0	20.2	39.2	3.1	0.0	62.5	
Exiting Leg Total	139					516					290					332					1277

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	1	6	0	0	7	1	4	0	0	5	0	7	30	0	37	28	50	1	0	79	128
7:45 AM	0	3	0	0	3	1	5	0	0	6	0	8	38	0	46	23	58	2	0	83	138
8:00 AM	0	1	1	0	2	0	0	0	0	0	4	5	28	0	37	33	38	5	0	76	115
8:15 AM	1	2	3	0	6	1	1	0	0	2	7	7	32	1	47	27	47	5	0	79	134
Total Volume	2	12	4	0	18	3	10	0	0	13	11	27	128	1	167	111	193	13	0	317	515
% Approach Total	11.1	66.7	22.2	0.0		23.1	76.9	0.0	0.0		6.6	16.2	76.6	0.6		35.0	60.9	4.1	0.0		
PHF	0.500	0.500	0.333	0.000	0.643	0.750	0.500	0.000	0.000	0.542	0.393	0.844	0.842	0.250	0.888	0.841	0.832	0.650	0.000	0.955	0.933
Entering Leg	2	12	4	0	18	3	10	0	0	13	11	27	128	1	167	111	193	13	0	317	515
Exiting Leg	43					208					124					140					515
Total	61					221					291					457					1030

PDI File #: **176038 E**
 Location: **N: Hanscom Drive S: Hanscom Drive**
 Location: **E: Old Bedford Road W: Old Bedford Road**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class: **Light Goods Vehicle**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Light Goods Vehicle

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	3	0	7	0	4	0	0	4	11
6:15 AM	0	1	0	0	1	0	0	0	0	0	0	6	3	0	9	0	7	0	0	7	17
6:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	6	0	7	1	9	1	0	11	19
6:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	1	5	0	0	6	10
Total	0	3	0	0	3	0	0	0	0	0	0	13	13	0	26	2	25	1	0	28	57
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	2	2	0	4	1	6	1	0	8	13
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	2	6	1	0	9	12
7:30 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	1	4	0	0	5	9
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
Total	1	3	0	0	4	0	1	0	0	1	0	5	4	0	9	4	17	2	0	23	37
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	0	4	1	0	5	9
8:15 AM	1	0	0	0	1	0	0	1	0	1	0	2	3	0	5	0	1	0	1	2	9
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	3	0	0	7	8
8:45 AM	1	0	1	0	2	1	0	0	0	1	0	0	1	0	1	0	3	4	0	7	11
Total	3	0	1	0	4	1	1	1	0	3	0	4	5	0	9	4	11	5	1	21	37
Grand Total	4	6	1	0	11	1	2	1	0	4	0	22	22	0	44	10	53	8	1	72	131
Approach %	36.4	54.5	9.1	0.0		25.0	50.0	25.0	0.0		0.0	50.0	50.0	0.0		13.9	73.6	11.1	1.4		
Total %	3.1	4.6	0.8	0.0	8.4	0.8	1.5	0.8	0.0	3.1	0.0	16.8	16.8	0.0	33.6	7.6	40.5	6.1	0.8	55.0	
Exiting Leg Total	31					54					17					29					131

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:15 AM	0	1	0	0	1	0	0	0	0	0	0	6	3	0	9	0	7	0	0	7	17
6:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	6	0	7	1	9	1	0	11	19
6:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	1	5	0	0	6	10
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	2	2	0	4	1	6	1	0	8	13
Total Volume	1	3	0	0	4	0	0	0	0	0	0	11	12	0	23	3	27	2	0	32	59
% Approach Total	25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	47.8	52.2	0.0		9.4	84.4	6.3	0.0		
PHF	0.250	0.750	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.458	0.500	0.000	0.639	0.750	0.750	0.500	0.000	0.727	0.776
Entering Leg	1	3	0	0	4	0	0	0	0	0	0	11	12	0	23	3	27	2	0	32	59
Exiting Leg	13					27					6					13					59
Total	17					27					29					45					118

PDI File #: **176038 E**
 Location: **N: Hanscom Drive S: Hanscom Drive**
 Location: **E: Old Bedford Road W: Old Bedford Road**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
6:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	0	0	0	0	0	0	0	0	1	4
Total	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	1	0	0	0	0	0	0	0	0	1	6
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2	3
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
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	2	0	0	0	0	0	0	0	0	2	7
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
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	0	0	0	0	0	0	0	0	1	4
Total	0	2	0	0	2	0	0	0	0	0	0	2	2	0	4	1	0	0	0	0	0	0	0	0	1	7
Grand Total	0	6	0	0	6	0	0	0	0	0	0	6	4	0	10	4	0	0	0	0	0	0	0	0	4	20
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	60.0	40.0	0.0		100.0	0.0	0.0	0.0							
Total %	0.0	30.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	20.0	0.0	50.0	20.0	0.0	0.0	0.0	20.0						
Exiting Leg Total	6					0					10					4					20					

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
6:30 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
6:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	0	0	0	0	0	0	0	0	1	4
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2	3
Total Volume	0	2	0	0	2	0	0	0	0	0	0	2	2	0	4	3	0	0	0	0	0	0	0	0	3	9
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0		100.0	0.0	0.0	0.0							
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.500	0.375	0.000	0.000	0.000	0.375					0.563	
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	2	2	0	4	3	0	0	0	0	0	0	0	0	3	9
Exiting Leg	2					0					5					2					9					
Total	4					0					9					5					18					

PDI File #: **176038 E**
 Location: **N: Hanscom Drive S: Hanscom Drive**
 Location: **E: Old Bedford Road W: Old Bedford Road**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	3
6:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	1	0	0	0	1	5
7:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	5
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
8:15 AM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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
Total	1	1	0	0	2	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	6
Grand Total	2	3	0	0	5	2	2	0	0	4	0	4	0	0	4	2	1	0	0	3	2	1	0	0	3	16
Approach %	40.0	60.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		66.7	33.3	0.0	0.0							
Total %	12.5	18.8	0.0	0.0	31.3	12.5	12.5	0.0	0.0	25.0	0.0	25.0	0.0	0.0	25.0	12.5	6.3	0.0	0.0	18.8						
Exiting Leg Total	6					1					5					4					16					

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

7:30 AM	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
8:15 AM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total Volume	2	0	0	0	2	1	1	0	0	2	0	2	0	0	2	1	1	0	0	2	1	1	0	0	2	8
% Approach Total	100.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0							
PHF	0.500	0.000	0.000	0.000	0.500	0.250	0.250	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.250	0.250	0.000	0.000	0.500	0.250	0.250	0.000	0.000	0.667	
Entering Leg	2	0	0	0	2	1	1	0	0	2	0	2	0	0	2	1	1	0	0	2	1	1	0	0	2	8
Exiting Leg	3					1					3					3					8					
Total	5					3					3					5					16					

PDI File #: **176038 E**
 Location: **N: Hanscom Drive S: Hanscom Drive**
 Location: **E: Old Bedford Road W: Old Bedford Road**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	1
Approach %	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		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					1					1

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	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	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Exiting Leg	0					0					0					1					1
Total	0					0					1					1					2

PDI File #: 176038 E
 Location: N: Hanscom Drive S: Hanscom Drive
 Location: E: Old Bedford Road W: Old Bedford Road
 City, State: Lexington, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 6:00 AM
 End Time: 9:00 AM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Hanscom Drive							Old Bedford Road							Hanscom Drive							Old Bedford Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
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	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	50.0	
Exiting Leg Total	0							1							1							2							4

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Hanscom Drive							Old Bedford Road							Hanscom Drive							Old Bedford Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.250	0.500	
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	4
Exiting Leg	0							1							1							2							4
Total	0							2							2							4							8

PDI File #: **176038 E**
 Location: **N: Hanscom Drive S: Hanscom Drive**
 Location: **E: Old Bedford Road W: Old Bedford Road**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	Hanscom Drive							Old Bedford Road							Hanscom Drive							Old Bedford Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Grand Total	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0	0	0	0	100	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	1							0							0							0							1

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

7:45 AM	Hanscom Drive							Old Bedford Road							Hanscom Drive							Old Bedford Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg	1							0							0							0							1
Total	2							0							0							0							2

PDI File #: **176038 E**
 Location: **N: Hanscom Drive S: Hanscom Drive**
 Location: **E: Old Bedford Road W: Old Bedford Road**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	5	12	0	0	17	1	25	0	0	26	0	9	20	0	29	28	1	0	0	29	101
3:15 PM	0	13	0	0	13	1	32	1	0	34	0	17	19	0	36	29	0	0	0	29	112
3:30 PM	3	19	1	0	23	1	25	0	0	26	0	9	21	0	30	38	7	0	0	45	124
3:45 PM	4	15	0	0	19	1	48	0	0	49	0	4	22	0	26	31	4	2	0	37	131
Total	12	59	1	0	72	4	130	1	0	135	0	39	82	0	121	126	12	2	0	140	468
4:00 PM	9	6	1	0	16	0	55	1	0	56	0	7	23	0	30	47	3	1	0	51	153
4:15 PM	2	12	0	0	14	0	58	0	0	58	0	3	28	0	31	29	3	1	0	33	136
4:30 PM	3	4	0	1	8	0	47	0	0	47	0	2	28	0	30	39	3	1	0	43	128
4:45 PM	3	5	0	0	8	2	48	0	0	50	0	1	29	0	30	39	2	0	0	41	129
Total	17	27	1	1	46	2	208	1	0	211	0	13	108	0	121	154	11	3	0	168	546
5:00 PM	8	10	0	0	18	1	48	0	0	49	0	8	21	0	29	39	5	0	0	44	140
5:15 PM	6	7	1	0	14	3	38	1	0	42	0	5	13	0	18	34	2	0	0	36	110
5:30 PM	3	3	0	0	6	4	28	0	0	32	0	2	31	0	33	40	2	0	0	42	113
5:45 PM	3	10	2	0	15	1	34	1	0	36	0	7	18	0	25	21	0	0	0	21	97
Total	20	30	3	0	53	9	148	2	0	159	0	22	83	0	105	134	9	0	0	143	460
Grand Total	49	116	5	1	171	15	486	4	0	505	0	74	273	0	347	414	32	5	0	451	1474
Approach %	28.7	67.8	2.9	0.6		3.0	96.2	0.8	0.0		0.0	21.3	78.7	0.0		91.8	7.1	1.1	0.0		
Total %	3.3	7.9	0.3	0.1	11.6	1.0	33.0	0.3	0.0	34.3	0.0	5.0	18.5	0.0	23.5	28.1	2.2	0.3	0.0	30.6	
Exiting Leg Total	95					37					534					808					1474
Cars	49	110	4	1	164	15	484	3	0	502	0	67	271	0	338	410	30	5	0	445	1449
% Cars	100.0	94.8	80.0	100.0	95.9	100.0	99.6	75.0	0.0	99.4	0.0	90.5	99.3	0.0	97.4	99.0	93.8	100.0	0.0	98.7	98.3
Exiting Leg Total	88					34					523					804					1449
Heavy Vehicles	0	6	1	0	7	0	2	1	0	3	0	7	2	0	9	4	2	0	0	6	25
% Heavy Vehicles	0.0	5.2	20.0	0.0	4.1	0.0	0.4	25.0	0.0	0.6	0.0	9.5	0.7	0.0	2.6	1.0	6.3	0.0	0.0	1.3	1.7
Exiting Leg Total	7					3					11					4					25

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

3:45 PM	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:45 PM	4	15	0	0	19	1	48	0	0	49	0	4	22	0	26	31	4	2	0	37	131
4:00 PM	9	6	1	0	16	0	55	1	0	56	0	7	23	0	30	47	3	1	0	51	153
4:15 PM	2	12	0	0	14	0	58	0	0	58	0	3	28	0	31	29	3	1	0	33	136
4:30 PM	3	4	0	1	8	0	47	0	0	47	0	2	28	0	30	39	3	1	0	43	128
Total Volume	18	37	1	1	57	1	208	1	0	210	0	16	101	0	117	146	13	5	0	164	548
% Approach Total	31.6	64.9	1.8	1.8		0.5	99.0	0.5	0.0		0.0	13.7	86.3	0.0		89.0	7.9	3.0	0.0		
PHF	0.500	0.617	0.250	0.250	0.750	0.250	0.897	0.250	0.000	0.905	0.000	0.571	0.902	0.000	0.944	0.777	0.813	0.625	0.000	0.804	0.895
Cars	18	35	1	1	55	1	207	1	0	209	0	14	101	0	115	146	12	5	0	163	542
Cars %	100.0	94.6	100.0	100.0	96.5	100.0	99.5	100.0	0.0	99.5	0.0	87.5	100.0	0.0	98.3	100.0	92.3	100.0	0.0	99.4	98.9
Heavy Vehicles	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	6
Heavy Vehicles %	0.0	5.4	0.0	0.0	3.5	0.0	0.5	0.0	0.0	0.5	0.0	12.5	0.0	0.0	1.7	0.0	7.7	0.0	0.0	0.6	1.1
Cars Enter Leg	18	35	1	1	55	1	207	1	0	209	0	14	101	0	115	146	12	5	0	163	542
Heavy Enter Leg	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	6
Total Entering Leg	18	37	1	1	57	1	208	1	0	210	0	16	101	0	117	146	13	5	0	164	548
Cars Exiting Leg	21					13					182					326					542
Heavy Exiting Leg	2					1					2					1					6
Total Exiting Leg	23					14					184					327					548

PDI File #: **176038 E**
 Location: **N: Hanscom Drive S: Hanscom Drive**
 Location: **E: Old Bedford Road W: Old Bedford Road**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	5	11	0	0	16	1	25	0	0	26	0	8	19	0	27	27	1	0	0	28	97
3:15 PM	0	13	0	0	13	1	32	0	0	33	0	15	18	0	33	29	0	0	0	29	108
3:30 PM	3	18	0	0	21	1	25	0	0	26	0	9	21	0	30	36	7	0	0	43	120
3:45 PM	4	15	0	0	19	1	48	0	0	49	0	4	22	0	26	31	4	2	0	37	131
Total	12	57	0	0	69	4	130	0	0	134	0	36	80	0	116	123	12	2	0	137	456
4:00 PM	9	5	1	0	15	0	55	1	0	56	0	6	23	0	29	47	2	1	0	50	150
4:15 PM	2	12	0	0	14	0	58	0	0	58	0	3	28	0	31	29	3	1	0	33	136
4:30 PM	3	3	0	1	7	0	46	0	0	46	0	1	28	0	29	39	3	1	0	43	125
4:45 PM	3	5	0	0	8	2	48	0	0	50	0	1	29	0	30	38	2	0	0	40	128
Total	17	25	1	1	44	2	207	1	0	210	0	11	108	0	119	153	10	3	0	166	539
5:00 PM	8	10	0	0	18	1	48	0	0	49	0	8	21	0	29	39	5	0	0	44	140
5:15 PM	6	6	1	0	13	3	38	1	0	42	0	4	13	0	17	34	1	0	0	35	107
5:30 PM	3	3	0	0	6	4	27	0	0	31	0	2	31	0	33	40	2	0	0	42	112
5:45 PM	3	9	2	0	14	1	34	1	0	36	0	6	18	0	24	21	0	0	0	21	95
Total	20	28	3	0	51	9	147	2	0	158	0	20	83	0	103	134	8	0	0	142	454
Grand Total	49	110	4	1	164	15	484	3	0	502	0	67	271	0	338	410	30	5	0	445	1449
Approach %	29.9	67.1	2.4	0.6		3.0	96.4	0.6	0.0		0.0	19.8	80.2	0.0		92.1	6.7	1.1	0.0		
Total %	3.4	7.6	0.3	0.1	11.3	1.0	33.4	0.2	0.0	34.6	0.0	4.6	18.7	0.0	23.3	28.3	2.1	0.3	0.0	30.7	
Exiting Leg Total	88					34					523					804					1449

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

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:45 PM	4	15	0	0	19	1	48	0	0	49	0	4	22	0	26	31	4	2	0	37	131
4:00 PM	9	5	1	0	15	0	55	1	0	56	0	6	23	0	29	47	2	1	0	50	150
4:15 PM	2	12	0	0	14	0	58	0	0	58	0	3	28	0	31	29	3	1	0	33	136
4:30 PM	3	3	0	1	7	0	46	0	0	46	0	1	28	0	29	39	3	1	0	43	125
Total Volume	18	35	1	1	55	1	207	1	0	209	0	14	101	0	115	146	12	5	0	163	542
% Approach Total	32.7	63.6	1.8	1.8		0.5	99.0	0.5	0.0		0.0	12.2	87.8	0.0		89.6	7.4	3.1	0.0		
PHF	0.500	0.583	0.250	0.250	0.724	0.250	0.892	0.250	0.000	0.901	0.000	0.583	0.902	0.000	0.927	0.777	0.750	0.625	0.000	0.815	0.903
Entering Leg	18	35	1	1	55	1	207	1	0	209	0	14	101	0	115	146	12	5	0	163	542
Exiting Leg	21					13					182					326					542
Total	76					222					297					489					1084

PDI File #: **176038 E**
 Location: **N: Hanscom Drive S: Hanscom Drive**
 Location: **E: Old Bedford Road W: Old Bedford Road**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	4
3:15 PM	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	4
3:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	0	3	0	0	1	0	1	0	3	2	0	5	3	0	0	0	3	12
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
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	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	1	1	0	0	2	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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	6
Grand Total	0	6	1	0	7	0	2	1	0	3	0	7	2	0	9	4	2	0	0	6	25
Approach %	0.0	85.7	14.3	0.0		0.0	66.7	33.3	0.0		0.0	77.8	22.2	0.0		66.7	33.3	0.0	0.0		
Total %	0.0	24.0	4.0	0.0	28.0	0.0	8.0	4.0	0.0	12.0	0.0	28.0	8.0	0.0	36.0	16.0	8.0	0.0	0.0	24.0	
Exiting Leg Total	7					3					11					4					25
Buses	0	5	0	0	5	0	0	0	0	0	0	5	2	0	7	2	0	0	0	2	14
% Buses	0.0	83.3	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0	71.4	100.0	0.0	77.8	50.0	0.0	0.0	0.0	33.3	56.0
Exiting Leg Total	5					0					7					2					14
Single-Unit Trucks	0	1	1	0	2	0	2	0	0	2	0	2	0	0	2	2	2	0	0	4	10
% Single-Unit	0.0	16.7	100.0	0.0	28.6	0.0	100.0	0.0	0.0	66.7	0.0	28.6	0.0	0.0	22.2	50.0	100.0	0.0	0.0	66.7	40.0
Exiting Leg Total	2					3					3					2					10
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
Exiting Leg Total	0					0					1					0					1

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

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	4
3:15 PM	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	4
3:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	0	3	0	0	1	0	1	0	3	2	0	5	3	0	0	0	3	12
% Approach Total	0.0	66.7	33.3	0.0		0.0	0.0	100.0	0.0		0.0	60.0	40.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.250	0.000	0.375	0.000	0.000	0.250	0.000	0.250	0.000	0.375	0.500	0.000	0.417	0.375	0.000	0.000	0.000	0.375	0.750
Buses	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	6
Buses %	0.0	50.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	100.0	0.0	60.0	66.7	0.0	0.0	0.0	66.7	50.0
Single-Unit Trucks	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5
Single-Unit %	0.0	50.0	100.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	40.0	33.3	0.0	0.0	0.0	33.3	41.7
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3
Buses	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	6
Single-Unit Trucks	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	2	1	0	3	0	0	1	0	1	0	3	2	0	5	3	0	0	0	3	12
Buses	1					0					3					2					6
Single-Unit Trucks	2					1					2					0					5
Articulated Trucks	0					0					1					0					1
Total Exiting Leg	3					1					6					2					12

PDI File #: **176038 E**
 Location: **N: Hanscom Drive S: Hanscom Drive**
 Location: **E: Old Bedford Road W: Old Bedford Road**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	4	6	0	0	10	1	23	0	0	24	0	7	17	0	24	24	1	0	0	25	83
3:15 PM	0	11	0	0	11	1	26	0	0	27	0	14	16	0	30	29	0	0	0	29	97
3:30 PM	3	17	0	0	20	1	20	0	0	21	0	8	20	0	28	36	5	0	0	41	110
3:45 PM	3	15	0	0	18	1	39	0	0	40	0	4	21	0	25	31	3	2	0	36	119
Total	10	49	0	0	59	4	108	0	0	112	0	33	74	0	107	120	9	2	0	131	409
4:00 PM	9	5	1	0	15	0	52	1	0	53	0	5	22	0	27	46	2	1	0	49	144
4:15 PM	2	9	0	0	11	0	56	0	0	56	0	3	25	0	28	29	3	1	0	33	128
4:30 PM	2	3	0	1	6	0	42	0	0	42	0	1	26	0	27	38	2	1	0	41	116
4:45 PM	3	5	0	0	8	2	42	0	0	44	0	1	29	0	30	38	1	0	0	39	121
Total	16	22	1	1	40	2	192	1	0	195	0	10	102	0	112	151	8	3	0	162	509
5:00 PM	8	9	0	0	17	1	43	0	0	44	0	6	21	0	27	39	4	0	0	43	131
5:15 PM	6	6	1	0	13	3	36	1	0	40	0	3	13	0	16	34	1	0	0	35	104
5:30 PM	3	3	0	0	6	3	23	0	0	26	0	2	30	0	32	40	2	0	0	42	106
5:45 PM	2	8	2	0	12	1	30	1	0	32	0	4	17	0	21	20	0	0	0	20	85
Total	19	26	3	0	48	8	132	2	0	142	0	15	81	0	96	133	7	0	0	140	426
Grand Total	45	97	4	1	147	14	432	3	0	449	0	58	257	0	315	404	24	5	0	433	1344
Approach %	30.6	66.0	2.7	0.7		3.1	96.2	0.7	0.0		0.0	18.4	81.6	0.0		93.3	5.5	1.2	0.0		
Total %	3.3	7.2	0.3	0.1	10.9	1.0	32.1	0.2	0.0	33.4	0.0	4.3	19.1	0.0	23.4	30.1	1.8	0.4	0.0	32.2	
Exiting Leg Total	78					28					504					734					1344

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

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					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	9	5	1	0	15	0	52	1	0	53	0	5	22	0	27	46	2	1	0	49	144
4:15 PM	2	9	0	0	11	0	56	0	0	56	0	3	25	0	28	29	3	1	0	33	128
4:30 PM	2	3	0	1	6	0	42	0	0	42	0	1	26	0	27	38	2	1	0	41	116
4:45 PM	3	5	0	0	8	2	42	0	0	44	0	1	29	0	30	38	1	0	0	39	121
Total Volume	16	22	1	1	40	2	192	1	0	195	0	10	102	0	112	151	8	3	0	162	509
% Approach Total	40.0	55.0	2.5	2.5		1.0	98.5	0.5	0.0		0.0	8.9	91.1	0.0		93.2	4.9	1.9	0.0		
PHF	0.444	0.611	0.250	0.250	0.667	0.250	0.857	0.250	0.000	0.871	0.000	0.500	0.879	0.000	0.933	0.821	0.667	0.750	0.000	0.827	0.884
Entering Leg	16	22	1	1	40	2	192	1	0	195	0	10	102	0	112	151	8	3	0	162	509
Exiting Leg	16					9					174					310					509
Total	56					204					286					472					1018

PDI File #: **176038 E**
 Location: **N: Hanscom Drive S: Hanscom Drive**
 Location: **E: Old Bedford Road W: Old Bedford Road**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Light Goods Vehicle**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Light Goods Vehicle

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	1	5	0	0	6	0	2	0	0	2	0	1	2	0	3	3	0	0	0	3	14
3:15 PM	0	2	0	0	2	0	6	0	0	6	0	1	2	0	3	0	0	0	0	0	11
3:30 PM	0	1	0	0	1	0	5	0	0	5	0	1	1	0	2	0	2	0	0	2	10
3:45 PM	1	0	0	0	1	0	9	0	0	9	0	0	1	0	1	0	1	0	0	1	12
Total	2	8	0	0	10	0	22	0	0	22	0	3	6	0	9	3	3	0	0	6	47
4:00 PM	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	1	0	0	0	1	6
4:15 PM	0	3	0	0	3	0	2	0	0	2	0	0	3	0	3	0	0	0	0	0	8
4:30 PM	1	0	0	0	1	0	4	0	0	4	0	0	2	0	2	1	1	0	0	2	9
4:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
Total	1	3	0	0	4	0	15	0	0	15	0	1	6	0	7	2	2	0	0	4	30
5:00 PM	0	1	0	0	1	0	5	0	0	5	0	2	0	0	2	0	1	0	0	1	9
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	0	0	0	0	0	6
5:45 PM	1	1	0	0	2	0	4	0	0	4	0	2	1	0	3	1	0	0	0	1	10
Total	1	2	0	0	3	1	15	0	0	16	0	5	2	0	7	1	1	0	0	2	28
Grand Total	4	13	0	0	17	1	52	0	0	53	0	9	14	0	23	6	6	0	0	12	105
Approach %	23.5	76.5	0.0	0.0		1.9	98.1	0.0	0.0		0.0	39.1	60.9	0.0		50.0	50.0	0.0	0.0		
Total %	3.8	12.4	0.0	0.0	16.2	1.0	49.5	0.0	0.0	50.5	0.0	8.6	13.3	0.0	21.9	5.7	5.7	0.0	0.0	11.4	
Exiting Leg Total	10					6					19					70					105

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

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	1	5	0	0	6	0	2	0	0	2	0	1	2	0	3	3	0	0	0	3	14
3:15 PM	0	2	0	0	2	0	6	0	0	6	0	1	2	0	3	0	0	0	0	0	11
3:30 PM	0	1	0	0	1	0	5	0	0	5	0	1	1	0	2	0	2	0	0	2	10
3:45 PM	1	0	0	0	1	0	9	0	0	9	0	0	1	0	1	0	1	0	0	1	12
Total Volume	2	8	0	0	10	0	22	0	0	22	0	3	6	0	9	3	3	0	0	6	47
% Approach Total	20.0	80.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	33.3	66.7	0.0		50.0	50.0	0.0	0.0		
PHF	0.500	0.400	0.000	0.000	0.417	0.000	0.611	0.000	0.000	0.611	0.000	0.750	0.750	0.000	0.750	0.250	0.375	0.000	0.000	0.500	0.839
Entering Leg	2	8	0	0	10	0	22	0	0	22	0	3	6	0	9	3	3	0	0	6	47
Exiting Leg	3					3					11					30					47
Total	13					25					20					36					94

PDI File #: **176038 E**
 Location: **N: Hanscom Drive S: Hanscom Drive**
 Location: **E: Old Bedford Road W: Old Bedford Road**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	4					
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1					
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1					
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	6					
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2					
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2					
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4					
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2					
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2					
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4					
Grand Total	0	5	0	0	5	0	0	0	0	0	0	5	2	0	7	2	0	0	0	2	14					
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	71.4	28.6	0.0		100.0	0.0	0.0	0.0							
Total %	0.0	35.7	0.0	0.0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	35.7	14.3	0.0	50.0	14.3	0.0	0.0	0.0	14.3						
Exiting Leg Total						5					0					7					2					14

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

3:00 PM	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	4					
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1					
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1					
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	6					
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0		100.0	0.0	0.0	0.0							
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.375	0.500	0.000	0.000	0.000	0.500	0.375					
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	6					
Exiting Leg						1					0					3					6					
Total						2					0					6					4					12

PDI File #: **176038 E**
 Location: **N: Hanscom Drive S: Hanscom Drive**
 Location: **E: Old Bedford Road W: Old Bedford Road**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
3:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	1	1	0	2	0	2	0	0	2	0	2	0	0	2	2	2	0	0	4	10
Approach %	0.0	50.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		
Total %	0.0	10.0	10.0	0.0	20.0	0.0	20.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	20.0	20.0	20.0	0.0	0.0	40.0	
Exiting Leg Total						2					3					2					10

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

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0					
3:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3					
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1					
Total Volume	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	6					
% Approach Total	0.0	50.0	50.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0							
PHF	0.000	0.250	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.500	0.500					
Entering Leg	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	6					
Exiting Leg						2					2					0					6					
Total						4					2					4					2					12

PDI File #: **176038 E**
 Location: **N: Hanscom Drive S: Hanscom Drive**
 Location: **E: Old Bedford Road W: Old Bedford Road**
 City, State: **Lexington, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					1					0					1

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

3:00 PM	Hanscom Drive					Old Bedford Road					Hanscom Drive					Old Bedford Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	0	1	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	100.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					0					1					0					1
Total	0					1					1					0					2

PDI File #: 176038 E
 Location: N: Hanscom Drive S: Hanscom Drive
 Location: E: Old Bedford Road W: Old Bedford Road
 City, State: Lexington, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 3:00 PM
 End Time: 6:00 PM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Hanscom Drive							Old Bedford Road							Hanscom Drive							Old Bedford Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	6		
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	5	9		
Grand Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	6	10			
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0	0.0	0.0		0.0	16.7	83.3	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0	20.0	0.0	0.0	0.0	30.0	0.0	10.0	50.0	0.0	0.0	60.0		
Exiting Leg Total	6							1							0							3							10

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

	Hanscom Drive							Old Bedford Road							Hanscom Drive							Old Bedford Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	6			
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	0	0	0	0	2	0	1	5	6	9		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0	0.0		0.0	16.7	83.3	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.250	0.250	0.000	0.000	0.375		
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	0	0	0	2	0	1	5	0	0	6		
Exiting Leg	6							1							0							2							9
Total	6							2							2							8							18

PDI File #: 176038 E
 Location: N: Hanscom Drive S: Hanscom Drive
 Location: E: Old Bedford Road W: Old Bedford Road
 City, State: Lexington, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 3:00 PM
 End Time: 6:00 PM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

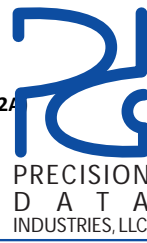
Pedestrians

	Hanscom Drive							Old Bedford Road							Hanscom Drive							Old Bedford Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
Exiting Leg Total	0							0							0							0							0

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

	Hanscom Drive							Old Bedford Road							Hanscom Drive							Old Bedford Road							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
% 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	
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	
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	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **176038 F**
 Location: **N: Hanscom Drive**
 Location: **E: North Great Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lincoln, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

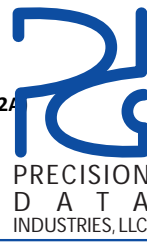
Cars and Heavy Vehicles (Combined)

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	13	11	0	24	59	17	0	76	53	40	0	93	193
6:15 AM	10	12	0	22	94	36	0	130	88	45	0	133	285
6:30 AM	16	21	0	37	88	48	0	136	122	43	0	165	338
6:45 AM	23	27	0	50	91	49	0	140	188	46	0	234	424
Total	62	71	0	133	332	150	0	482	451	174	0	625	1240
7:00 AM	25	27	1	53	83	54	0	137	178	39	0	217	407
7:15 AM	33	23	0	56	78	76	0	154	225	59	0	284	494
7:30 AM	35	26	0	61	80	104	0	184	235	83	0	318	563
7:45 AM	37	26	0	63	92	111	0	203	211	86	0	297	563
Total	130	102	1	233	333	345	0	678	849	267	0	1116	2027
8:00 AM	42	22	0	64	75	109	0	184	193	66	0	259	507
8:15 AM	22	32	0	54	62	99	0	161	225	62	0	287	502
8:30 AM	20	25	0	45	60	94	0	154	215	65	0	280	479
8:45 AM	12	25	0	37	75	115	0	190	214	73	0	287	514
Total	96	104	0	200	272	417	0	689	847	266	0	1113	2002
Grand Total	288	277	1	566	937	912	0	1849	2147	707	0	2854	5269
Approach %	50.9	48.9	0.2		50.7	49.3	0.0		75.2	24.8	0.0		
Total %	5.5	5.3	0.0	10.7	17.8	17.3	0.0	35.1	40.7	13.4	0.0	54.2	
Exiting Leg Total	1645				2424				1200				5269
Cars	282	258	1	541	907	861	0	1768	2104	699	0	2803	5112
% Cars	97.9	93.1	100.0	95.6	96.8	94.4	0.0	95.6	98.0	98.9	0.0	98.2	97.0
Exiting Leg Total	1607				2362				1143				5112
Heavy Vehicles	6	19	0	25	30	51	0	81	43	8	0	51	157
% Heavy Vehicles	2.1	6.9	0.0	4.4	3.2	5.6	0.0	4.4	2.0	1.1	0.0	1.8	3.0
Exiting Leg Total	38				62				57				157

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

7:30 AM	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:30 AM	35	26	0	61	80	104	0	184	235	83	0	318	563
7:45 AM	37	26	0	63	92	111	0	203	211	86	0	297	563
8:00 AM	42	22	0	64	75	109	0	184	193	66	0	259	507
8:15 AM	22	32	0	54	62	99	0	161	225	62	0	287	502
Total Volume	136	106	0	242	309	423	0	732	864	297	0	1161	2135
% Approach Total	56.2	43.8	0.0		42.2	57.8	0.0		74.4	25.6	0.0		
PHF	0.810	0.828	0.000	0.945	0.840	0.953	0.000	0.901	0.919	0.863	0.000	0.913	0.948
Cars	134	103	0	237	301	401	0	702	853	294	0	1147	2086
Cars %	98.5	97.2	0.0	97.9	97.4	94.8	0.0	95.9	98.7	99.0	0.0	98.8	97.7
Heavy Vehicles	2	3	0	5	8	22	0	30	11	3	0	14	49
Heavy Vehicles %	1.5	2.8	0.0	2.1	2.6	5.2	0.0	4.1	1.3	1.0	0.0	1.2	2.3
Cars Enter Leg	134	103	0	237	301	401	0	702	853	294	0	1147	2086
Heavy Enter Leg	2	3	0	5	8	22	0	30	11	3	0	14	49
Total Entering Leg	136	106	0	242	309	423	0	732	864	297	0	1161	2135
Cars Exiting Leg	595				956				535				2086
Heavy Exiting Leg	11				14				24				49
Total Exiting Leg	606				970				559				2135

PDI File #: **176038 F**
 Location: **N: Hanscom Drive**
 Location: **E: North Great Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lincoln, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

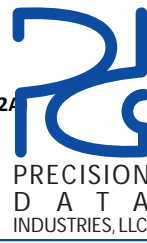
Cars-Combined (Motorcycles, Cars, Light Goods)

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	13	10	0	23	57	14	0	71	50	40	0	90	184
6:15 AM	10	12	0	22	90	34	0	124	88	44	0	132	278
6:30 AM	16	18	0	34	83	47	0	130	120	43	0	163	327
6:45 AM	23	23	0	46	90	46	0	136	184	45	0	229	411
Total	62	63	0	125	320	141	0	461	442	172	0	614	1200
7:00 AM	25	26	1	52	80	52	0	132	172	38	0	210	394
7:15 AM	31	21	0	52	77	65	0	142	215	57	0	272	466
7:30 AM	35	25	0	60	78	96	0	174	230	83	0	313	547
7:45 AM	37	25	0	62	89	106	0	195	210	86	0	296	553
Total	128	97	1	226	324	319	0	643	827	264	0	1091	1960
8:00 AM	40	22	0	62	73	104	0	177	189	64	0	253	492
8:15 AM	22	31	0	53	61	95	0	156	224	61	0	285	494
8:30 AM	18	23	0	41	59	92	0	151	209	65	0	274	466
8:45 AM	12	22	0	34	70	110	0	180	213	73	0	286	500
Total	92	98	0	190	263	401	0	664	835	263	0	1098	1952
Grand Total	282	258	1	541	907	861	0	1768	2104	699	0	2803	5112
Approach %	52.1	47.7	0.2		51.3	48.7	0.0		75.1	24.9	0.0		
Total %	5.5	5.0	0.0	10.6	17.7	16.8	0.0	34.6	41.2	13.7	0.0	54.8	
Exiting Leg Total				1607				2362				1143	5112

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

7:30 AM	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:30 AM	35	25	0	60	78	96	0	174	230	83	0	313	547
7:45 AM	37	25	0	62	89	106	0	195	210	86	0	296	553
8:00 AM	40	22	0	62	73	104	0	177	189	64	0	253	492
8:15 AM	22	31	0	53	61	95	0	156	224	61	0	285	494
Total Volume	134	103	0	237	301	401	0	702	853	294	0	1147	2086
% Approach Total	56.5	43.5	0.0		42.9	57.1	0.0		74.4	25.6	0.0		
PHF	0.838	0.831	0.000	0.956	0.846	0.946	0.000	0.900	0.927	0.855	0.000	0.916	0.943
Entering Leg	134	103	0	237	301	401	0	702	853	294	0	1147	2086
Exiting Leg				595				956				535	2086
Total				832				1658				1682	4172

PDI File #: **176038 F**
 Location: **N: Hanscom Drive**
 Location: **E: North Great Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lincoln, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



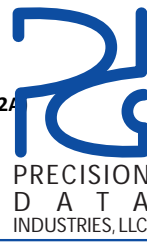
46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	0	1	0	1	2	3	0	5	3	0	0	3	9
6:15 AM	0	0	0	0	4	2	0	6	0	1	0	1	7
6:30 AM	0	3	0	3	5	1	0	6	2	0	0	2	11
6:45 AM	0	4	0	4	1	3	0	4	4	1	0	5	13
Total	0	8	0	8	12	9	0	21	9	2	0	11	40
7:00 AM	0	1	0	1	3	2	0	5	6	1	0	7	13
7:15 AM	2	2	0	4	1	11	0	12	10	2	0	12	28
7:30 AM	0	1	0	1	2	8	0	10	5	0	0	5	16
7:45 AM	0	1	0	1	3	5	0	8	1	0	0	1	10
Total	2	5	0	7	9	26	0	35	22	3	0	25	67
8:00 AM	2	0	0	2	2	5	0	7	4	2	0	6	15
8:15 AM	0	1	0	1	1	4	0	5	1	1	0	2	8
8:30 AM	2	2	0	4	1	2	0	3	6	0	0	6	13
8:45 AM	0	3	0	3	5	5	0	10	1	0	0	1	14
Total	4	6	0	10	9	16	0	25	12	3	0	15	50
Grand Total	6	19	0	25	30	51	0	81	43	8	0	51	157
Approach %	24.0	76.0	0.0		37.0	63.0	0.0		84.3	15.7	0.0		
Total %	3.8	12.1	0.0	15.9	19.1	32.5	0.0	51.6	27.4	5.1	0.0	32.5	
Exiting Leg Total	38				62				57				157
Buses	2	9	0	11	8	5	0	13	10	2	0	12	36
% Buses	33.3	47.4	0.0	44.0	26.7	9.8	0.0	16.0	23.3	25.0	0.0	23.5	22.9
Exiting Leg Total	10				19				7				36
Single-Unit Trucks	4	9	0	13	21	39	0	60	28	5	0	33	106
% Single-Unit	66.7	47.4	0.0	52.0	70.0	76.5	0.0	74.1	65.1	62.5	0.0	64.7	67.5
Exiting Leg Total	26				37				43				106
Articulated Trucks	0	1	0	1	1	7	0	8	5	1	0	6	15
% Articulated	0.0	5.3	0.0	4.0	3.3	13.7	0.0	9.9	11.6	12.5	0.0	11.8	9.6
Exiting Leg Total	2				6				7				15

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:45 AM	0	4	0	4	1	3	0	4	4	1	0	5	13
7:00 AM	0	1	0	1	3	2	0	5	6	1	0	7	13
7:15 AM	2	2	0	4	1	11	0	12	10	2	0	12	28
7:30 AM	0	1	0	1	2	8	0	10	5	0	0	5	16
Total Volume	2	8	0	10	7	24	0	31	25	4	0	29	70
% Approach Total	20.0	80.0	0.0		22.6	77.4	0.0		86.2	13.8	0.0		
PHF	0.250	0.500	0.000	0.625	0.583	0.545	0.000	0.646	0.625	0.500	0.000	0.604	0.625
Buses	1	4	0	5	1	4	0	5	10	2	0	12	22
Buses %	50.0	50.0	0.0	50.0	14.3	16.7	0.0	16.1	40.0	50.0	0.0	41.4	31.4
Single-Unit Trucks	1	4	0	5	6	14	0	20	11	1	0	12	37
Single-Unit %	50.0	50.0	0.0	50.0	85.7	58.3	0.0	64.5	44.0	25.0	0.0	41.4	52.9
Articulated Trucks	0	0	0	0	0	6	0	6	4	1	0	5	11
Articulated %	0.0	0.0	0.0	0.0	0.0	25.0	0.0	19.4	16.0	25.0	0.0	17.2	15.7
Buses	1	4	0	5	1	4	0	5	10	2	0	12	22
Single-Unit Trucks	1	4	0	5	6	14	0	20	11	1	0	12	37
Articulated Trucks	0	0	0	0	0	6	0	6	4	1	0	5	11
Total Entering Leg	2	8	0	10	7	24	0	31	25	4	0	29	70
Buses	3				14				5				22
Single-Unit Trucks	7				15				15				37
Articulated Trucks	1				4				6				11
Total Exiting Leg	11				33				26				70

PDI File #: **176038 F**
 Location: **N: Hanscom Drive**
 Location: **E: North Great Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lincoln, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
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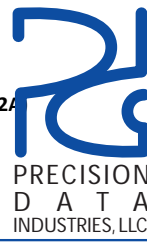
Cars

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	13	8	0	21	45	8	0	53	45	30	0	75	149
6:15 AM	8	11	0	19	69	28	0	97	68	38	0	106	222
6:30 AM	14	16	0	30	66	38	0	104	102	37	0	139	273
6:45 AM	21	18	0	39	76	35	0	111	156	39	0	195	345
Total	56	53	0	109	256	109	0	365	371	144	0	515	989
7:00 AM	23	22	1	46	67	47	0	114	152	35	0	187	347
7:15 AM	30	19	0	49	68	52	0	120	193	54	0	247	416
7:30 AM	32	23	0	55	73	80	0	153	198	80	0	278	486
7:45 AM	35	22	0	57	87	92	0	179	201	80	0	281	517
Total	120	86	1	207	295	271	0	566	744	249	0	993	1766
8:00 AM	37	21	0	58	69	90	0	159	176	59	0	235	452
8:15 AM	20	29	0	49	53	83	0	136	210	60	0	270	455
8:30 AM	18	17	0	35	54	82	0	136	193	61	0	254	425
8:45 AM	11	22	0	33	67	99	0	166	197	72	0	269	468
Total	86	89	0	175	243	354	0	597	776	252	0	1028	1800
Grand Total	262	228	1	491	794	734	0	1528	1891	645	0	2536	4555
Approach %	53.4	46.4	0.2		52.0	48.0	0.0		74.6	25.4	0.0		
Total %	5.8	5.0	0.0	10.8	17.4	16.1	0.0	33.5	41.5	14.2	0.0	55.7	
Exiting Leg Total				1440				2119				996	4555

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

7:30 AM	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:30 AM	32	23	0	55	73	80	0	153	198	80	0	278	486
7:45 AM	35	22	0	57	87	92	0	179	201	80	0	281	517
8:00 AM	37	21	0	58	69	90	0	159	176	59	0	235	452
8:15 AM	20	29	0	49	53	83	0	136	210	60	0	270	455
Total Volume	124	95	0	219	282	345	0	627	785	279	0	1064	1910
% Approach Total	56.6	43.4	0.0		45.0	55.0	0.0		73.8	26.2	0.0		
PHF	0.838	0.819	0.000	0.944	0.810	0.938	0.000	0.876	0.935	0.872	0.000	0.947	0.924
Entering Leg	124	95	0	219	282	345	0	627	785	279	0	1064	1910
Exiting Leg				561				880				469	1910
Total				780				1507				1533	3820

PDI File #: **176038 F**
 Location: **N: Hanscom Drive**
 Location: **E: North Great Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lincoln, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class: **Light Goods Vehicle**



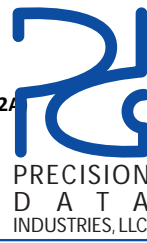
46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
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	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	0	2	0	2	12	6	0	18	5	10	0	15	35
6:15 AM	2	1	0	3	21	6	0	27	20	6	0	26	56
6:30 AM	2	2	0	4	17	9	0	26	18	6	0	24	54
6:45 AM	2	5	0	7	14	11	0	25	28	6	0	34	66
Total	6	10	0	16	64	32	0	96	71	28	0	99	211
7:00 AM	2	4	0	6	13	5	0	18	20	3	0	23	47
7:15 AM	1	2	0	3	9	13	0	22	22	3	0	25	50
7:30 AM	3	2	0	5	5	16	0	21	32	3	0	35	61
7:45 AM	2	3	0	5	2	14	0	16	9	6	0	15	36
Total	8	11	0	19	29	48	0	77	83	15	0	98	194
8:00 AM	3	1	0	4	4	14	0	18	13	5	0	18	40
8:15 AM	2	2	0	4	8	12	0	20	14	1	0	15	39
8:30 AM	0	6	0	6	5	10	0	15	16	4	0	20	41
8:45 AM	1	0	0	1	3	11	0	14	16	1	0	17	32
Total	6	9	0	15	20	47	0	67	59	11	0	70	152
Grand Total	20	30	0	50	113	127	0	240	213	54	0	267	557
Approach %	40.0	60.0	0.0		47.1	52.9	0.0		79.8	20.2	0.0		
Total %	3.6	5.4	0.0	9.0	20.3	22.8	0.0	43.1	38.2	9.7	0.0	47.9	
Exiting Leg Total				167				243				147	557

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

6:45 AM	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:45 AM	2	5	0	7	14	11	0	25	28	6	0	34	66
7:00 AM	2	4	0	6	13	5	0	18	20	3	0	23	47
7:15 AM	1	2	0	3	9	13	0	22	22	3	0	25	50
7:30 AM	3	2	0	5	5	16	0	21	32	3	0	35	61
Total Volume	8	13	0	21	41	45	0	86	102	15	0	117	224
% Approach Total	38.1	61.9	0.0		47.7	52.3	0.0		87.2	12.8	0.0		
PHF	0.667	0.650	0.000	0.750	0.732	0.703	0.000	0.860	0.797	0.625	0.000	0.836	0.848
Entering Leg	8	13	0	21	41	45	0	86	102	15	0	117	224
Exiting Leg				56				115				53	224
Total				77				201				170	448

PDI File #: **176038 F**
 Location: **N: Hanscom Drive**
 Location: **E: North Great Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lincoln, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

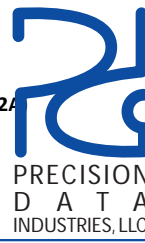
Buses

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	0	1	0	1	1	1	0	2	0	0	0	0	3
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
6:45 AM	0	2	0	2	0	0	0	0	1	1	0	2	4
Total	0	3	0	3	2	1	0	3	1	1	0	2	8
7:00 AM	0	1	0	1	1	1	0	2	2	0	0	2	5
7:15 AM	1	1	0	2	0	2	0	2	6	1	0	7	11
7:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
7:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total	1	3	0	4	2	4	0	6	9	1	0	10	20
8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
8:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
8:45 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
Total	1	3	0	4	4	0	0	4	0	0	0	0	8
Grand Total	2	9	0	11	8	5	0	13	10	2	0	12	36
Approach %	18.2	81.8	0.0		61.5	38.5	0.0		83.3	16.7	0.0		
Total %	5.6	25.0	0.0	30.6	22.2	13.9	0.0	36.1	27.8	5.6	0.0	33.3	
Exiting Leg Total				10				19				7	36

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:45 AM	0	2	0	2	0	0	0	0	1	1	0	2	4
7:00 AM	0	1	0	1	1	1	0	2	2	0	0	2	5
7:15 AM	1	1	0	2	0	2	0	2	6	1	0	7	11
7:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total Volume	1	4	0	5	1	4	0	5	10	2	0	12	22
% Approach Total	20.0	80.0	0.0		20.0	80.0	0.0		83.3	16.7	0.0		
PHF	0.250	0.500	0.000	0.625	0.250	0.500	0.000	0.625	0.417	0.500	0.000	0.429	0.500
Entering Leg	1	4	0	5	1	4	0	5	10	2	0	12	22
Exiting Leg				3				14				5	22
Total				8				19				17	44

PDI File #: **176038 F**
 Location: **N: Hanscom Drive**
 Location: **E: North Great Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lincoln, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

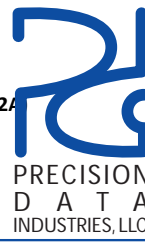
Single-Unit Trucks

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total			
	from North				from East				from West							
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total				
6:00 AM	0	0	0	0	1	2	0	3	3	0	0	3	6			
6:15 AM	0	0	0	0	4	2	0	6	0	1	0	1	7			
6:30 AM	0	2	0	2	3	0	0	3	2	0	0	2	7			
6:45 AM	0	2	0	2	1	2	0	3	2	0	0	2	7			
Total	0	4	0	4	9	6	0	15	7	1	0	8	27			
7:00 AM	0	0	0	0	2	1	0	3	4	0	0	4	7			
7:15 AM	1	1	0	2	1	5	0	6	2	1	0	3	11			
7:30 AM	0	1	0	1	2	6	0	8	3	0	0	3	12			
7:45 AM	0	0	0	0	2	5	0	7	1	0	0	1	8			
Total	1	2	0	3	7	17	0	24	10	1	0	11	38			
8:00 AM	1	0	0	1	2	5	0	7	4	2	0	6	14			
8:15 AM	0	0	0	0	0	4	0	4	1	1	0	2	6			
8:30 AM	2	2	0	4	0	2	0	2	5	0	0	5	11			
8:45 AM	0	1	0	1	3	5	0	8	1	0	0	1	10			
Total	3	3	0	6	5	16	0	21	11	3	0	14	41			
Grand Total	4	9	0	13	21	39	0	60	28	5	0	33	106			
Approach %	30.8	69.2	0.0		35.0	65.0	0.0		84.8	15.2	0.0					
Total %	3.8	8.5	0.0	12.3	19.8	36.8	0.0	56.6	26.4	4.7	0.0	31.1				
Exiting Leg Total													26	37	43	106

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total			
	from North				from East				from West							
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total				
7:15 AM	1	1	0	2	1	5	0	6	2	1	0	3	11			
7:30 AM	0	1	0	1	2	6	0	8	3	0	0	3	12			
7:45 AM	0	0	0	0	2	5	0	7	1	0	0	1	8			
8:00 AM	1	0	0	1	2	5	0	7	4	2	0	6	14			
Total Volume	2	2	0	4	7	21	0	28	10	3	0	13	45			
% Approach Total	50.0	50.0	0.0		25.0	75.0	0.0		76.9	23.1	0.0					
PHF	0.500	0.500	0.000	0.500	0.875	0.875	0.000	0.875	0.625	0.375	0.000	0.542	0.804			
Entering Leg	2	2	0	4	7	21	0	28	10	3	0	13	45			
Exiting Leg													10	12	23	45
Total													14	40	36	90

PDI File #: **176038 F**
 Location: **N: Hanscom Drive**
 Location: **E: North Great Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lincoln, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total	
	from North				from East				from West					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	1	0	1	1	1	0	2	0	0	0	0	3	
6:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	2	
Total	0	1	0	1	1	2	0	3	1	0	0	1	5	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	
7:15 AM	0	0	0	0	0	4	0	4	2	0	0	2	6	
7:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	5	0	5	3	1	0	4	9	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	1	0	0	1	1	
Grand Total	0	1	0	1	1	7	0	8	5	1	0	6	15	
Approach %	0.0	100.0	0.0		12.5	87.5	0.0		83.3	16.7	0.0			
Total %	0.0	6.7	0.0	6.7	6.7	46.7	0.0	53.3	33.3	6.7	0.0	40.0		
Exiting Leg Total					2				6				7	15

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total	
	from North				from East				from West					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
6:30 AM	0	1	0	1	1	1	0	2	0	0	0	0	3	
6:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	2	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	
7:15 AM	0	0	0	0	0	4	0	4	2	0	0	2	6	
Total Volume	0	1	0	1	1	6	0	7	3	1	0	4	12	
% Approach Total	0.0	100.0	0.0		14.3	85.7	0.0		75.0	25.0	0.0			
PHF	0.000	0.250	0.000	0.250	0.250	0.375	0.000	0.438	0.375	0.250	0.000	0.500	0.500	
Entering Leg	0	1	0	1	1	6	0	7	3	1	0	4	12	
Exiting Leg					2				4				6	12
Total					3				11				10	24

PDI File #: **176038 F**
 Location: **N: Hanscom Drive**
 Location: **E: North Great Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lincoln, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Hanscom Drive						North Great Road (Route 2A)						North Great Road (Route 2A)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
8:00 AM	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
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Grand Total	0	1	0	0	0	1	1	1	0	0	0	2	1	0	0	0	0	1	4
Approach %	0.0	100.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	0.0	25.0	0.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	25.0	
Exiting Leg Total	1						2						1						4

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

6:45 AM	Hanscom Drive						North Great Road (Route 2A)						North Great Road (Route 2A)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total Volume	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.500
Entering Leg	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
Exiting Leg	0						2						0						2
Total	1						2						1						4

PDI File #: 176038 F
 Location: N: Hanscom Drive
 Location: E: North Great Road (Route 2A) W: North Great Road (Route 2A)
 City, State: Lincoln, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 6:00 AM
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 Class:



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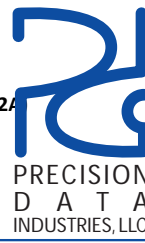
Pedestrians

	Hanscom Drive						North Great Road (Route 2A)						North Great Road (Route 2A)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	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
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	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
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
Grand Total	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
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

6:00 AM	Hanscom Drive						North Great Road (Route 2A)						North Great Road (Route 2A)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	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
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
Entering Leg	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
Total	0						0						0						0

PDI File #: **176038 F**
 Location: **N: Hanscom Drive**
 Location: **E: North Great Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lincoln, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

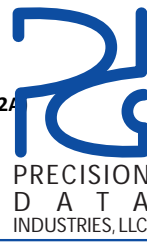
Cars and Heavy Vehicles (Combined)

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	94	75	0	169	37	181	0	218	73	17	0	90	477
3:15 PM	58	49	0	107	37	194	0	231	89	22	0	111	449
3:30 PM	88	56	0	144	35	232	0	267	92	9	0	101	512
3:45 PM	86	62	0	148	35	215	0	250	90	13	0	103	501
Total	326	242	0	568	144	822	0	966	344	61	0	405	1939
4:00 PM	86	51	0	137	33	216	0	249	71	13	0	84	470
4:15 PM	87	69	0	156	41	245	0	286	78	12	0	90	532
4:30 PM	79	54	0	133	42	256	0	298	65	15	0	80	511
4:45 PM	72	41	0	113	53	265	0	318	59	15	0	74	505
Total	324	215	0	539	169	982	0	1151	273	55	0	328	2018
5:00 PM	74	53	0	127	31	242	0	273	87	22	0	109	509
5:15 PM	80	39	0	119	35	247	0	282	76	19	0	95	496
5:30 PM	68	43	0	111	44	265	0	309	77	18	0	95	515
5:45 PM	52	39	0	91	26	249	0	275	66	16	0	82	448
Total	274	174	0	448	136	1003	0	1139	306	75	0	381	1968
Grand Total	924	631	0	1555	449	2807	0	3256	923	191	0	1114	5925
Approach %	59.4	40.6	0.0		13.8	86.2	0.0		82.9	17.1	0.0		
Total %	15.6	10.6	0.0	26.2	7.6	47.4	0.0	55.0	15.6	3.2	0.0	18.8	
Exiting Leg Total				640				1554				3731	5925
Cars	916	618	0	1534	440	2769	0	3209	893	189	0	1082	5825
% Cars	99.1	97.9	0.0	98.6	98.0	98.6	0.0	98.6	96.7	99.0	0.0	97.1	98.3
Exiting Leg Total				629				1511				3685	5825
Heavy Vehicles	8	13	0	21	9	38	0	47	30	2	0	32	100
% Heavy Vehicles	0.9	2.1	0.0	1.4	2.0	1.4	0.0	1.4	3.3	1.0	0.0	2.9	1.7
Exiting Leg Total				11				43				46	100

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

4:15 PM	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:15 PM	87	69	0	156	41	245	0	286	78	12	0	90	532
4:30 PM	79	54	0	133	42	256	0	298	65	15	0	80	511
4:45 PM	72	41	0	113	53	265	0	318	59	15	0	74	505
5:00 PM	74	53	0	127	31	242	0	273	87	22	0	109	509
Total Volume	312	217	0	529	167	1008	0	1175	289	64	0	353	2057
% Approach Total	59.0	41.0	0.0		14.2	85.8	0.0		81.9	18.1	0.0		
PHF	0.897	0.786	0.000	0.848	0.788	0.951	0.000	0.924	0.830	0.727	0.000	0.810	0.967
Cars	312	213	0	525	165	1002	0	1167	280	64	0	344	2036
Cars %	100.0	98.2	0.0	99.2	98.8	99.4	0.0	99.3	96.9	100.0	0.0	97.5	99.0
Heavy Vehicles	0	4	0	4	2	6	0	8	9	0	0	9	21
Heavy Vehicles %	0.0	1.8	0.0	0.8	1.2	0.6	0.0	0.7	3.1	0.0	0.0	2.5	1.0
Cars Enter Leg	312	213	0	525	165	1002	0	1167	280	64	0	344	2036
Heavy Enter Leg	0	4	0	4	2	6	0	8	9	0	0	9	21
Total Entering Leg	312	217	0	529	167	1008	0	1175	289	64	0	353	2057
Cars Exiting Leg				229				493				1314	2036
Heavy Exiting Leg				2				13				6	21
Total Exiting Leg				231				506				1320	2057

PDI File #: **176038 F**
 Location: **N: Hanscom Drive**
 Location: **E: North Great Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lincoln, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

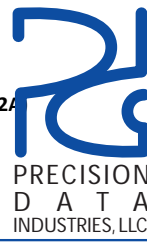
Cars-Combined (Motorcycles, Cars, Light Goods)

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	90	70	0	160	36	176	0	212	71	16	0	87	459
3:15 PM	58	48	0	106	35	191	0	226	85	21	0	106	438
3:30 PM	85	55	0	140	35	225	0	260	90	9	0	99	499
3:45 PM	86	62	0	148	34	206	0	240	89	13	0	102	490
Total	319	235	0	554	140	798	0	938	335	59	0	394	1886
4:00 PM	85	51	0	136	32	214	0	246	68	13	0	81	463
4:15 PM	87	67	0	154	41	243	0	284	76	12	0	88	526
4:30 PM	79	54	0	133	41	255	0	296	62	15	0	77	506
4:45 PM	72	39	0	111	52	263	0	315	58	15	0	73	499
Total	323	211	0	534	166	975	0	1141	264	55	0	319	1994
5:00 PM	74	53	0	127	31	241	0	272	84	22	0	106	505
5:15 PM	80	38	0	118	34	245	0	279	73	19	0	92	489
5:30 PM	68	43	0	111	44	264	0	308	74	18	0	92	511
5:45 PM	52	38	0	90	25	246	0	271	63	16	0	79	440
Total	274	172	0	446	134	996	0	1130	294	75	0	369	1945
Grand Total	916	618	0	1534	440	2769	0	3209	893	189	0	1082	5825
Approach %	59.7	40.3	0.0		13.7	86.3	0.0		82.5	17.5	0.0		
Total %	15.7	10.6	0.0	26.3	7.6	47.5	0.0	55.1	15.3	3.2	0.0	18.6	
Exiting Leg Total				629				1511				3685	5825

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

4:15 PM	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:15 PM	87	67	0	154	41	243	0	284	76	12	0	88	526
4:30 PM	79	54	0	133	41	255	0	296	62	15	0	77	506
4:45 PM	72	39	0	111	52	263	0	315	58	15	0	73	499
5:00 PM	74	53	0	127	31	241	0	272	84	22	0	106	505
Total Volume	312	213	0	525	165	1002	0	1167	280	64	0	344	2036
% Approach Total	59.4	40.6	0.0		14.1	85.9	0.0		81.4	18.6	0.0		
PHF	0.897	0.795	0.000	0.852	0.793	0.952	0.000	0.926	0.833	0.727	0.000	0.811	0.968
Entering Leg	312	213	0	525	165	1002	0	1167	280	64	0	344	2036
Exiting Leg				229				493				1314	2036
Total				754				1660				1658	4072

PDI File #: **176038 F**
 Location: **N: Hanscom Drive**
 Location: **E: North Great Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lincoln, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



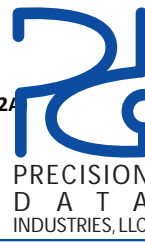
46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	4	5	0	9	1	5	0	6	2	1	0	3	18
3:15 PM	0	1	0	1	2	3	0	5	4	1	0	5	11
3:30 PM	3	1	0	4	0	7	0	7	2	0	0	2	13
3:45 PM	0	0	0	0	1	9	0	10	1	0	0	1	11
Total	7	7	0	14	4	24	0	28	9	2	0	11	53
4:00 PM	1	0	0	1	1	2	0	3	3	0	0	3	7
4:15 PM	0	2	0	2	0	2	0	2	2	0	0	2	6
4:30 PM	0	0	0	0	1	1	0	2	3	0	0	3	5
4:45 PM	0	2	0	2	1	2	0	3	1	0	0	1	6
Total	1	4	0	5	3	7	0	10	9	0	0	9	24
5:00 PM	0	0	0	0	0	1	0	1	3	0	0	3	4
5:15 PM	0	1	0	1	1	2	0	3	3	0	0	3	7
5:30 PM	0	0	0	0	0	1	0	1	3	0	0	3	4
5:45 PM	0	1	0	1	1	3	0	4	3	0	0	3	8
Total	0	2	0	2	2	7	0	9	12	0	0	12	23
Grand Total	8	13	0	21	9	38	0	47	30	2	0	32	100
Approach %	38.1	61.9	0.0		19.1	80.9	0.0		93.8	6.3	0.0		
Total %	8.0	13.0	0.0	21.0	9.0	38.0	0.0	47.0	30.0	2.0	0.0	32.0	
Exiting Leg Total				11				43				46	100
Buses	2	7	0	9	5	7	0	12	14	2	0	16	37
% Buses	25.0	53.8	0.0	42.9	55.6	18.4	0.0	25.5	46.7	100.0	0.0	50.0	37.0
Exiting Leg Total				7				21				9	37
Single-Unit Trucks	5	5	0	10	3	24	0	27	14	0	0	14	51
% Single-Unit	62.5	38.5	0.0	47.6	33.3	63.2	0.0	57.4	46.7	0.0	0.0	43.8	51.0
Exiting Leg Total				3				19				29	51
Articulated Trucks	1	1	0	2	1	7	0	8	2	0	0	2	12
% Articulated	12.5	7.7	0.0	9.5	11.1	18.4	0.0	17.0	6.7	0.0	0.0	6.3	12.0
Exiting Leg Total				1				3				8	12

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

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	4	5	0	9	1	5	0	6	2	1	0	3	18
3:15 PM	0	1	0	1	2	3	0	5	4	1	0	5	11
3:30 PM	3	1	0	4	0	7	0	7	2	0	0	2	13
3:45 PM	0	0	0	0	1	9	0	10	1	0	0	1	11
Total Volume	7	7	0	14	4	24	0	28	9	2	0	11	53
% Approach Total	50.0	50.0	0.0		14.3	85.7	0.0		81.8	18.2	0.0		
PHF	0.438	0.350	0.000	0.389	0.500	0.667	0.000	0.700	0.563	0.500	0.000	0.550	0.736
Buses	2	2	0	4	1	5	0	6	4	2	0	6	16
Buses %	28.6	28.6	0.0	28.6	25.0	20.8	0.0	21.4	44.4	100.0	0.0	54.5	30.2
Single-Unit Trucks	4	4	0	8	3	16	0	19	5	0	0	5	32
Single-Unit %	57.1	57.1	0.0	57.1	75.0	66.7	0.0	67.9	55.6	0.0	0.0	45.5	60.4
Articulated Trucks	1	1	0	2	0	3	0	3	0	0	0	0	5
Articulated %	14.3	14.3	0.0	14.3	0.0	12.5	0.0	10.7	0.0	0.0	0.0	0.0	9.4
Buses	2	2	0	4	1	5	0	6	4	2	0	6	16
Single-Unit Trucks	4	4	0	8	3	16	0	19	5	0	0	5	32
Articulated Trucks	1	1	0	2	0	3	0	3	0	0	0	0	5
Total Entering Leg	7	7	0	14	4	24	0	28	9	2	0	11	53
Buses				3				6				7	16
Single-Unit Trucks				3				9				20	32
Articulated Trucks				0				1				4	5
Total Exiting Leg				6				16				31	53

PDI File #: **176038 F**
 Location: **N: Hanscom Drive**
 Location: **E: North Great Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lincoln, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

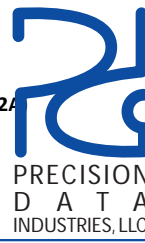
Cars

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	77	56	0	133	31	149	0	180	69	15	0	84	397
3:15 PM	55	41	0	96	34	166	0	200	77	18	0	95	391
3:30 PM	79	49	0	128	35	202	0	237	83	8	0	91	456
3:45 PM	80	55	0	135	32	178	0	210	79	12	0	91	436
Total	291	201	0	492	132	695	0	827	308	53	0	361	1680
4:00 PM	76	47	0	123	30	188	0	218	60	12	0	72	413
4:15 PM	85	60	0	145	37	219	0	256	69	12	0	81	482
4:30 PM	74	43	0	117	41	234	0	275	56	15	0	71	463
4:45 PM	70	39	0	109	52	244	0	296	57	15	0	72	477
Total	305	189	0	494	160	885	0	1045	242	54	0	296	1835
5:00 PM	70	50	0	120	28	226	0	254	75	17	0	92	466
5:15 PM	78	37	0	115	33	228	0	261	69	17	0	86	462
5:30 PM	64	39	0	103	41	245	0	286	67	17	0	84	473
5:45 PM	50	33	0	83	22	238	0	260	56	12	0	68	411
Total	262	159	0	421	124	937	0	1061	267	63	0	330	1812
Grand Total	858	549	0	1407	416	2517	0	2933	817	170	0	987	5327
Approach %	61.0	39.0	0.0		14.2	85.8	0.0		82.8	17.2	0.0		
Total %	16.1	10.3	0.0	26.4	7.8	47.2	0.0	55.1	15.3	3.2	0.0	18.5	
Exiting Leg Total				586				1366				3375	5327

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

4:15 PM	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:15 PM	85	60	0	145	37	219	0	256	69	12	0	81	482
4:30 PM	74	43	0	117	41	234	0	275	56	15	0	71	463
4:45 PM	70	39	0	109	52	244	0	296	57	15	0	72	477
5:00 PM	70	50	0	120	28	226	0	254	75	17	0	92	466
Total Volume	299	192	0	491	158	923	0	1081	257	59	0	316	1888
% Approach Total	60.9	39.1	0.0		14.6	85.4	0.0		81.3	18.7	0.0		
PHF	0.879	0.800	0.000	0.847	0.760	0.946	0.000	0.913	0.857	0.868	0.000	0.859	0.979
Entering Leg	299	192	0	491	158	923	0	1081	257	59	0	316	1888
Exiting Leg				217				449				1222	1888
Total				708				1530				1538	3776

PDI File #: **176038 F**
 Location: **N: Hanscom Drive**
 Location: **E: North Great Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lincoln, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Light Goods Vehicle**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	13	14	0	27	5	27	0	32	2	1	0	3	62
3:15 PM	3	7	0	10	1	25	0	26	8	3	0	11	47
3:30 PM	6	6	0	12	0	23	0	23	7	1	0	8	43
3:45 PM	6	7	0	13	2	28	0	30	10	1	0	11	54
Total	28	34	0	62	8	103	0	111	27	6	0	33	206
4:00 PM	9	4	0	13	2	26	0	28	8	1	0	9	50
4:15 PM	2	7	0	9	4	24	0	28	7	0	0	7	44
4:30 PM	5	11	0	16	0	21	0	21	6	0	0	6	43
4:45 PM	2	0	0	2	0	19	0	19	1	0	0	1	22
Total	18	22	0	40	6	90	0	96	22	1	0	23	159
5:00 PM	4	3	0	7	3	15	0	18	9	5	0	14	39
5:15 PM	2	1	0	3	1	17	0	18	4	2	0	6	27
5:30 PM	4	4	0	8	3	19	0	22	7	1	0	8	38
5:45 PM	2	5	0	7	3	8	0	11	7	4	0	11	29
Total	12	13	0	25	10	59	0	69	27	12	0	39	133
Grand Total	58	69	0	127	24	252	0	276	76	19	0	95	498
Approach %	45.7	54.3	0.0		8.7	91.3	0.0		80.0	20.0	0.0		
Total %	11.6	13.9	0.0	25.5	4.8	50.6	0.0	55.4	15.3	3.8	0.0	19.1	
Exiting Leg Total				43				145				310	498

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

3:00 PM	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	13	14	0	27	5	27	0	32	2	1	0	3	62
3:15 PM	3	7	0	10	1	25	0	26	8	3	0	11	47
3:30 PM	6	6	0	12	0	23	0	23	7	1	0	8	43
3:45 PM	6	7	0	13	2	28	0	30	10	1	0	11	54
Total Volume	28	34	0	62	8	103	0	111	27	6	0	33	206
% Approach Total	45.2	54.8	0.0		7.2	92.8	0.0		81.8	18.2	0.0		
PHF	0.538	0.607	0.000	0.574	0.400	0.920	0.000	0.867	0.675	0.500	0.000	0.750	0.831
Entering Leg	28	34	0	62	8	103	0	111	27	6	0	33	206
Exiting Leg				14				61				131	206
Total				76				172				164	412

PDI File #: **176038 F**
 Location: **N: Hanscom Drive**
 Location: **E: North Great Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lincoln, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	1	2	0	3	1	2	0	3	1	1	0	2	8
3:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
3:30 PM	1	0	0	1	0	1	0	1	2	0	0	2	4
3:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	2	2	0	4	1	5	0	6	4	2	0	6	16
4:00 PM	0	0	0	0	1	0	0	1	2	0	0	2	3
4:15 PM	0	2	0	2	0	0	0	0	2	0	0	2	4
4:30 PM	0	0	0	0	1	0	0	1	2	0	0	2	3
4:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	2
Total	0	3	0	3	2	1	0	3	6	0	0	6	12
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	1	0	1	1	0	0	1	1	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
5:45 PM	0	1	0	1	1	1	0	2	0	0	0	0	3
Total	0	2	0	2	2	1	0	3	4	0	0	4	9
Grand Total	2	7	0	9	5	7	0	12	14	2	0	16	37
Approach %	22.2	77.8	0.0		41.7	58.3	0.0		87.5	12.5	0.0		
Total %	5.4	18.9	0.0	24.3	13.5	18.9	0.0	32.4	37.8	5.4	0.0	43.2	
Exiting Leg Total				7				21				9	37

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

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	1	2	0	3	1	2	0	3	1	1	0	2	8
3:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
3:30 PM	1	0	0	1	0	1	0	1	2	0	0	2	4
3:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	2	2	0	4	1	5	0	6	4	2	0	6	16
% Approach Total	50.0	50.0	0.0		16.7	83.3	0.0		66.7	33.3	0.0		
PHF	0.500	0.250	0.000	0.333	0.250	0.625	0.000	0.500	0.500	0.500	0.000	0.750	0.500
Entering Leg	2	2	0	4	1	5	0	6	4	2	0	6	16
Exiting Leg				3				6				7	16
Total				7				12				13	32

PDI File #: **176038 F**
 Location: **N: Hanscom Drive**
 Location: **E: North Great Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lincoln, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

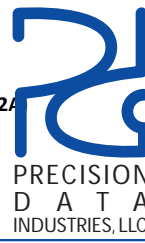
Single-Unit Trucks

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	3	2	0	5	0	3	0	3	1	0	0	1	9
3:15 PM	0	1	0	1	2	3	0	5	3	0	0	3	9
3:30 PM	1	1	0	2	0	5	0	5	0	0	0	0	7
3:45 PM	0	0	0	0	1	5	0	6	1	0	0	1	7
Total	4	4	0	8	3	16	0	19	5	0	0	5	32
4:00 PM	1	0	0	1	0	2	0	2	1	0	0	1	4
4:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
Total	1	1	0	2	0	5	0	5	3	0	0	3	10
5:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
5:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
5:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
5:45 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
Total	0	0	0	0	0	3	0	3	6	0	0	6	9
Grand Total	5	5	0	10	3	24	0	27	14	0	0	14	51
Approach %	50.0	50.0	0.0		11.1	88.9	0.0		100.0	0.0	0.0		
Total %	9.8	9.8	0.0	19.6	5.9	47.1	0.0	52.9	27.5	0.0	0.0	27.5	
Exiting Leg Total				3				19				29	51

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

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	3	2	0	5	0	3	0	3	1	0	0	1	9
3:15 PM	0	1	0	1	2	3	0	5	3	0	0	3	9
3:30 PM	1	1	0	2	0	5	0	5	0	0	0	0	7
3:45 PM	0	0	0	0	1	5	0	6	1	0	0	1	7
Total Volume	4	4	0	8	3	16	0	19	5	0	0	5	32
% Approach Total	50.0	50.0	0.0		15.8	84.2	0.0		100.0	0.0	0.0		
PHF	0.333	0.500	0.000	0.400	0.375	0.800	0.000	0.792	0.417	0.000	0.000	0.417	0.889
Entering Leg	4	4	0	8	3	16	0	19	5	0	0	5	32
Exiting Leg				3				9				20	32
Total				11				28				25	64

PDI File #: **176038 F**
 Location: **N: Hanscom Drive**
 Location: **E: North Great Road (Route 2A) W: North Great Road (Route 2A)**
 City, State: **Lincoln, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
3:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	1	1	0	2	0	3	0	3	0	0	0	0	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	2
Total	0	0	0	0	1	1	0	2	0	0	0	0	2
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	0	0	0	0	3	0	3	2	0	0	2	5
Grand Total	1	1	0	2	1	7	0	8	2	0	0	2	12
Approach %	50.0	50.0	0.0		12.5	87.5	0.0		100.0	0.0	0.0		
Total %	8.3	8.3	0.0	16.7	8.3	58.3	0.0	66.7	16.7	0.0	0.0	16.7	
Exiting Leg Total				1				3				8	12

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

	Hanscom Drive				North Great Road (Route 2A)				North Great Road (Route 2A)				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
3:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	1	1	0	2	0	3	0	3	0	0	0	0	5
% Approach Total	50.0	50.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.500	0.000	0.375	0.000	0.375	0.000	0.000	0.000	0.000	0.625
Entering Leg	1	1	0	2	0	3	0	3	0	0	0	0	5
Exiting Leg				0				1				4	5
Total				2				4				4	10

PDI File #: 176038 F
 Location: N: Hanscom Drive
 Location: E: North Great Road (Route 2A) W: North Great Road (Route 2A)
 City, State: Lincoln, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 3:00 PM
 End Time: 6:00 PM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Hanscom Drive						North Great Road (Route 2A)						North Great Road (Route 2A)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	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	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	2
Grand Total	0	2	0	0	0	2	2	1	0	0	0	3	1	0	0	0	0	1	6
Approach %	0.0	100.0	0.0	0.0	0.0		66.7	33.3	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	0.0	33.3	0.0	0.0	0.0	33.3	33.3	16.7	0.0	0.0	0.0	50.0	16.7	0.0	0.0	0.0	0.0	16.7	
Exiting Leg Total	2						3						1						6

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

4:30 PM	Hanscom Drive						North Great Road (Route 2A)						North Great Road (Route 2A)						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	2	1	0	0	0	3	1	0	0	0	0	0	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	66.7	33.3	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	0.500	0.250	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.250	1.000
Entering Leg	0						2						1						4
Exiting Leg	2						1						1						4
Total	2						4						2						8

PDI File #: 176038 F
 Location: N: Hanscom Drive
 Location: E: North Great Road (Route 2A) W: North Great Road (Route 2A)
 City, State: Lincoln, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 3:00 PM
 End Time: 6:00 PM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	Hanscom Drive						North Great Road (Route 2A)						North Great Road (Route 2A)						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	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
4:00 PM	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
4:30 PM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	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
5:45 PM	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
Grand Total	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
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0	

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

3:00 PM	Hanscom Drive						North Great Road (Route 2A)						North Great Road (Route 2A)						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	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
% 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
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
Entering Leg	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	
Total	0						0						0						0	

PDI File #: **176038 G**
 Location: **N: Old Bedford Road**
 Location: **E: Lexington Road W: Lexington Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	4	14	0	18	1	2	0	3	25	22	0	47	68
6:15 AM	11	35	0	46	2	5	0	7	52	43	0	95	148
6:30 AM	11	35	0	46	7	18	0	25	96	40	0	136	207
6:45 AM	8	42	0	50	8	14	0	22	94	60	0	154	226
Total	34	126	0	160	18	39	0	57	267	165	0	432	649
7:00 AM	18	31	0	49	11	8	0	19	104	60	0	164	232
7:15 AM	32	40	0	72	22	26	0	48	85	71	0	156	276
7:30 AM	34	51	0	85	14	24	0	38	68	69	0	137	260
7:45 AM	37	38	0	75	15	21	0	36	62	66	1	129	240
Total	121	160	0	281	62	79	0	141	319	266	1	586	1008
8:00 AM	29	71	0	100	23	24	0	47	66	75	0	141	288
8:15 AM	26	42	0	68	20	26	0	46	85	84	0	169	283
8:30 AM	48	39	0	87	18	22	0	40	50	84	0	134	261
8:45 AM	35	57	0	92	24	27	0	51	84	100	0	184	327
Total	138	209	0	347	85	99	0	184	285	343	0	628	1159
Grand Total	293	495	0	788	165	217	0	382	871	774	1	1646	2816
Approach %	37.2	62.8	0.0		43.2	56.8	0.0		52.9	47.0	0.1		
Total %	10.4	17.6	0.0	28.0	5.9	7.7	0.0	13.6	30.9	27.5	0.0	58.5	
Exiting Leg Total				939				1366				511	2816
Cars	278	490	0	768	163	207	0	370	864	763	1	1628	2766
% Cars	94.9	99.0	0.0	97.5	98.8	95.4	0.0	96.9	99.2	98.6	100.0	98.9	98.2
Exiting Leg Total				926				1354				486	2766
Heavy Vehicles	15	5	0	20	2	10	0	12	7	11	0	18	50
% Heavy Vehicles	5.1	1.0	0.0	2.5	1.2	4.6	0.0	3.1	0.8	1.4	0.0	1.1	1.8
Exiting Leg Total				13				12				25	50

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

8:00 AM	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
8:00 AM	29	71	0	100	23	24	0	47	66	75	0	141	288
8:15 AM	26	42	0	68	20	26	0	46	85	84	0	169	283
8:30 AM	48	39	0	87	18	22	0	40	50	84	0	134	261
8:45 AM	35	57	0	92	24	27	0	51	84	100	0	184	327
Total Volume	138	209	0	347	85	99	0	184	285	343	0	628	1159
% Approach Total	39.8	60.2	0.0		46.2	53.8	0.0		45.4	54.6	0.0		
PHF	0.719	0.736	0.000	0.868	0.885	0.917	0.000	0.902	0.838	0.858	0.000	0.853	0.886
Cars	131	206	0	337	84	97	0	181	282	340	0	622	1140
Cars %	94.9	98.6	0.0	97.1	98.8	98.0	0.0	98.4	98.9	99.1	0.0	99.0	98.4
Heavy Vehicles	7	3	0	10	1	2	0	3	3	3	0	6	19
Heavy Vehicles %	5.1	1.4	0.0	2.9	1.2	2.0	0.0	1.6	1.1	0.9	0.0	1.0	1.6
Cars Enter Leg	131	206	0	337	84	97	0	181	282	340	0	622	1140
Heavy Enter Leg	7	3	0	10	1	2	0	3	3	3	0	6	19
Total Entering Leg	138	209	0	347	85	99	0	184	285	343	0	628	1159
Cars Exiting Leg				424				488				228	1140
Heavy Exiting Leg				4				6				9	19
Total Exiting Leg				428				494				237	1159

PDI File #: **176038 G**
 Location: **N: Old Bedford Road**
 Location: **E: Lexington Road W: Lexington Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	4	14	0	18	1	2	0	3	25	21	0	46	67
6:15 AM	11	35	0	46	2	5	0	7	52	42	0	94	147
6:30 AM	11	35	0	46	7	16	0	23	95	40	0	135	204
6:45 AM	8	42	0	50	8	14	0	22	93	60	0	153	225
Total	34	126	0	160	18	37	0	55	265	163	0	428	643
7:00 AM	17	30	0	47	11	7	0	18	104	59	0	163	228
7:15 AM	31	40	0	71	21	24	0	45	84	71	0	155	271
7:30 AM	30	51	0	81	14	23	0	37	67	66	0	133	251
7:45 AM	35	37	0	72	15	19	0	34	62	64	1	127	233
Total	113	158	0	271	61	73	0	134	317	260	1	578	983
8:00 AM	28	69	0	97	23	22	0	45	64	75	0	139	281
8:15 AM	25	42	0	67	19	26	0	45	85	83	0	168	280
8:30 AM	45	39	0	84	18	22	0	40	49	82	0	131	255
8:45 AM	33	56	0	89	24	27	0	51	84	100	0	184	324
Total	131	206	0	337	84	97	0	181	282	340	0	622	1140
Grand Total	278	490	0	768	163	207	0	370	864	763	1	1628	2766
Approach %	36.2	63.8	0.0		44.1	55.9	0.0		53.1	46.9	0.1		
Total %	10.1	17.7	0.0	27.8	5.9	7.5	0.0	13.4	31.2	27.6	0.0	58.9	
Exiting Leg Total				926				1354				486	2766

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
8:00 AM	28	69	0	97	23	22	0	45	64	75	0	139	281
8:15 AM	25	42	0	67	19	26	0	45	85	83	0	168	280
8:30 AM	45	39	0	84	18	22	0	40	49	82	0	131	255
8:45 AM	33	56	0	89	24	27	0	51	84	100	0	184	324
Total Volume	131	206	0	337	84	97	0	181	282	340	0	622	1140
% Approach Total	38.9	61.1	0.0		46.4	53.6	0.0		45.3	54.7	0.0		
PHF	0.728	0.746	0.000	0.869	0.875	0.898	0.000	0.887	0.829	0.850	0.000	0.845	0.880
Entering Leg	131	206	0	337	84	97	0	181	282	340	0	622	1140
Exiting Leg				424				488				228	1140
Total				761				669				850	2280

PDI File #: **176038 G**
 Location: **N: Old Bedford Road**
 Location: **E: Lexington Road W: Lexington Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

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

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
6:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
6:30 AM	0	0	0	0	0	2	0	2	1	0	0	1	3
6:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	2	0	2	2	2	0	4	6
7:00 AM	1	1	0	2	0	1	0	1	0	1	0	1	4
7:15 AM	1	0	0	1	1	2	0	3	1	0	0	1	5
7:30 AM	4	0	0	4	0	1	0	1	1	3	0	4	9
7:45 AM	2	1	0	3	0	2	0	2	0	2	0	2	7
Total	8	2	0	10	1	6	0	7	2	6	0	8	25
8:00 AM	1	2	0	3	0	2	0	2	2	0	0	2	7
8:15 AM	1	0	0	1	1	0	0	1	0	1	0	1	3
8:30 AM	3	0	0	3	0	0	0	0	1	2	0	3	6
8:45 AM	2	1	0	3	0	0	0	0	0	0	0	0	3
Total	7	3	0	10	1	2	0	3	3	3	0	6	19
Grand Total	15	5	0	20	2	10	0	12	7	11	0	18	50
Approach %	75.0	25.0	0.0		16.7	83.3	0.0		38.9	61.1	0.0		
Total %	30.0	10.0	0.0	40.0	4.0	20.0	0.0	24.0	14.0	22.0	0.0	36.0	
Exiting Leg Total	13				12				25				50
Buses	7	1	0	8	2	4	0	6	2	3	0	5	19
% Buses	46.7	20.0	0.0	40.0	100.0	40.0	0.0	50.0	28.6	27.3	0.0	27.8	38.0
Exiting Leg Total	5				3				11				19
Single-Unit Trucks	7	4	0	11	0	6	0	6	4	8	0	12	29
% Single-Unit	46.7	80.0	0.0	55.0	0.0	60.0	0.0	50.0	57.1	72.7	0.0	66.7	58.0
Exiting Leg Total	8				8				13				29
Articulated Trucks	1	0	0	1	0	0	0	0	1	0	0	1	2
% Articulated	6.7	0.0	0.0	5.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	5.6	4.0
Exiting Leg Total	0				1				1				2

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:15 AM	1	0	0	1	1	2	0	3	1	0	0	1	5
7:30 AM	4	0	0	4	0	1	0	1	1	3	0	4	9
7:45 AM	2	1	0	3	0	2	0	2	0	2	0	2	7
8:00 AM	1	2	0	3	0	2	0	2	2	0	0	2	7
Total Volume	8	3	0	11	1	7	0	8	4	5	0	9	28
% Approach Total	72.7	27.3	0.0		12.5	87.5	0.0		44.4	55.6	0.0		
PHF	0.500	0.375	0.000	0.688	0.250	0.875	0.000	0.667	0.500	0.417	0.000	0.563	0.778
Buses	4	0	0	4	1	2	0	3	1	1	0	2	9
Buses %	50.0	0.0	0.0	36.4	100.0	28.6	0.0	37.5	25.0	20.0	0.0	22.2	32.1
Single-Unit Trucks	4	3	0	7	0	5	0	5	3	4	0	7	19
Single-Unit %	50.0	100.0	0.0	63.6	0.0	71.4	0.0	62.5	75.0	80.0	0.0	77.8	67.9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	4	0	0	4	1	2	0	3	1	1	0	2	9
Single-Unit Trucks	4	3	0	7	0	5	0	5	3	4	0	7	19
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	8	3	0	11	1	7	0	8	4	5	0	9	28
Buses	2				1				6				9
Single-Unit Trucks	4				6				9				19
Articulated Trucks	0				0				0				0
Total Exiting Leg	6				7				15				28

PDI File #: **176038 G**
 Location: **N: Old Bedford Road**
 Location: **E: Lexington Road W: Lexington Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	4	12	0	16	1	1	0	2	19	18	0	37	55
6:15 AM	11	32	0	43	2	4	0	6	45	31	0	76	125
6:30 AM	10	30	0	40	6	13	0	19	84	36	0	120	179
6:45 AM	7	33	0	40	7	12	0	19	79	51	0	130	189
Total	32	107	0	139	16	30	0	46	227	136	0	363	548
7:00 AM	16	30	0	46	11	6	0	17	94	56	0	150	213
7:15 AM	28	37	0	65	18	20	0	38	76	63	0	139	242
7:30 AM	28	42	0	70	13	17	0	30	61	65	0	126	226
7:45 AM	31	37	0	68	15	17	0	32	58	59	1	118	218
Total	103	146	0	249	57	60	0	117	289	243	1	533	899
8:00 AM	24	66	0	90	22	17	0	39	63	74	0	137	266
8:15 AM	23	40	0	63	18	24	0	42	80	79	0	159	264
8:30 AM	40	38	0	78	18	21	0	39	46	77	0	123	240
8:45 AM	30	53	0	83	24	25	0	49	73	97	0	170	302
Total	117	197	0	314	82	87	0	169	262	327	0	589	1072
Grand Total	252	450	0	702	155	177	0	332	778	706	1	1485	2519
Approach %	35.9	64.1	0.0		46.7	53.3	0.0		52.4	47.5	0.1		
Total %	10.0	17.9	0.0	27.9	6.2	7.0	0.0	13.2	30.9	28.0	0.0	59.0	
Exiting Leg Total				861				1228				430	2519

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
8:00 AM	24	66	0	90	22	17	0	39	63	74	0	137	266
8:15 AM	23	40	0	63	18	24	0	42	80	79	0	159	264
8:30 AM	40	38	0	78	18	21	0	39	46	77	0	123	240
8:45 AM	30	53	0	83	24	25	0	49	73	97	0	170	302
Total Volume	117	197	0	314	82	87	0	169	262	327	0	589	1072
% Approach Total	37.3	62.7	0.0		48.5	51.5	0.0		44.5	55.5	0.0		
PHF	0.731	0.746	0.000	0.872	0.854	0.870	0.000	0.862	0.819	0.843	0.000	0.866	0.887
Entering Leg	117	197	0	314	82	87	0	169	262	327	0	589	1072
Exiting Leg				409				459				204	1072
Total				723				628				793	2144

PDI File #: **176038 G**
 Location: **N: Old Bedford Road**
 Location: **E: Lexington Road W: Lexington Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Light Goods Vehicle

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	0	2	0	2	0	1	0	1	6	3	0	9	12
6:15 AM	0	3	0	3	0	1	0	1	7	11	0	18	22
6:30 AM	1	5	0	6	1	3	0	4	11	4	0	15	25
6:45 AM	1	9	0	10	1	2	0	3	14	9	0	23	36
Total	2	19	0	21	2	7	0	9	38	27	0	65	95
7:00 AM	1	0	0	1	0	1	0	1	10	3	0	13	15
7:15 AM	3	3	0	6	3	4	0	7	8	8	0	16	29
7:30 AM	2	9	0	11	1	6	0	7	6	1	0	7	25
7:45 AM	4	0	0	4	0	2	0	2	4	5	0	9	15
Total	10	12	0	22	4	13	0	17	28	17	0	45	84
8:00 AM	4	3	0	7	1	5	0	6	1	1	0	2	15
8:15 AM	2	2	0	4	1	2	0	3	5	4	0	9	16
8:30 AM	4	1	0	5	0	1	0	1	3	5	0	8	14
8:45 AM	3	3	0	6	0	2	0	2	11	3	0	14	22
Total	13	9	0	22	2	10	0	12	20	13	0	33	67
Grand Total	25	40	0	65	8	30	0	38	86	57	0	143	246
Approach %	38.5	61.5	0.0		21.1	78.9	0.0		60.1	39.9	0.0		
Total %	10.2	16.3	0.0	26.4	3.3	12.2	0.0	15.4	35.0	23.2	0.0	58.1	
Exiting Leg Total				65				126				55	246

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:30 AM	1	5	0	6	1	3	0	4	11	4	0	15	25
6:45 AM	1	9	0	10	1	2	0	3	14	9	0	23	36
7:00 AM	1	0	0	1	0	1	0	1	10	3	0	13	15
7:15 AM	3	3	0	6	3	4	0	7	8	8	0	16	29
Total Volume	6	17	0	23	5	10	0	15	43	24	0	67	105
% Approach Total	26.1	73.9	0.0		33.3	66.7	0.0		64.2	35.8	0.0		
PHF	0.500	0.472	0.000	0.575	0.417	0.625	0.000	0.536	0.768	0.667	0.000	0.728	0.729
Entering Leg	6	17	0	23	5	10	0	15	43	24	0	67	105
Exiting Leg				29				60				16	105
Total				52				75				83	210

PDI File #: **176038 G**
 Location: **N: Old Bedford Road**
 Location: **E: Lexington Road W: Lexington Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	Old Bedford Road				Lexington Road				Lexington Road				Total			
	from North				from East				from West							
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total				
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1			
6:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1			
Total	0	0	0	0	0	1	0	1	1	0	0	1	2			
7:00 AM	0	1	0	1	0	1	0	1	0	1	0	1	3			
7:15 AM	1	0	0	1	1	0	0	1	1	0	0	1	3			
7:30 AM	3	0	0	3	0	1	0	1	0	0	0	0	4			
7:45 AM	0	0	0	0	0	1	0	1	0	1	0	1	2			
Total	4	1	0	5	1	3	0	4	1	2	0	3	12			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	1	0	0	1	0	1	0	1	2			
8:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	3			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	3	0	0	3	1	0	0	1	0	1	0	1	5			
Grand Total	7	1	0	8	2	4	0	6	2	3	0	5	19			
Approach %	87.5	12.5	0.0		33.3	66.7	0.0		40.0	60.0	0.0					
Total %	36.8	5.3	0.0	42.1	10.5	21.1	0.0	31.6	10.5	15.8	0.0	26.3				
Exiting Leg Total													5	3	11	19

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

7:00 AM	Old Bedford Road				Lexington Road				Lexington Road				Total			
	from North				from East				from West							
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total				
7:00 AM	0	1	0	1	0	1	0	1	0	1	0	1	3			
7:15 AM	1	0	0	1	1	0	0	1	1	0	0	1	3			
7:30 AM	3	0	0	3	0	1	0	1	0	0	0	0	4			
7:45 AM	0	0	0	0	0	1	0	1	0	1	0	1	2			
Total Volume	4	1	0	5	1	3	0	4	1	2	0	3	12			
% Approach Total	80.0	20.0	0.0		25.0	75.0	0.0		33.3	66.7	0.0					
PHF	0.333	0.250	0.000	0.417	0.250	0.750	0.000	1.000	0.250	0.500	0.000	0.750	0.750			
Entering Leg	4	1	0	5	1	3	0	4	1	2	0	3	12			
Exiting Leg													3	2	7	12
Total													8	6	10	24

PDI File #: **176038 G**
 Location: **N: Old Bedford Road**
 Location: **E: Lexington Road W: Lexington Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
6:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
6:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	2	0	3	4
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
7:30 AM	1	0	0	1	0	0	0	0	1	3	0	4	5
7:45 AM	2	1	0	3	0	1	0	1	0	1	0	1	5
Total	3	1	0	4	0	3	0	3	1	4	0	5	12
8:00 AM	1	2	0	3	0	2	0	2	2	0	0	2	7
8:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
8:45 AM	2	1	0	3	0	0	0	0	0	0	0	0	3
Total	4	3	0	7	0	2	0	2	2	2	0	4	13
Grand Total	7	4	0	11	0	6	0	6	4	8	0	12	29
Approach %	63.6	36.4	0.0		0.0	100.0	0.0		33.3	66.7	0.0		
Total %	24.1	13.8	0.0	37.9	0.0	20.7	0.0	20.7	13.8	27.6	0.0	41.4	
Exiting Leg Total				8				8				13	29

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
7:30 AM	1	0	0	1	0	0	0	0	1	3	0	4	5
7:45 AM	2	1	0	3	0	1	0	1	0	1	0	1	5
8:00 AM	1	2	0	3	0	2	0	2	2	0	0	2	7
Total Volume	4	3	0	7	0	5	0	5	3	4	0	7	19
% Approach Total	57.1	42.9	0.0		0.0	100.0	0.0		42.9	57.1	0.0		
PHF	0.500	0.375	0.000	0.583	0.000	0.625	0.000	0.625	0.375	0.333	0.000	0.438	0.679
Entering Leg	4	3	0	7	0	5	0	5	3	4	0	7	19
Exiting Leg				4				6				9	19
Total				11				11				16	38

PDI File #: **176038 G**
 Location: **N: Old Bedford Road**
 Location: **E: Lexington Road W: Lexington Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Old Bedford Road				Lexington Road				Lexington Road				Total	
	from North				from East				from West					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	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
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	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	1	0	0	1	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Grand Total	1	0	0	1	0	0	0	0	1	0	0	1	2	2
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0			
Total %	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0		
Exiting Leg Total				0				1				1	2	2

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Bedford Road				Lexington Road				Lexington Road				Total	
	from North				from East				from West					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	1	1
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250
Entering Leg	1	0	0	1	0	0	0	0	0	0	0	0	1	1
Exiting Leg				0				0				1	1	1
Total				1				0				1	2	2

PDI File #: 176038 G
 Location: N: Old Bedford Road
 Location: E: Lexington Road W: Lexington Road
 City, State: Concord, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 6:00 AM
 End Time: 9:00 AM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Old Bedford Road						Lexington Road						Lexington Road						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:15 AM	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	1	1	0	0	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3
8:00 AM	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
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	6	6
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	33.3	66.7	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	33.3	66.7	0.0	0.0	0.0	100.0	
Exiting Leg Total	4						2						0						6

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

6:45 AM	Old Bedford Road						Lexington Road						Lexington Road						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:15 AM	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	1	1	0	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	6	6
% 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	33.3	66.7	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	0.500	0.500	0.000	0.000	0.000	0.500	0.500
Entering Leg	0						0						2						6
Exiting Leg	4						2						0						6
Total	4						2						6						12

PDI File #: 176038 G
 Location: N: Old Bedford Road
 Location: E: Lexington Road W: Lexington Road
 City, State: Concord, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 6:00 AM
 End Time: 9:00 AM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	Old Bedford Road						Lexington Road						Lexington Road						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	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
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	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
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
Grand Total	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
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

6:00 AM	Old Bedford Road						Lexington Road						Lexington Road						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	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
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
Entering Leg	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
Total	0						0						0						0

PDI File #: **176038 G**
 Location: **N: Old Bedford Road**
 Location: **E: Lexington Road W: Lexington Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	35	12	0	47	34	75	0	109	26	30	0	56	212
3:15 PM	42	22	0	64	36	98	0	134	35	31	0	66	264
3:30 PM	27	17	0	44	41	97	0	138	25	39	0	64	246
3:45 PM	36	16	0	52	51	117	0	168	29	40	0	69	289
Total	140	67	0	207	162	387	0	549	115	140	0	255	1011
4:00 PM	38	7	0	45	58	83	0	141	24	36	0	60	246
4:15 PM	34	22	0	56	65	92	0	157	26	27	0	53	266
4:30 PM	25	15	0	40	99	111	0	210	19	24	0	43	293
4:45 PM	29	20	0	49	106	67	0	173	16	40	0	56	278
Total	126	64	0	190	328	353	0	681	85	127	0	212	1083
5:00 PM	42	30	0	72	75	81	0	156	30	29	0	59	287
5:15 PM	33	31	0	64	63	110	0	173	22	38	1	61	298
5:30 PM	46	15	0	61	57	107	0	164	28	22	0	50	275
5:45 PM	41	20	0	61	75	111	0	186	17	50	0	67	314
Total	162	96	0	258	270	409	0	679	97	139	1	237	1174
Grand Total	428	227	0	655	760	1149	0	1909	297	406	1	704	3268
Approach %	65.3	34.7	0.0		39.8	60.2	0.0		42.2	57.7	0.1		
Total %	13.1	6.9	0.0	20.0	23.3	35.2	0.0	58.4	9.1	12.4	0.0	21.5	
Exiting Leg Total				1166				524				1578	3268
Cars	421	221	0	642	756	1139	0	1895	288	396	1	685	3222
% Cars	98.4	97.4	0.0	98.0	99.5	99.1	0.0	99.3	97.0	97.5	100.0	97.3	98.6
Exiting Leg Total				1152				509				1561	3222
Heavy Vehicles	7	6	0	13	4	10	0	14	9	10	0	19	46
% Heavy Vehicles	1.6	2.6	0.0	2.0	0.5	0.9	0.0	0.7	3.0	2.5	0.0	2.7	1.4
Exiting Leg Total				14				15				17	46

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

5:00 PM	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
5:00 PM	42	30	0	72	75	81	0	156	30	29	0	59	287
5:15 PM	33	31	0	64	63	110	0	173	22	38	1	61	298
5:30 PM	46	15	0	61	57	107	0	164	28	22	0	50	275
5:45 PM	41	20	0	61	75	111	0	186	17	50	0	67	314
Total Volume	162	96	0	258	270	409	0	679	97	139	1	237	1174
% Approach Total	62.8	37.2	0.0		39.8	60.2	0.0		40.9	58.6	0.4		
PHF	0.880	0.774	0.000	0.896	0.900	0.921	0.000	0.913	0.808	0.695	0.250	0.884	0.935
Cars	162	93	0	255	270	408	0	678	94	137	1	232	1165
Cars %	100.0	96.9	0.0	98.8	100.0	99.8	0.0	99.9	96.9	98.6	100.0	97.9	99.2
Heavy Vehicles	0	3	0	3	0	1	0	1	3	2	0	5	9
Heavy Vehicles %	0.0	3.1	0.0	1.2	0.0	0.2	0.0	0.1	3.1	1.4	0.0	2.1	0.8
Cars Enter Leg	162	93	0	255	270	408	0	678	94	137	1	232	1165
Heavy Enter Leg	0	3	0	3	0	1	0	1	3	2	0	5	9
Total Entering Leg	162	96	0	258	270	409	0	679	97	139	1	237	1174
Cars Exiting Leg				407				187				571	1165
Heavy Exiting Leg				2				6				1	9
Total Exiting Leg				409				193				572	1174

PDI File #: **176038 G**
 Location: **N: Old Bedford Road**
 Location: **E: Lexington Road W: Lexington Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	31	12	0	43	33	74	0	107	25	30	0	55	205
3:15 PM	42	20	0	62	36	98	0	134	34	30	0	64	260
3:30 PM	27	17	0	44	40	94	0	134	25	38	0	63	241
3:45 PM	36	16	0	52	50	115	0	165	29	37	0	66	283
Total	136	65	0	201	159	381	0	540	113	135	0	248	989
4:00 PM	35	7	0	42	57	83	0	140	23	34	0	57	239
4:15 PM	34	21	0	55	65	90	0	155	24	27	0	51	261
4:30 PM	25	15	0	40	99	111	0	210	19	24	0	43	293
4:45 PM	29	20	0	49	106	66	0	172	15	39	0	54	275
Total	123	63	0	186	327	350	0	677	81	124	0	205	1068
5:00 PM	42	29	0	71	75	81	0	156	28	28	0	56	283
5:15 PM	33	29	0	62	63	109	0	172	21	38	1	60	294
5:30 PM	46	15	0	61	57	107	0	164	28	22	0	50	275
5:45 PM	41	20	0	61	75	111	0	186	17	49	0	66	313
Total	162	93	0	255	270	408	0	678	94	137	1	232	1165
Grand Total	421	221	0	642	756	1139	0	1895	288	396	1	685	3222
Approach %	65.6	34.4	0.0		39.9	60.1	0.0		42.0	57.8	0.1		
Total %	13.1	6.9	0.0	19.9	23.5	35.4	0.0	58.8	8.9	12.3	0.0	21.3	
Exiting Leg Total				1152				509				1561	3222

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

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
5:00 PM	42	29	0	71	75	81	0	156	28	28	0	56	283
5:15 PM	33	29	0	62	63	109	0	172	21	38	1	60	294
5:30 PM	46	15	0	61	57	107	0	164	28	22	0	50	275
5:45 PM	41	20	0	61	75	111	0	186	17	49	0	66	313
Total Volume	162	93	0	255	270	408	0	678	94	137	1	232	1165
% Approach Total	63.5	36.5	0.0		39.8	60.2	0.0		40.5	59.1	0.4		
PHF	0.880	0.802	0.000	0.898	0.900	0.919	0.000	0.911	0.839	0.699	0.250	0.879	0.931
Entering Leg	162	93	0	255	270	408	0	678	94	137	1	232	1165
Exiting Leg				407				187				571	1165
Total				662				865				803	2330

PDI File #: **176038 G**
 Location: **N: Old Bedford Road**
 Location: **E: Lexington Road W: Lexington Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	4	0	0	4	1	1	0	2	1	0	0	1	7
3:15 PM	0	2	0	2	0	0	0	0	1	1	0	2	4
3:30 PM	0	0	0	0	1	3	0	4	0	1	0	1	5
3:45 PM	0	0	0	0	1	2	0	3	0	3	0	3	6
Total	4	2	0	6	3	6	0	9	2	5	0	7	22
4:00 PM	3	0	0	3	1	0	0	1	1	2	0	3	7
4:15 PM	0	1	0	1	0	2	0	2	2	0	0	2	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	1	1	1	0	2	3
Total	3	1	0	4	1	3	0	4	4	3	0	7	15
5:00 PM	0	1	0	1	0	0	0	0	2	1	0	3	4
5:15 PM	0	2	0	2	0	1	0	1	1	0	0	1	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	3	0	3	0	1	0	1	3	2	0	5	9
Grand Total	7	6	0	13	4	10	0	14	9	10	0	19	46
Approach %	53.8	46.2	0.0		28.6	71.4	0.0		47.4	52.6	0.0		
Total %	15.2	13.0	0.0	28.3	8.7	21.7	0.0	30.4	19.6	21.7	0.0	41.3	
Exiting Leg Total				14				15				17	46
Buses	6	1	0	7	1	3	0	4	2	7	0	9	20
% Buses	85.7	16.7	0.0	53.8	25.0	30.0	0.0	28.6	22.2	70.0	0.0	47.4	43.5
Exiting Leg Total				8				3				9	20
Single-Unit Trucks	1	3	0	4	2	7	0	9	6	2	0	8	21
% Single-Unit	14.3	50.0	0.0	30.8	50.0	70.0	0.0	64.3	66.7	20.0	0.0	42.1	45.7
Exiting Leg Total				4				9				8	21
Articulated Trucks	0	2	0	2	1	0	0	1	1	1	0	2	5
% Articulated	0.0	33.3	0.0	15.4	25.0	0.0	0.0	7.1	11.1	10.0	0.0	10.5	10.9
Exiting Leg Total				2				3				0	5

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

3:30 PM	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:30 PM	0	0	0	0	1	3	0	4	0	1	0	1	5
3:45 PM	0	0	0	0	1	2	0	3	0	3	0	3	6
4:00 PM	3	0	0	3	1	0	0	1	1	2	0	3	7
4:15 PM	0	1	0	1	0	2	0	2	2	0	0	2	5
Total Volume	3	1	0	4	3	7	0	10	3	6	0	9	23
% Approach Total	75.0	25.0	0.0		30.0	70.0	0.0		33.3	66.7	0.0		
PHF	0.250	0.250	0.000	0.333	0.750	0.583	0.000	0.625	0.375	0.500	0.000	0.750	0.821
Buses	2	0	0	2	0	1	0	1	1	4	0	5	8
Buses %	66.7	0.0	0.0	50.0	0.0	14.3	0.0	10.0	33.3	66.7	0.0	55.6	34.8
Single-Unit Trucks	1	1	0	2	2	6	0	8	2	1	0	3	13
Single-Unit %	33.3	100.0	0.0	50.0	66.7	85.7	0.0	80.0	66.7	16.7	0.0	33.3	56.5
Articulated Trucks	0	0	0	0	1	0	0	1	0	1	0	1	2
Articulated %	0.0	0.0	0.0	0.0	33.3	0.0	0.0	10.0	0.0	16.7	0.0	11.1	8.7
Buses	2	0	0	2	0	1	0	1	1	4	0	5	8
Single-Unit Trucks	1	1	0	2	2	6	0	8	2	1	0	3	13
Articulated Trucks	0	0	0	0	1	0	0	1	0	1	0	1	2
Total Entering Leg	3	1	0	4	3	7	0	10	3	6	0	9	23
Buses				4				1				3	8
Single-Unit Trucks				3				3				7	13
Articulated Trucks				2				0				0	2
Total Exiting Leg				9				4				10	23

PDI File #: **176038 G**
 Location: **N: Old Bedford Road**
 Location: **E: Lexington Road W: Lexington Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	27	9	0	36	31	60	0	91	24	26	0	50	177
3:15 PM	40	20	0	60	31	84	0	115	28	27	0	55	230
3:30 PM	24	15	0	39	31	82	0	113	21	34	0	55	207
3:45 PM	30	15	0	45	39	99	0	138	27	36	0	63	246
Total	121	59	0	180	132	325	0	457	100	123	0	223	860
4:00 PM	31	6	0	37	53	72	0	125	19	31	0	50	212
4:15 PM	34	17	0	51	56	79	0	135	22	25	0	47	233
4:30 PM	25	12	0	37	85	105	0	190	19	22	0	41	268
4:45 PM	28	18	0	46	97	62	0	159	15	33	0	48	253
Total	118	53	0	171	291	318	0	609	75	111	0	186	966
5:00 PM	40	26	0	66	74	70	0	144	26	25	0	51	261
5:15 PM	31	28	0	59	61	103	0	164	20	34	1	55	278
5:30 PM	41	13	0	54	56	97	0	153	26	19	0	45	252
5:45 PM	41	20	0	61	73	108	0	181	15	45	0	60	302
Total	153	87	0	240	264	378	0	642	87	123	1	211	1093
Grand Total	392	199	0	591	687	1021	0	1708	262	357	1	620	2919
Approach %	66.3	33.7	0.0		40.2	59.8	0.0		42.3	57.6	0.2		
Total %	13.4	6.8	0.0	20.2	23.5	35.0	0.0	58.5	9.0	12.2	0.0	21.2	
Exiting Leg Total				1044				461				1414	2919

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

5:00 PM	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
5:00 PM	40	26	0	66	74	70	0	144	26	25	0	51	261
5:15 PM	31	28	0	59	61	103	0	164	20	34	1	55	278
5:30 PM	41	13	0	54	56	97	0	153	26	19	0	45	252
5:45 PM	41	20	0	61	73	108	0	181	15	45	0	60	302
Total Volume	153	87	0	240	264	378	0	642	87	123	1	211	1093
% Approach Total	63.8	36.3	0.0		41.1	58.9	0.0		41.2	58.3	0.5		
PHF	0.933	0.777	0.000	0.909	0.892	0.875	0.000	0.887	0.837	0.683	0.250	0.879	0.905
Entering Leg	153	87	0	240	264	378	0	642	87	123	1	211	1093
Exiting Leg				387				174				532	1093
Total				627				816				743	2186

PDI File #: **176038 G**
 Location: **N: Old Bedford Road**
 Location: **E: Lexington Road W: Lexington Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Light Goods Vehicle

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	4	3	0	7	2	14	0	16	1	4	0	5	28
3:15 PM	2	0	0	2	5	14	0	19	6	3	0	9	30
3:30 PM	3	1	0	4	9	12	0	21	4	4	0	8	33
3:45 PM	6	1	0	7	11	16	0	27	2	1	0	3	37
Total	15	5	0	20	27	56	0	83	13	12	0	25	128
4:00 PM	4	1	0	5	4	11	0	15	4	3	0	7	27
4:15 PM	0	4	0	4	9	11	0	20	2	2	0	4	28
4:30 PM	0	3	0	3	14	6	0	20	0	2	0	2	25
4:45 PM	1	2	0	3	9	4	0	13	0	6	0	6	22
Total	5	10	0	15	36	32	0	68	6	13	0	19	102
5:00 PM	2	3	0	5	1	11	0	12	2	3	0	5	22
5:15 PM	2	1	0	3	2	6	0	8	1	4	0	5	16
5:30 PM	5	2	0	7	1	10	0	11	2	3	0	5	23
5:45 PM	0	0	0	0	2	3	0	5	2	4	0	6	11
Total	9	6	0	15	6	30	0	36	7	14	0	21	72
Grand Total	29	21	0	50	69	118	0	187	26	39	0	65	302
Approach %	58.0	42.0	0.0		36.9	63.1	0.0		40.0	60.0	0.0		
Total %	9.6	7.0	0.0	16.6	22.8	39.1	0.0	61.9	8.6	12.9	0.0	21.5	
Exiting Leg Total				108				47				147	302

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

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	4	3	0	7	2	14	0	16	1	4	0	5	28
3:15 PM	2	0	0	2	5	14	0	19	6	3	0	9	30
3:30 PM	3	1	0	4	9	12	0	21	4	4	0	8	33
3:45 PM	6	1	0	7	11	16	0	27	2	1	0	3	37
Total Volume	15	5	0	20	27	56	0	83	13	12	0	25	128
% Approach Total	75.0	25.0	0.0		32.5	67.5	0.0		52.0	48.0	0.0		
PHF	0.625	0.417	0.000	0.714	0.614	0.875	0.000	0.769	0.542	0.750	0.000	0.694	0.865
Entering Leg	15	5	0	20	27	56	0	83	13	12	0	25	128
Exiting Leg				39				18				71	128
Total				59				101				96	256

PDI File #: **176038 G**
 Location: **N: Old Bedford Road**
 Location: **E: Lexington Road W: Lexington Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	4	0	0	4	1	1	0	2	0	0	0	0	6
3:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	4	1	0	5	1	2	0	3	0	3	0	3	11
4:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	2	0	0	2	0	1	0	1	1	2	0	3	6
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	1	2	0	3	3
Grand Total	6	1	0	7	1	3	0	4	2	7	0	9	20
Approach %	85.7	14.3	0.0		25.0	75.0	0.0		22.2	77.8	0.0		
Total %	30.0	5.0	0.0	35.0	5.0	15.0	0.0	20.0	10.0	35.0	0.0	45.0	
Exiting Leg Total				8				3				9	20

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

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	4	0	0	4	1	1	0	2	0	0	0	0	6
3:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
Total Volume	4	1	0	5	1	2	0	3	0	3	0	3	11
% Approach Total	80.0	20.0	0.0		33.3	66.7	0.0		0.0	100.0	0.0		
PHF	0.250	0.250	0.000	0.313	0.250	0.500	0.000	0.375	0.000	0.250	0.000	0.250	0.458
Entering Leg	4	1	0	5	1	2	0	3	0	3	0	3	11
Exiting Leg				4				1				6	11
Total				9				4				9	22

PDI File #: **176038 G**
 Location: **N: Old Bedford Road**
 Location: **E: Lexington Road W: Lexington Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Old Bedford Road				Lexington Road				Lexington Road				Total	
	from North				from East				from West					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	2	2
3:30 PM	0	0	0	0	1	2	0	3	0	0	0	0	3	3
3:45 PM	0	0	0	0	1	2	0	3	0	0	0	0	3	3
Total	0	0	0	0	2	4	0	6	2	1	0	3	9	9
4:00 PM	1	0	0	1	0	0	0	0	0	1	1	0	2	3
4:15 PM	0	1	0	1	0	2	0	2	0	1	0	0	1	4
4:30 PM	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	1	0	0	1	1
Total	1	1	0	2	0	2	0	2	3	1	0	4	8	8
5:00 PM	0	1	0	1	0	0	0	0	0	1	0	0	1	2
5:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	2
5:30 PM	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
Total	0	2	0	2	0	1	0	1	1	0	0	1	4	4
Grand Total	1	3	0	4	2	7	0	9	6	2	0	8	21	21
Approach %	25.0	75.0	0.0		22.2	77.8	0.0		75.0	25.0	0.0			
Total %	4.8	14.3	0.0	19.0	9.5	33.3	0.0	42.9	28.6	9.5	0.0	38.1		
Exiting Leg Total				4				9				8	21	

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

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:30 PM	0	0	0	0	1	2	0	3	0	0	0	0	3
3:45 PM	0	0	0	0	1	2	0	3	0	0	0	0	3
4:00 PM	1	0	0	1	0	0	0	0	1	1	0	2	3
4:15 PM	0	1	0	1	0	2	0	2	1	0	0	1	4
Total Volume	1	1	0	2	2	6	0	8	2	1	0	3	13
% Approach Total	50.0	50.0	0.0		25.0	75.0	0.0		66.7	33.3	0.0		
PHF	0.250	0.250	0.000	0.500	0.500	0.750	0.000	0.667	0.500	0.250	0.000	0.375	0.813
Entering Leg	1	1	0	2	2	6	0	8	2	1	0	3	13
Exiting Leg				3				3				7	13
Total				5				11				10	26

PDI File #: **176038 G**
 Location: **N: Old Bedford Road**
 Location: **E: Lexington Road W: Lexington Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



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 Email: datarequests@pdillc.com

Articulated Trucks

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	2
4:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	1	0	0	1	2
Grand Total	0	2	0	2	1	0	0	1	1	1	0	2	5
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		50.0	50.0	0.0		
Total %	0.0	40.0	0.0	40.0	20.0	0.0	0.0	20.0	20.0	20.0	0.0	40.0	
Exiting Leg Total				2				3				0	5

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

	Old Bedford Road				Lexington Road				Lexington Road				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
3:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	1	0	1	1	0	0	1	0	1	0	1	3
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.750
Entering Leg	0	1	0	1	1	0	0	1	0	1	0	1	3
Exiting Leg				2				1				0	3
Total				3				2				1	6

PDI File #: 176038 G
 Location: N: Old Bedford Road
 Location: E: Lexington Road W: Lexington Road
 City, State: Concord, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 3:00 PM
 End Time: 6:00 PM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Old Bedford Road							Lexington Road						Lexington Road						Total	
	from North							from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
3:30 PM	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	0	2	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	
5:30 PM	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	1	0	1	0	0	0	1	0	2	0	0	0	2	4	
Grand Total	4	0	0	0	0	4	4	0	1	0	0	0	1	0	4	0	0	0	4	9	
Approach %	100.0	0.0	0.0	0.0	0.0			0.0	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0			
Total %	44.4	0.0	0.0	0.0	0.0	44.4		0.0	11.1	0.0	0.0	0.0	11.1	0.0	44.4	0.0	0.0	0.0	44.4		
Exiting Leg Total	4							0						5						9	

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

3:00 PM	Old Bedford Road							Lexington Road						Lexington Road						Total	
	from North							from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
3:30 PM	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	0	2	4
% Approach Total	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			
PHF	0.500	0.000	0.000	0.000	0.000	0.500		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.500	
Entering Leg	2	0	0	0	0	2		0	0	0	0	0	0		0	2	0	0	0	2	4
Exiting Leg	2							0						2						4	
Total	4							0						4						8	

PDI File #: **176038 G**
 Location: **N: Old Bedford Road**
 Location: **E: Lexington Road W: Lexington Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	Old Bedford Road						Lexington Road						Lexington Road						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	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
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	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
Total	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
Approach %	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
Exiting Leg Total	0						0						0						0

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

3:00 PM	Old Bedford Road						Lexington Road						Lexington Road						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	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
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
Entering Leg	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
Total	0						0						0						0

PDI File #: **176038 H**
 Location: **N: Old Bedford Road S: Old Bedford Road**
 Location: **E: Virginia Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	12	13	0	25	1	2	0	3	21	1	0	22	50
6:15 AM	43	13	0	56	2	3	0	5	34	6	0	40	101
6:30 AM	38	16	0	54	3	4	0	7	37	12	0	49	110
6:45 AM	48	31	0	79	0	0	0	0	49	10	0	59	138
Total	141	73	0	214	6	9	0	15	141	29	0	170	399
7:00 AM	48	41	0	89	2	8	0	10	53	23	0	76	175
7:15 AM	56	41	0	97	3	7	0	10	54	28	0	82	189
7:30 AM	76	33	0	109	3	8	0	11	60	22	0	82	202
7:45 AM	62	38	0	100	1	8	0	9	55	29	0	84	193
Total	242	153	0	395	9	31	0	40	222	102	0	324	759
8:00 AM	85	33	0	118	7	12	0	19	49	42	0	91	228
8:15 AM	63	32	0	95	3	6	0	9	57	38	0	95	199
8:30 AM	85	36	0	121	4	6	0	10	50	40	0	90	221
8:45 AM	76	34	0	110	14	15	0	29	64	47	0	111	250
Total	309	135	0	444	28	39	0	67	220	167	0	387	898
Grand Total	692	361	0	1053	43	79	0	122	583	298	0	881	2056
Approach %	65.7	34.3	0.0		35.2	64.8	0.0		66.2	33.8	0.0		
Total %	33.7	17.6	0.0	51.2	2.1	3.8	0.0	5.9	28.4	14.5	0.0	42.9	
Exiting Leg Total				341				944				771	2056
Cars	678	357	0	1035	38	73	0	111	578	292	0	870	2016
% Cars	98.0	98.9	0.0	98.3	88.4	92.4	0.0	91.0	99.1	98.0	0.0	98.8	98.1
Exiting Leg Total				330				935				751	2016
Heavy Vehicles	14	4	0	18	5	6	0	11	5	6	0	11	40
% Heavy Vehicles	2.0	1.1	0.0	1.7	11.6	7.6	0.0	9.0	0.9	2.0	0.0	1.2	1.9
Exiting Leg Total				11				9				20	40

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

8:00 AM	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	85	33	0	118	7	12	0	19	49	42	0	91	228
8:15 AM	63	32	0	95	3	6	0	9	57	38	0	95	199
8:30 AM	85	36	0	121	4	6	0	10	50	40	0	90	221
8:45 AM	76	34	0	110	14	15	0	29	64	47	0	111	250
Total Volume	309	135	0	444	28	39	0	67	220	167	0	387	898
% Approach Total	69.6	30.4	0.0		41.8	58.2	0.0		56.8	43.2	0.0		
PHF	0.909	0.938	0.000	0.917	0.500	0.650	0.000	0.578	0.859	0.888	0.000	0.872	0.898
Cars	302	135	0	437	26	35	0	61	217	166	0	383	881
Cars %	97.7	100.0	0.0	98.4	92.9	89.7	0.0	91.0	98.6	99.4	0.0	99.0	98.1
Heavy Vehicles	7	0	0	7	2	4	0	6	3	1	0	4	17
Heavy Vehicles %	2.3	0.0	0.0	1.6	7.1	10.3	0.0	9.0	1.4	0.6	0.0	1.0	1.9
Cars Enter Leg	302	135	0	437	26	35	0	61	217	166	0	383	881
Heavy Enter Leg	7	0	0	7	2	4	0	6	3	1	0	4	17
Total Entering Leg	309	135	0	444	28	39	0	67	220	167	0	387	898
Cars Exiting Leg				192				352				337	881
Heavy Exiting Leg				3				3				11	17
Total Exiting Leg				195				355				348	898

PDI File #: **176038 H**
 Location: **N: Old Bedford Road S: Old Bedford Road**
 Location: **E: Virginia Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	12	13	0	25	1	2	0	3	21	0	0	21	49
6:15 AM	43	13	0	56	2	3	0	5	34	5	0	39	100
6:30 AM	38	16	0	54	1	4	0	5	37	12	0	49	108
6:45 AM	47	31	0	78	0	0	0	0	49	10	0	59	137
Total	140	73	0	213	4	9	0	13	141	27	0	168	394
7:00 AM	48	40	0	88	2	7	0	9	52	23	0	75	172
7:15 AM	56	40	0	96	2	6	0	8	53	28	0	81	185
7:30 AM	72	33	0	105	3	8	0	11	60	22	0	82	198
7:45 AM	60	36	0	96	1	8	0	9	55	26	0	81	186
Total	236	149	0	385	8	29	0	37	220	99	0	319	741
8:00 AM	83	33	0	116	7	11	0	18	48	42	0	90	224
8:15 AM	62	32	0	94	3	6	0	9	56	38	0	94	197
8:30 AM	83	36	0	119	3	5	0	8	49	39	0	88	215
8:45 AM	74	34	0	108	13	13	0	26	64	47	0	111	245
Total	302	135	0	437	26	35	0	61	217	166	0	383	881
Grand Total	678	357	0	1035	38	73	0	111	578	292	0	870	2016
Approach %	65.5	34.5	0.0		34.2	65.8	0.0		66.4	33.6	0.0		
Total %	33.6	17.7	0.0	51.3	1.9	3.6	0.0	5.5	28.7	14.5	0.0	43.2	
Exiting Leg Total				330				935				751	2016

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	83	33	0	116	7	11	0	18	48	42	0	90	224
8:15 AM	62	32	0	94	3	6	0	9	56	38	0	94	197
8:30 AM	83	36	0	119	3	5	0	8	49	39	0	88	215
8:45 AM	74	34	0	108	13	13	0	26	64	47	0	111	245
Total Volume	302	135	0	437	26	35	0	61	217	166	0	383	881
% Approach Total	69.1	30.9	0.0		42.6	57.4	0.0		56.7	43.3	0.0		
PHF	0.910	0.938	0.000	0.918	0.500	0.673	0.000	0.587	0.848	0.883	0.000	0.863	0.899
Entering Leg	302	135	0	437	26	35	0	61	217	166	0	383	881
Exiting Leg				192				352				337	881
Total				629				413				720	1762

PDI File #: **176038 H**
 Location: **N: Old Bedford Road S: Old Bedford Road**
 Location: **E: Virginia Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
6:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
6:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
6:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	2	0	0	2	0	2	0	2	5
7:00 AM	0	1	0	1	0	1	0	1	1	0	0	1	3
7:15 AM	0	1	0	1	1	1	0	2	1	0	0	1	4
7:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	4
7:45 AM	2	2	0	4	0	0	0	0	0	3	0	3	7
Total	6	4	0	10	1	2	0	3	2	3	0	5	18
8:00 AM	2	0	0	2	0	1	0	1	1	0	0	1	4
8:15 AM	1	0	0	1	0	0	0	0	1	0	0	1	2
8:30 AM	2	0	0	2	1	1	0	2	1	1	0	2	6
8:45 AM	2	0	0	2	1	2	0	3	0	0	0	0	5
Total	7	0	0	7	2	4	0	6	3	1	0	4	17
Grand Total	14	4	0	18	5	6	0	11	5	6	0	11	40
Approach %	77.8	22.2	0.0		45.5	54.5	0.0		45.5	54.5	0.0		
Total %	35.0	10.0	0.0	45.0	12.5	15.0	0.0	27.5	12.5	15.0	0.0	27.5	
Exiting Leg Total	11				9				20				40
Buses	6	1	0	7	1	2	0	3	3	2	0	5	15
% Buses	42.9	25.0	0.0	38.9	20.0	33.3	0.0	27.3	60.0	33.3	0.0	45.5	37.5
Exiting Leg Total	3				4				8				15
Single-Unit Trucks	8	3	0	11	4	3	0	7	2	4	0	6	24
% Single-Unit	57.1	75.0	0.0	61.1	80.0	50.0	0.0	63.6	40.0	66.7	0.0	54.5	60.0
Exiting Leg Total	8				5				11				24
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
% Articulated	0.0	0.0	0.0	0.0	0.0	16.7	0.0	9.1	0.0	0.0	0.0	0.0	2.5
Exiting Leg Total	0				0				1				1

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	0	1	0	1	1	1	0	2	1	0	0	1	4
7:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	4
7:45 AM	2	2	0	4	0	0	0	0	0	3	0	3	7
8:00 AM	2	0	0	2	0	1	0	1	1	0	0	1	4
Total Volume	8	3	0	11	1	2	0	3	2	3	0	5	19
% Approach Total	72.7	27.3	0.0		33.3	66.7	0.0		40.0	60.0	0.0		
PHF	0.500	0.375	0.000	0.688	0.250	0.500	0.000	0.375	0.500	0.250	0.000	0.417	0.679
Buses	3	1	0	4	1	1	0	2	1	1	0	2	8
Buses %	37.5	33.3	0.0	36.4	100.0	50.0	0.0	66.7	50.0	33.3	0.0	40.0	42.1
Single-Unit Trucks	5	2	0	7	0	1	0	1	1	2	0	3	11
Single-Unit %	62.5	66.7	0.0	63.6	0.0	50.0	0.0	33.3	50.0	66.7	0.0	60.0	57.9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	3	1	0	4	1	1	0	2	1	1	0	2	8
Single-Unit Trucks	5	2	0	7	0	1	0	1	1	2	0	3	11
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	8	3	0	11	1	2	0	3	2	3	0	5	19
Buses	2				2				4				8
Single-Unit Trucks	2				3				6				11
Articulated Trucks	0				0				0				0
Total Exiting Leg	4				5				10				19

PDI File #: **176038 H**
 Location: **N: Old Bedford Road S: Old Bedford Road**
 Location: **E: Virginia Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	10	12	0	22	1	2	0	3	18	0	0	18	43
6:15 AM	40	11	0	51	2	3	0	5	23	4	0	27	83
6:30 AM	35	15	0	50	1	4	0	5	33	11	0	44	99
6:45 AM	41	30	0	71	0	0	0	0	41	9	0	50	121
Total	126	68	0	194	4	9	0	13	115	24	0	139	346
7:00 AM	47	35	0	82	2	6	0	8	51	21	0	72	162
7:15 AM	50	38	0	88	1	5	0	6	51	25	0	76	170
7:30 AM	61	31	0	92	3	7	0	10	58	22	0	80	182
7:45 AM	55	32	0	87	0	8	0	8	55	25	0	80	175
Total	213	136	0	349	6	26	0	32	215	93	0	308	689
8:00 AM	76	31	0	107	5	11	0	16	47	37	0	84	207
8:15 AM	59	30	0	89	3	5	0	8	55	37	0	92	189
8:30 AM	79	32	0	111	3	4	0	7	45	38	0	83	201
8:45 AM	71	30	0	101	13	12	0	25	60	47	0	107	233
Total	285	123	0	408	24	32	0	56	207	159	0	366	830
Grand Total	624	327	0	951	34	67	0	101	537	276	0	813	1865
Approach %	65.6	34.4	0.0		33.7	66.3	0.0		66.1	33.9	0.0		
Total %	33.5	17.5	0.0	51.0	1.8	3.6	0.0	5.4	28.8	14.8	0.0	43.6	
Exiting Leg Total				310				864				691	1865

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	76	31	0	107	5	11	0	16	47	37	0	84	207
8:15 AM	59	30	0	89	3	5	0	8	55	37	0	92	189
8:30 AM	79	32	0	111	3	4	0	7	45	38	0	83	201
8:45 AM	71	30	0	101	13	12	0	25	60	47	0	107	233
Total Volume	285	123	0	408	24	32	0	56	207	159	0	366	830
% Approach Total	69.9	30.1	0.0		42.9	57.1	0.0		56.6	43.4	0.0		
PHF	0.902	0.961	0.000	0.919	0.462	0.667	0.000	0.560	0.863	0.846	0.000	0.855	0.891
Entering Leg	285	123	0	408	24	32	0	56	207	159	0	366	830
Exiting Leg				183				330				317	830
Total				591				386				683	1660

PDI File #: **176038 H**
 Location: **N: Old Bedford Road S: Old Bedford Road**
 Location: **E: Virginia Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Light Goods Vehicle

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	2	1	0	3	0	0	0	0	3	0	0	3	6
6:15 AM	3	2	0	5	0	0	0	0	11	1	0	12	17
6:30 AM	3	1	0	4	0	0	0	0	4	1	0	5	9
6:45 AM	6	1	0	7	0	0	0	0	8	1	0	9	16
Total	14	5	0	19	0	0	0	0	26	3	0	29	48
7:00 AM	1	5	0	6	0	1	0	1	1	1	0	2	9
7:15 AM	6	2	0	8	1	1	0	2	2	3	0	5	15
7:30 AM	11	2	0	13	0	1	0	1	2	0	0	2	16
7:45 AM	5	4	0	9	1	0	0	1	0	1	0	1	11
Total	23	13	0	36	2	3	0	5	5	5	0	10	51
8:00 AM	7	2	0	9	2	0	0	2	1	5	0	6	17
8:15 AM	3	2	0	5	0	1	0	1	1	1	0	2	8
8:30 AM	3	4	0	7	0	1	0	1	4	1	0	5	13
8:45 AM	3	4	0	7	0	1	0	1	4	0	0	4	12
Total	16	12	0	28	2	3	0	5	10	7	0	17	50
Grand Total	53	30	0	83	4	6	0	10	41	15	0	56	149
Approach %	63.9	36.1	0.0		40.0	60.0	0.0		73.2	26.8	0.0		
Total %	35.6	20.1	0.0	55.7	2.7	4.0	0.0	6.7	27.5	10.1	0.0	37.6	
Exiting Leg Total				19				71				59	149

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	6	2	0	8	1	1	0	2	2	3	0	5	15
7:30 AM	11	2	0	13	0	1	0	1	2	0	0	2	16
7:45 AM	5	4	0	9	1	0	0	1	0	1	0	1	11
8:00 AM	7	2	0	9	2	0	0	2	1	5	0	6	17
Total Volume	29	10	0	39	4	2	0	6	5	9	0	14	59
% Approach Total	74.4	25.6	0.0		66.7	33.3	0.0		35.7	64.3	0.0		
PHF	0.659	0.625	0.000	0.750	0.500	0.500	0.000	0.750	0.625	0.450	0.000	0.583	0.868
Entering Leg	29	10	0	39	4	2	0	6	5	9	0	14	59
Exiting Leg				13				15				31	59
Total				52				21				45	118

PDI File #: **176038 H**
 Location: **N: Old Bedford Road S: Old Bedford Road**
 Location: **E: Virginia Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
7:15 AM	0	1	0	1	1	1	0	2	1	0	0	1	4
7:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	3	1	0	4	1	1	0	2	2	1	0	3	9
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:30 AM	2	0	0	2	0	1	0	1	0	1	0	1	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	1	0	1	1	1	0	2	5
Grand Total	6	1	0	7	1	2	0	3	3	2	0	5	15
Approach %	85.7	14.3	0.0		33.3	66.7	0.0		60.0	40.0	0.0		
Total %	40.0	6.7	0.0	46.7	6.7	13.3	0.0	20.0	20.0	13.3	0.0	33.3	
Exiting Leg Total				3				4				8	15

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
7:15 AM	0	1	0	1	1	1	0	2	1	0	0	1	4
7:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
Total Volume	4	1	0	5	1	1	0	2	2	0	0	2	9
% Approach Total	80.0	20.0	0.0		50.0	50.0	0.0		100.0	0.0	0.0		
PHF	0.333	0.250	0.000	0.417	0.250	0.250	0.000	0.250	0.500	0.000	0.000	0.500	0.563
Entering Leg	4	1	0	5	1	1	0	2	2	0	0	2	9
Exiting Leg				1				3				5	9
Total				6				5				7	18

PDI File #: **176038 H**
 Location: **N: Old Bedford Road S: Old Bedford Road**
 Location: **E: Virginia Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Old Bedford Road				Virginia Road				Old Bedford Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	2	0	2	0	2	2	4
7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
7:45 AM	2	2	0	4	0	0	0	0	0	2	0	2	2	6
Total	3	3	0	6	0	0	0	0	0	2	0	2	2	8
8:00 AM	2	0	0	2	0	1	0	1	1	0	0	1	1	4
8:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	1	0	0	1	1	0	0	1	1	2
8:45 AM	2	0	0	2	1	2	0	3	0	0	0	0	0	5
Total	5	0	0	5	2	3	0	5	2	0	0	2	2	12
Grand Total	8	3	0	11	4	3	0	7	2	4	0	6	6	24
Approach %	72.7	27.3	0.0		57.1	42.9	0.0		33.3	66.7	0.0			
Total %	33.3	12.5	0.0	45.8	16.7	12.5	0.0	29.2	8.3	16.7	0.0	25.0		
Exiting Leg Total				8				5				11		24

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Bedford Road				Virginia Road				Old Bedford Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:45 AM														
7:45 AM	2	2	0	4	0	0	0	0	0	2	0	2	2	6
8:00 AM	2	0	0	2	0	1	0	1	1	0	0	1	1	4
8:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	1	0	0	1	1	0	0	1	1	2
Total Volume	5	2	0	7	1	1	0	2	2	2	0	4	4	13
% Approach Total	71.4	28.6	0.0		50.0	50.0	0.0		50.0	50.0	0.0			
PHF	0.625	0.250	0.000	0.438	0.250	0.250	0.000	0.500	0.500	0.250	0.000	0.500	0.500	0.542
Entering Leg	5	2	0	7	1	1	0	2	2	2	0	4	4	13
Exiting Leg				3				4				6	6	13
Total				10				6				10	10	26

PDI File #: **176038 H**
 Location: **N: Old Bedford Road S: Old Bedford Road**
 Location: **E: Virginia Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Old Bedford Road				Virginia Road				Old Bedford Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	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
7:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:15 AM	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
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1
8:00 AM	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
8:30 AM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Approach %	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	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0				0				1				1	

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Old Bedford Road				Virginia Road				Old Bedford Road				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% Approach Total	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	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Exiting Leg	0				0				1				1	
Total	0				1				1				2	

PDI File #: 176038 H
 Location: N: Old Bedford Road S: Old Bedford Road
 Location: E: Virginia Road
 City, State: Concord, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 6:00 AM
 End Time: 9:00 AM
 Class:



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Bicycles (on Roadway and Crosswalks)

	Old Bedford Road						Virginia Road						Old Bedford Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
Total	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	2	3
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Grand Total	0	1	0	0	0	1	2	0	0	0	0	2	3	0	0	0	0	3	6
Approach %	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
Total %	0.0	16.7	0.0	0.0	0.0	16.7	33.3	0.0	0.0	0.0	0.0	33.3	50.0	0.0	0.0	0.0	0.0	50.0	
Exiting Leg Total	2						4						0						6

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

6:15 AM	Old Bedford Road						Virginia Road						Old Bedford Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2	4
% Approach Total	0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.500
Entering Leg	0	1	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	2	4
Exiting Leg	1						3						0						4
Total	2						4						2						8

PDI File #: 176038 H
 Location: N: Old Bedford Road S: Old Bedford Road
 Location: E: Virginia Road
 City, State: Concord, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 6:00 AM
 End Time: 9:00 AM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	Old Bedford Road						Virginia Road						Old Bedford Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	5
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	40		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	40	100	
Exiting Leg Total	0						0						5						5

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

6:45 AM	Old Bedford Road						Virginia Road						Old Bedford Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
% 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	75.0	25.0		
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	0.375	0.250	0.500	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
Exiting Leg	0						0						4						4
Total	0						0						8						8

PDI File #: **176038 H**
 Location: **N: Old Bedford Road S: Old Bedford Road**
 Location: **E: Virginia Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	21	1	0	22	42	19	0	61	10	57	0	67	150
3:15 PM	43	5	0	48	37	15	0	52	10	59	0	69	169
3:30 PM	32	7	0	39	33	13	0	46	7	66	0	73	158
3:45 PM	32	7	0	39	78	13	0	91	9	74	0	83	213
Total	128	20	0	148	190	60	0	250	36	256	0	292	690
4:00 PM	16	6	0	22	70	24	0	94	13	82	0	95	211
4:15 PM	29	2	0	31	74	27	0	101	6	90	0	96	228
4:30 PM	31	4	0	35	81	10	0	91	9	110	0	119	245
4:45 PM	23	2	0	25	75	21	0	96	10	133	0	143	264
Total	99	14	0	113	300	82	0	382	38	415	0	453	948
5:00 PM	42	8	0	50	69	21	0	90	6	98	0	104	244
5:15 PM	35	3	0	38	59	16	0	75	17	85	0	102	215
5:30 PM	30	4	0	34	59	25	0	84	3	72	0	75	193
5:45 PM	51	0	0	51	45	13	0	58	8	115	0	123	232
Total	158	15	0	173	232	75	0	307	34	370	0	404	884
Grand Total	385	49	0	434	722	217	0	939	108	1041	0	1149	2522
Approach %	88.7	11.3	0.0		76.9	23.1	0.0		9.4	90.6	0.0		
Total %	15.3	1.9	0.0	17.2	28.6	8.6	0.0	37.2	4.3	41.3	0.0	45.6	
Exiting Leg Total				1763				157				602	2522
Cars	374	46	0	420	715	216	0	931	105	1030	0	1135	2486
% Cars	97.1	93.9	0.0	96.8	99.0	99.5	0.0	99.1	97.2	98.9	0.0	98.8	98.6
Exiting Leg Total				1745				151				590	2486
Heavy Vehicles	11	3	0	14	7	1	0	8	3	11	0	14	36
% Heavy Vehicles	2.9	6.1	0.0	3.2	1.0	0.5	0.0	0.9	2.8	1.1	0.0	1.2	1.4
Exiting Leg Total				18				6				12	36

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

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	29	2	0	31	74	27	0	101	6	90	0	96	228
4:30 PM	31	4	0	35	81	10	0	91	9	110	0	119	245
4:45 PM	23	2	0	25	75	21	0	96	10	133	0	143	264
5:00 PM	42	8	0	50	69	21	0	90	6	98	0	104	244
Total Volume	125	16	0	141	299	79	0	378	31	431	0	462	981
% Approach Total	88.7	11.3	0.0		79.1	20.9	0.0		6.7	93.3	0.0		
PHF	0.744	0.500	0.000	0.705	0.923	0.731	0.000	0.936	0.775	0.810	0.000	0.808	0.929
Cars	123	15	0	138	298	79	0	377	30	429	0	459	974
Cars %	98.4	93.8	0.0	97.9	99.7	100.0	0.0	99.7	96.8	99.5	0.0	99.4	99.3
Heavy Vehicles	2	1	0	3	1	0	0	1	1	2	0	3	7
Heavy Vehicles %	1.6	6.3	0.0	2.1	0.3	0.0	0.0	0.3	3.2	0.5	0.0	0.6	0.7
Cars Enter Leg	123	15	0	138	298	79	0	377	30	429	0	459	974
Heavy Enter Leg	2	1	0	3	1	0	0	1	1	2	0	3	7
Total Entering Leg	125	16	0	141	299	79	0	378	31	431	0	462	981
Cars Exiting Leg				727				45				202	974
Heavy Exiting Leg				3				2				2	7
Total Exiting Leg				730				47				204	981

PDI File #: **176038 H**
 Location: **N: Old Bedford Road S: Old Bedford Road**
 Location: **E: Virginia Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	18	1	0	19	40	18	0	58	9	57	0	66	143
3:15 PM	41	5	0	46	37	15	0	52	10	58	0	68	166
3:30 PM	32	7	0	39	33	13	0	46	7	64	0	71	156
3:45 PM	31	7	0	38	77	13	0	90	8	72	0	80	208
Total	122	20	0	142	187	59	0	246	34	251	0	285	673
4:00 PM	15	5	0	20	69	24	0	93	13	81	0	94	207
4:15 PM	28	1	0	29	74	27	0	101	5	89	0	94	224
4:30 PM	31	4	0	35	80	10	0	90	9	110	0	119	244
4:45 PM	23	2	0	25	75	21	0	96	10	132	0	142	263
Total	97	12	0	109	298	82	0	380	37	412	0	449	938
5:00 PM	41	8	0	49	69	21	0	90	6	98	0	104	243
5:15 PM	33	2	0	35	59	16	0	75	17	84	0	101	211
5:30 PM	30	4	0	34	57	25	0	82	3	72	0	75	191
5:45 PM	51	0	0	51	45	13	0	58	8	113	0	121	230
Total	155	14	0	169	230	75	0	305	34	367	0	401	875
Grand Total	374	46	0	420	715	216	0	931	105	1030	0	1135	2486
Approach %	89.0	11.0	0.0		76.8	23.2	0.0		9.3	90.7	0.0		
Total %	15.0	1.9	0.0	16.9	28.8	8.7	0.0	37.4	4.2	41.4	0.0	45.7	
Exiting Leg Total				1745				151				590	2486

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

4:15 PM	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	28	1	0	29	74	27	0	101	5	89	0	94	224
4:30 PM	31	4	0	35	80	10	0	90	9	110	0	119	244
4:45 PM	23	2	0	25	75	21	0	96	10	132	0	142	263
5:00 PM	41	8	0	49	69	21	0	90	6	98	0	104	243
Total Volume	123	15	0	138	298	79	0	377	30	429	0	459	974
% Approach Total	89.1	10.9	0.0		79.0	21.0	0.0		6.5	93.5	0.0		
PHF	0.750	0.469	0.000	0.704	0.931	0.731	0.000	0.933	0.750	0.813	0.000	0.808	0.926
Entering Leg	123	15	0	138	298	79	0	377	30	429	0	459	974
Exiting Leg				727				45				202	974
Total				865				422				661	1948

PDI File #: **176038 H**
 Location: **N: Old Bedford Road S: Old Bedford Road**
 Location: **E: Virginia Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	3	0	0	3	2	1	0	3	1	0	0	1	7
3:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
3:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
3:45 PM	1	0	0	1	1	0	0	1	1	2	0	3	5
Total	6	0	0	6	3	1	0	4	2	5	0	7	17
4:00 PM	1	1	0	2	1	0	0	1	0	1	0	1	4
4:15 PM	1	1	0	2	0	0	0	0	1	1	0	2	4
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	2	2	0	4	2	0	0	2	1	3	0	4	10
5:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	2	1	0	3	0	0	0	0	0	1	0	1	4
5:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	3	1	0	4	2	0	0	2	0	3	0	3	9
Grand Total	11	3	0	14	7	1	0	8	3	11	0	14	36
Approach %	78.6	21.4	0.0		87.5	12.5	0.0		21.4	78.6	0.0		
Total %	30.6	8.3	0.0	38.9	19.4	2.8	0.0	22.2	8.3	30.6	0.0	38.9	
Exiting Leg Total				18				6				12	36
Buses	5	0	0	5	2	1	0	3	2	5	0	7	15
% Buses	45.5	0.0	0.0	35.7	28.6	100.0	0.0	37.5	66.7	45.5	0.0	50.0	41.7
Exiting Leg Total				7				2				6	15
Single-Unit Trucks	4	3	0	7	5	0	0	5	1	4	0	5	17
% Single-Unit	36.4	100.0	0.0	50.0	71.4	0.0	0.0	62.5	33.3	36.4	0.0	35.7	47.2
Exiting Leg Total				9				4				4	17
Articulated Trucks	2	0	0	2	0	0	0	0	0	2	0	2	4
% Articulated	18.2	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	18.2	0.0	14.3	11.1
Exiting Leg Total				2				0				2	4

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

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	3	0	0	3	2	1	0	3	1	0	0	1	7
3:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
3:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
3:45 PM	1	0	0	1	1	0	0	1	1	2	0	3	5
Total Volume	6	0	0	6	3	1	0	4	2	5	0	7	17
% Approach Total	100.0	0.0	0.0		75.0	25.0	0.0		28.6	71.4	0.0		
PHF	0.500	0.000	0.000	0.500	0.375	0.250	0.000	0.333	0.500	0.625	0.000	0.583	0.607
Buses	4	0	0	4	1	1	0	2	2	1	0	3	9
Buses %	66.7	0.0	0.0	66.7	33.3	100.0	0.0	50.0	100.0	20.0	0.0	42.9	52.9
Single-Unit Trucks	1	0	0	1	2	0	0	2	0	3	0	3	6
Single-Unit %	16.7	0.0	0.0	16.7	66.7	0.0	0.0	50.0	0.0	60.0	0.0	42.9	35.3
Articulated Trucks	1	0	0	1	0	0	0	0	0	1	0	1	2
Articulated %	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	20.0	0.0	14.3	11.8
Buses	4	0	0	4	1	1	0	2	2	1	0	3	9
Single-Unit Trucks	1	0	0	1	2	0	0	2	0	3	0	3	6
Articulated Trucks	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Entering Leg	6	0	0	6	3	1	0	4	2	5	0	7	17
Buses				2				2				5	9
Single-Unit Trucks				5				0				1	6
Articulated Trucks				1				0				1	2
Total Exiting Leg				8				2				7	17

PDI File #: **176038 H**
 Location: **N: Old Bedford Road S: Old Bedford Road**
 Location: **E: Virginia Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	16	1	0	17	38	14	0	52	8	52	0	60	129
3:15 PM	40	5	0	45	28	14	0	42	8	52	0	60	147
3:30 PM	29	6	0	35	29	10	0	39	6	52	0	58	132
3:45 PM	27	6	0	33	66	10	0	76	8	62	0	70	179
Total	112	18	0	130	161	48	0	209	30	218	0	248	587
4:00 PM	13	5	0	18	61	22	0	83	12	77	0	89	190
4:15 PM	23	1	0	24	73	26	0	99	5	77	0	82	205
4:30 PM	27	4	0	31	70	10	0	80	6	99	0	105	216
4:45 PM	21	2	0	23	66	20	0	86	7	116	0	123	232
Total	84	12	0	96	270	78	0	348	30	369	0	399	843
5:00 PM	37	8	0	45	64	19	0	83	6	94	0	100	228
5:15 PM	32	2	0	34	54	16	0	70	17	80	0	97	201
5:30 PM	27	4	0	31	54	23	0	77	3	69	0	72	180
5:45 PM	49	0	0	49	36	13	0	49	8	105	0	113	211
Total	145	14	0	159	208	71	0	279	34	348	0	382	820
Grand Total	341	44	0	385	639	197	0	836	94	935	0	1029	2250
Approach %	88.6	11.4	0.0		76.4	23.6	0.0		9.1	90.9	0.0		
Total %	15.2	2.0	0.0	17.1	28.4	8.8	0.0	37.2	4.2	41.6	0.0	45.7	
Exiting Leg Total				1574				138				538	2250

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

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	23	1	0	24	73	26	0	99	5	77	0	82	205
4:30 PM	27	4	0	31	70	10	0	80	6	99	0	105	216
4:45 PM	21	2	0	23	66	20	0	86	7	116	0	123	232
5:00 PM	37	8	0	45	64	19	0	83	6	94	0	100	228
Total Volume	108	15	0	123	273	75	0	348	24	386	0	410	881
% Approach Total	87.8	12.2	0.0		78.4	21.6	0.0		5.9	94.1	0.0		
PHF	0.730	0.469	0.000	0.683	0.935	0.721	0.000	0.879	0.857	0.832	0.000	0.833	0.949
Entering Leg	108	15	0	123	273	75	0	348	24	386	0	410	881
Exiting Leg				659				39				183	881
Total				782				387				593	1762

PDI File #: **176038 H**
 Location: **N: Old Bedford Road S: Old Bedford Road**
 Location: **E: Virginia Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Light Goods Vehicle

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	2	0	0	2	2	4	0	6	1	5	0	6	14
3:15 PM	1	0	0	1	9	1	0	10	2	6	0	8	19
3:30 PM	2	1	0	3	4	3	0	7	1	12	0	13	23
3:45 PM	4	1	0	5	11	3	0	14	0	10	0	10	29
Total	9	2	0	11	26	11	0	37	4	33	0	37	85
4:00 PM	2	0	0	2	8	2	0	10	1	4	0	5	17
4:15 PM	5	0	0	5	1	1	0	2	0	12	0	12	19
4:30 PM	4	0	0	4	10	0	0	10	3	11	0	14	28
4:45 PM	2	0	0	2	9	1	0	10	3	16	0	19	31
Total	13	0	0	13	28	4	0	32	7	43	0	50	95
5:00 PM	4	0	0	4	5	2	0	7	0	4	0	4	15
5:15 PM	1	0	0	1	5	0	0	5	0	4	0	4	10
5:30 PM	3	0	0	3	3	2	0	5	0	3	0	3	11
5:45 PM	2	0	0	2	9	0	0	9	0	8	0	8	19
Total	10	0	0	10	22	4	0	26	0	19	0	19	55
Grand Total	32	2	0	34	76	19	0	95	11	95	0	106	235
Approach %	94.1	5.9	0.0		80.0	20.0	0.0		10.4	89.6	0.0		
Total %	13.6	0.9	0.0	14.5	32.3	8.1	0.0	40.4	4.7	40.4	0.0	45.1	
Exiting Leg Total				171				13				51	235

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

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	0	0	2	8	2	0	10	1	4	0	5	17
4:15 PM	5	0	0	5	1	1	0	2	0	12	0	12	19
4:30 PM	4	0	0	4	10	0	0	10	3	11	0	14	28
4:45 PM	2	0	0	2	9	1	0	10	3	16	0	19	31
Total Volume	13	0	0	13	28	4	0	32	7	43	0	50	95
% Approach Total	100.0	0.0	0.0		87.5	12.5	0.0		14.0	86.0	0.0		
PHF	0.650	0.000	0.000	0.650	0.700	0.500	0.000	0.800	0.583	0.672	0.000	0.658	0.766
Entering Leg	13	0	0	13	28	4	0	32	7	43	0	50	95
Exiting Leg				71				7				17	95
Total				84				39				67	190

PDI File #: **176038 H**
 Location: **N: Old Bedford Road S: Old Bedford Road**
 Location: **E: Virginia Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	3	0	0	3	1	1	0	2	1	0	0	1	6
3:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	4	0	0	4	1	1	0	2	2	1	0	3	9
4:00 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	0	1	1	0	0	1	0	2	0	2	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	5	0	0	5	2	1	0	3	2	5	0	7	15
Approach %	100.0	0.0	0.0		66.7	33.3	0.0		28.6	71.4	0.0		
Total %	33.3	0.0	0.0	33.3	13.3	6.7	0.0	20.0	13.3	33.3	0.0	46.7	
Exiting Leg Total				7				2				6	15

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

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	3	0	0	3	1	1	0	2	1	0	0	1	6
3:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
Total Volume	4	0	0	4	1	1	0	2	2	1	0	3	9
% Approach Total	100.0	0.0	0.0		50.0	50.0	0.0		66.7	33.3	0.0		
PHF	0.333	0.000	0.000	0.333	0.250	0.250	0.000	0.250	0.500	0.250	0.000	0.375	0.375
Entering Leg	4	0	0	4	1	1	0	2	2	1	0	3	9
Exiting Leg				2				2				5	9
Total				6				4				8	18

PDI File #: **176038 H**
 Location: **N: Old Bedford Road S: Old Bedford Road**
 Location: **E: Virginia Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:45 PM	1	0	0	1	1	0	0	1	0	1	0	1	3
Total	1	0	0	1	2	0	0	2	0	3	0	3	6
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
4:15 PM	1	1	0	2	0	0	0	0	1	0	0	1	3
4:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	3	1	0	0	1	1	0	0	1	5
5:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	2	1	0	3	2	0	0	2	0	1	0	1	6
Grand Total	4	3	0	7	5	0	0	5	1	4	0	5	17
Approach %	57.1	42.9	0.0		100.0	0.0	0.0		20.0	80.0	0.0		
Total %	23.5	17.6	0.0	41.2	29.4	0.0	0.0	29.4	5.9	23.5	0.0	29.4	
Exiting Leg Total				9				4					4

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

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:45 PM	1	0	0	1	1	0	0	1	0	1	0	1	3
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
4:15 PM	1	1	0	2	0	0	0	0	1	0	0	1	3
Total Volume	2	2	0	4	1	0	0	1	1	2	0	3	8
% Approach Total	50.0	50.0	0.0		100.0	0.0	0.0		33.3	66.7	0.0		
PHF	0.500	0.500	0.000	0.500	0.250	0.000	0.000	0.250	0.250	0.500	0.000	0.750	0.667
Entering Leg	2	2	0	4	1	0	0	1	1	2	0	3	8
Exiting Leg				3				3				2	8
Total				7				4				5	16

PDI File #: **176038 H**
 Location: **N: Old Bedford Road S: Old Bedford Road**
 Location: **E: Virginia Road**
 City, State: **Concord, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	1	0	1	2
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	2	0	0	2	0	0	0	0	0	2	0	2	4
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total				2				0				2	4

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

	Old Bedford Road				Virginia Road				Old Bedford Road				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:15 PM													
3:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	0	1	0	0	0	0	0	2	0	2	3
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.750
Entering Leg	1	0	0	1	0	0	0	0	0	2	0	2	3
Exiting Leg				2				0				1	3
Total				3				0				3	6

PDI File #: 176038 H
 Location: N: Old Bedford Road S: Old Bedford Road
 Location: E: Virginia Road
 City, State: Concord, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 3:00 PM
 End Time: 6:00 PM
 Class:



46 Morton Street, Framingham, MA 01702
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 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Old Bedford Road						Virginia Road						Old Bedford Road						Total			
	from North						from East						from South									
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total				
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2			
3:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1			
3:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1			
Total	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	2	4			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1			
4:30 PM	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			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1			
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	8	1	0	0	0	9	0	0	0	0	0	0	9			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	0	9	1	0	0	0	10	0	0	0	0	0	0	10			
Grand Total	0	0	0	0	0	0	9	3	0	0	0	12	2	0	0	1	0	3	15			
Approach %	0.0	0.0	0.0	0.0	0.0		75.0	25.0	0.0	0.0	0.0		66.7	0.0	0.0	33.3	0.0					
Total %	0.0	0.0	0.0	0.0	0.0	0.0	60.0	20.0	0.0	0.0	0.0	80.0	13.3	0.0	0.0	6.7	0.0	20.0				
Exiting Leg Total							9							2							4	15

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

4:45 PM	Old Bedford Road						Virginia Road						Old Bedford Road						Total		
	from North						from East						from South								
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	8	1	0	0	0	9	0	0	0	0	0	0	9		
Total Volume	0	0	0	0	0	0	9	1	0	0	0	10	0	0	0	0	0	0	10		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	90.0	10.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.281	0.250	0.000	0.000	0.000	0.278	0.000	0.000	0.000	0.000	0.000	0.000	0.278		
Entering Leg	0	0	0	0	0	0	9	1	0	0	0	10	0	0	0	0	0	0	10		
Exiting Leg							9							0							10
Total							9							10							20

PDI File #: 176038 H
 Location: N: Old Bedford Road S: Old Bedford Road
 Location: E: Virginia Road
 City, State: Concord, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 3:00 PM
 End Time: 6:00 PM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	Old Bedford Road						Virginia Road						Old Bedford Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2
5:30 PM	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
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4	3	7	8
Approach %	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	57.143	42.857		
Total %	0	0	0	0	0	0	0	0	0	12.5	0	12.5	0	0	0	50	37.5	87.5	
Exiting Leg Total	0						1						7						8

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

4:30 PM	Old Bedford Road						Virginia Road						Old Bedford Road						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	4	5
% Approach Total	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	50.0	50.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.500	0.500	0.625
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	4	5
Exiting Leg	0						1						4						5
Total	0						2						8						10

PDI File #: **176038 I**
 Location: **N: Concord Road (Route 62) S: Concord Road (Route 62)**
 Location: **E: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class: **Cars and Heavy Vehicles (Combined)**



	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	38	12	0	50	2	1	0	3	4	24	0	28	81
6:15 AM	53	16	0	69	1	5	0	6	5	31	0	36	111
6:30 AM	53	12	0	65	3	3	0	6	9	44	0	53	124
6:45 AM	83	18	0	101	0	4	0	4	19	55	0	74	179
Total	227	58	0	285	6	13	0	19	37	154	0	191	495
7:00 AM	86	16	0	102	5	5	0	10	17	69	0	86	198
7:15 AM	99	19	0	118	8	5	0	13	33	82	0	115	246
7:30 AM	136	26	0	162	9	7	0	16	44	104	0	148	326
7:45 AM	129	19	0	148	6	14	0	20	38	89	0	127	295
Total	450	80	0	530	28	31	0	59	132	344	0	476	1065
8:00 AM	155	19	0	174	6	9	0	15	33	118	0	151	340
8:15 AM	151	25	0	176	4	6	0	10	39	108	0	147	333
8:30 AM	144	35	0	179	7	10	0	17	40	101	0	141	337
8:45 AM	157	22	0	179	4	13	0	17	61	131	0	192	388
Total	607	101	0	708	21	38	0	59	173	458	0	631	1398
Grand Total	1284	239	0	1523	55	82	0	137	342	956	0	1298	2958
Approach %	84.3	15.7	0.0		40.1	59.9	0.0		26.3	73.7	0.0		
Total %	43.4	8.1	0.0	51.5	1.9	2.8	0.0	4.6	11.6	32.3	0.0	43.9	
Exiting Leg Total				1011				581				1366	2958
Cars	1248	235	0	1483	52	79	0	131	335	936	0	1271	2885
% Cars	97.2	98.3	0.0	97.4	94.5	96.3	0.0	95.6	98.0	97.9	0.0	97.9	97.5
Exiting Leg Total				988				570				1327	2885
Heavy Vehicles	36	4	0	40	3	3	0	6	7	20	0	27	73
% Heavy Vehicles	2.8	1.7	0.0	2.6	5.5	3.7	0.0	4.4	2.0	2.1	0.0	2.1	2.5
Exiting Leg Total				23				11				39	73

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

8:00 AM	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	155	19	0	174	6	9	0	15	33	118	0	151	340
8:15 AM	151	25	0	176	4	6	0	10	39	108	0	147	333
8:30 AM	144	35	0	179	7	10	0	17	40	101	0	141	337
8:45 AM	157	22	0	179	4	13	0	17	61	131	0	192	388
Total Volume	607	101	0	708	21	38	0	59	173	458	0	631	1398
% Approach Total	85.7	14.3	0.0		35.6	64.4	0.0		27.4	72.6	0.0		
PHF	0.967	0.721	0.000	0.989	0.750	0.731	0.000	0.868	0.709	0.874	0.000	0.822	0.901
Cars	589	101	0	690	21	37	0	58	170	448	0	618	1366
Cars %	97.0	100.0	0.0	97.5	100.0	97.4	0.0	98.3	98.3	97.8	0.0	97.9	97.7
Heavy Vehicles	18	0	0	18	0	1	0	1	3	10	0	13	32
Heavy Vehicles %	3.0	0.0	0.0	2.5	0.0	2.6	0.0	1.7	1.7	2.2	0.0	2.1	2.3
Cars Enter Leg	589	101	0	690	21	37	0	58	170	448	0	618	1366
Heavy Enter Leg	18	0	0	18	0	1	0	1	3	10	0	13	32
Total Entering Leg	607	101	0	708	21	38	0	59	173	458	0	631	1398
Cars Exiting Leg				469				271				626	1366
Heavy Exiting Leg				10				3				19	32
Total Exiting Leg				479				274				645	1398

PDI File #: **176038 I**
 Location: **N: Concord Road (Route 62) S: Concord Road (Route 62)**
 Location: **E: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	38	12	0	50	2	1	0	3	4	24	0	28	81
6:15 AM	53	14	0	67	1	5	0	6	5	28	0	33	106
6:30 AM	52	11	0	63	3	3	0	6	8	42	0	50	119
6:45 AM	81	18	0	99	0	4	0	4	18	55	0	73	176
Total	224	55	0	279	6	13	0	19	35	149	0	184	482
7:00 AM	84	16	0	100	4	4	0	8	17	69	0	86	194
7:15 AM	95	19	0	114	7	5	0	12	32	78	0	110	236
7:30 AM	131	25	0	156	9	7	0	16	44	104	0	148	320
7:45 AM	125	19	0	144	5	13	0	18	37	88	0	125	287
Total	435	79	0	514	25	29	0	54	130	339	0	469	1037
8:00 AM	152	19	0	171	6	9	0	15	32	118	0	150	336
8:15 AM	148	25	0	173	4	6	0	10	38	106	0	144	327
8:30 AM	143	35	0	178	7	10	0	17	40	96	0	136	331
8:45 AM	146	22	0	168	4	12	0	16	60	128	0	188	372
Total	589	101	0	690	21	37	0	58	170	448	0	618	1366
Grand Total	1248	235	0	1483	52	79	0	131	335	936	0	1271	2885
Approach %	84.2	15.8	0.0		39.7	60.3	0.0		26.4	73.6	0.0		
Total %	43.3	8.1	0.0	51.4	1.8	2.7	0.0	4.5	11.6	32.4	0.0	44.1	
Exiting Leg Total				988				570				1327	2885

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	152	19	0	171	6	9	0	15	32	118	0	150	336
8:15 AM	148	25	0	173	4	6	0	10	38	106	0	144	327
8:30 AM	143	35	0	178	7	10	0	17	40	96	0	136	331
8:45 AM	146	22	0	168	4	12	0	16	60	128	0	188	372
Total Volume	589	101	0	690	21	37	0	58	170	448	0	618	1366
% Approach Total	85.4	14.6	0.0		36.2	63.8	0.0		27.5	72.5	0.0		
PHF	0.969	0.721	0.000	0.969	0.750	0.771	0.000	0.853	0.708	0.875	0.000	0.822	0.918
Entering Leg	589	101	0	690	21	37	0	58	170	448	0	618	1366
Exiting Leg				469				271				626	1366
Total				1159				329				1244	2732

PDI File #: **176038 I**
 Location: **N: Concord Road (Route 62) S: Concord Road (Route 62)**
 Location: **E: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	2	0	2	0	0	0	0	0	3	0	3	5
6:30 AM	1	1	0	2	0	0	0	0	1	2	0	3	5
6:45 AM	2	0	0	2	0	0	0	0	1	0	0	1	3
Total	3	3	0	6	0	0	0	0	2	5	0	7	13
7:00 AM	2	0	0	2	1	1	0	2	0	0	0	0	4
7:15 AM	4	0	0	4	1	0	0	1	1	4	0	5	10
7:30 AM	5	1	0	6	0	0	0	0	0	0	0	0	6
7:45 AM	4	0	0	4	1	1	0	2	1	1	0	2	8
Total	15	1	0	16	3	2	0	5	2	5	0	7	28
8:00 AM	3	0	0	3	0	0	0	0	1	0	0	1	4
8:15 AM	3	0	0	3	0	0	0	0	1	2	0	3	6
8:30 AM	1	0	0	1	0	0	0	0	0	5	0	5	6
8:45 AM	11	0	0	11	0	1	0	1	1	3	0	4	16
Total	18	0	0	18	0	1	0	1	3	10	0	13	32
Grand Total	36	4	0	40	3	3	0	6	7	20	0	27	73
Approach %	90.0	10.0	0.0		50.0	50.0	0.0		25.9	74.1	0.0		
Total %	49.3	5.5	0.0	54.8	4.1	4.1	0.0	8.2	9.6	27.4	0.0	37.0	
Exiting Leg Total				23				11				39	73
Buses	11	1	0	12	0	3	0	3	0	9	0	9	24
% Buses	30.6	25.0	0.0	30.0	0.0	100.0	0.0	50.0	0.0	45.0	0.0	33.3	32.9
Exiting Leg Total				9				1				14	24
Single-Unit Trucks	23	0	0	23	1	0	0	1	5	11	0	16	40
% Single-Unit	63.9	0.0	0.0	57.5	33.3	0.0	0.0	16.7	71.4	55.0	0.0	59.3	54.8
Exiting Leg Total				12				5				23	40
Articulated Trucks	2	3	0	5	2	0	0	2	2	0	0	2	9
% Articulated	5.6	75.0	0.0	12.5	66.7	0.0	0.0	33.3	28.6	0.0	0.0	7.4	12.3
Exiting Leg Total				2				5				2	9

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	3	0	0	3	0	0	0	0	1	0	0	1	4
8:15 AM	3	0	0	3	0	0	0	0	1	2	0	3	6
8:30 AM	1	0	0	1	0	0	0	0	0	5	0	5	6
8:45 AM	11	0	0	11	0	1	0	1	1	3	0	4	16
Total Volume	18	0	0	18	0	1	0	1	3	10	0	13	32
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		23.1	76.9	0.0		
PHF	0.409	0.000	0.000	0.409	0.000	0.250	0.000	0.250	0.750	0.500	0.000	0.650	0.500
Buses	9	0	0	9	0	1	0	1	0	6	0	6	16
Buses %	50.0	0.0	0.0	50.0	0.0	100.0	0.0	100.0	0.0	60.0	0.0	46.2	50.0
Single-Unit Trucks	9	0	0	9	0	0	0	0	3	4	0	7	16
Single-Unit %	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	100.0	40.0	0.0	53.8	50.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	9	0	0	9	0	1	0	1	0	6	0	6	16
Single-Unit Trucks	9	0	0	9	0	0	0	0	3	4	0	7	16
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	18	0	0	18	0	1	0	1	3	10	0	13	32
Buses				6				0				10	16
Single-Unit Trucks				4				3				9	16
Articulated Trucks				0				0				0	0
Total Exiting Leg				10				3				19	32

PDI File #: **176038 I**
 Location: **N: Concord Road (Route 62) S: Concord Road (Route 62)**
 Location: **E: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	31	11	0	42	2	1	0	3	4	19	0	23	68
6:15 AM	47	11	0	58	1	4	0	5	5	23	0	28	91
6:30 AM	43	9	0	52	2	3	0	5	7	39	0	46	103
6:45 AM	73	18	0	91	0	3	0	3	16	51	0	67	161
Total	194	49	0	243	5	11	0	16	32	132	0	164	423
7:00 AM	78	15	0	93	4	4	0	8	16	65	0	81	182
7:15 AM	81	17	0	98	6	4	0	10	30	69	0	99	207
7:30 AM	113	24	0	137	7	7	0	14	42	98	0	140	291
7:45 AM	111	19	0	130	3	11	0	14	36	80	0	116	260
Total	383	75	0	458	20	26	0	46	124	312	0	436	940
8:00 AM	142	19	0	161	3	7	0	10	31	108	0	139	310
8:15 AM	134	20	0	154	4	5	0	9	37	98	0	135	298
8:30 AM	127	35	0	162	6	9	0	15	39	89	0	128	305
8:45 AM	140	22	0	162	4	11	0	15	59	126	0	185	362
Total	543	96	0	639	17	32	0	49	166	421	0	587	1275
Grand Total	1120	220	0	1340	42	69	0	111	322	865	0	1187	2638
Approach %	83.6	16.4	0.0		37.8	62.2	0.0		27.1	72.9	0.0		
Total %	42.5	8.3	0.0	50.8	1.6	2.6	0.0	4.2	12.2	32.8	0.0	45.0	
Exiting Leg Total				907				542				1189	2638

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	142	19	0	161	3	7	0	10	31	108	0	139	310
8:15 AM	134	20	0	154	4	5	0	9	37	98	0	135	298
8:30 AM	127	35	0	162	6	9	0	15	39	89	0	128	305
8:45 AM	140	22	0	162	4	11	0	15	59	126	0	185	362
Total Volume	543	96	0	639	17	32	0	49	166	421	0	587	1275
% Approach Total	85.0	15.0	0.0		34.7	65.3	0.0		28.3	71.7	0.0		
PHF	0.956	0.686	0.000	0.986	0.708	0.727	0.000	0.817	0.703	0.835	0.000	0.793	0.881
Entering Leg	543	96	0	639	17	32	0	49	166	421	0	587	1275
Exiting Leg				438				262				575	1275
Total				1077				311				1162	2550

PDI File #: **176038 I**
 Location: **N: Concord Road (Route 62) S: Concord Road (Route 62)**
 Location: **E: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class: **Light Goods Vehicle**



	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	7	1	0	8	0	0	0	0	0	5	0	5	13
6:15 AM	6	3	0	9	0	1	0	1	0	5	0	5	15
6:30 AM	9	2	0	11	1	0	0	1	1	3	0	4	16
6:45 AM	8	0	0	8	0	1	0	1	2	4	0	6	15
Total	30	6	0	36	1	2	0	3	3	17	0	20	59
7:00 AM	6	1	0	7	0	0	0	0	1	4	0	5	12
7:15 AM	14	2	0	16	1	1	0	2	2	9	0	11	29
7:30 AM	18	1	0	19	2	0	0	2	2	6	0	8	29
7:45 AM	14	0	0	14	2	2	0	4	1	8	0	9	27
Total	52	4	0	56	5	3	0	8	6	27	0	33	97
8:00 AM	10	0	0	10	3	2	0	5	1	10	0	11	26
8:15 AM	14	5	0	19	0	1	0	1	1	8	0	9	29
8:30 AM	15	0	0	15	1	1	0	2	1	7	0	8	25
8:45 AM	6	0	0	6	0	1	0	1	1	2	0	3	10
Total	45	5	0	50	4	5	0	9	4	27	0	31	90
Grand Total	127	15	0	142	10	10	0	20	13	71	0	84	246
Approach %	89.4	10.6	0.0		50.0	50.0	0.0		15.5	84.5	0.0		
Total %	51.6	6.1	0.0	57.7	4.1	4.1	0.0	8.1	5.3	28.9	0.0	34.1	
Exiting Leg Total				81				28				137	246

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	14	2	0	16	1	1	0	2	2	9	0	11	29
7:30 AM	18	1	0	19	2	0	0	2	2	6	0	8	29
7:45 AM	14	0	0	14	2	2	0	4	1	8	0	9	27
8:00 AM	10	0	0	10	3	2	0	5	1	10	0	11	26
Total Volume	56	3	0	59	8	5	0	13	6	33	0	39	111
% Approach Total	94.9	5.1	0.0		61.5	38.5	0.0		15.4	84.6	0.0		
PHF	0.778	0.375	0.000	0.776	0.667	0.625	0.000	0.650	0.750	0.825	0.000	0.886	0.957
Entering Leg	56	3	0	59	8	5	0	13	6	33	0	39	111
Exiting Leg				41				9				61	111
Total				100				22				100	222

PDI File #: **176038 I**
 Location: **N: Concord Road (Route 62) S: Concord Road (Route 62)**
 Location: **E: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	1
7:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
7:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	2	0	0	2	0	2	0	2	0	3	0	3	7
8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	8	0	0	8	0	1	0	1	0	3	0	3	12
Total	9	0	0	9	0	1	0	1	0	6	0	6	16
Grand Total	11	1	0	12	0	3	0	3	0	9	0	9	24
Approach %	91.7	8.3	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	45.8	4.2	0.0	50.0	0.0	12.5	0.0	12.5	0.0	37.5	0.0	37.5	
Exiting Leg Total				9				1				14	24

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	8	0	0	8	0	1	0	1	0	3	0	3	12
Total Volume	9	0	0	9	0	1	0	1	0	6	0	6	16
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.281	0.000	0.000	0.281	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.500	0.333
Entering Leg	9	0	0	9	0	1	0	1	0	6	0	6	16
Exiting Leg				6				0				10	16
Total				15				1				16	32

PDI File #: **176038 I**
 Location: **N: Concord Road (Route 62) S: Concord Road (Route 62)**
 Location: **E: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
6:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
6:45 AM	2	0	0	2	0	0	0	0	1	0	0	1	3
Total	3	0	0	3	0	0	0	0	1	5	0	6	9
7:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
7:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	4
7:45 AM	3	0	0	3	1	0	0	1	1	1	0	2	6
Total	11	0	0	11	1	0	0	1	1	2	0	3	15
8:00 AM	2	0	0	2	0	0	0	0	1	0	0	1	3
8:15 AM	3	0	0	3	0	0	0	0	1	0	0	1	4
8:30 AM	1	0	0	1	0	0	0	0	0	4	0	4	5
8:45 AM	3	0	0	3	0	0	0	0	1	0	0	1	4
Total	9	0	0	9	0	0	0	0	3	4	0	7	16
Grand Total	23	0	0	23	1	0	0	1	5	11	0	16	40
Approach %	100.0	0.0	0.0		100.0	0.0	0.0		31.3	68.8	0.0		
Total %	57.5	0.0	0.0	57.5	2.5	0.0	0.0	2.5	12.5	27.5	0.0	40.0	
Exiting Leg Total				12				5				23	40

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:45 AM	3	0	0	3	1	0	0	1	1	1	0	2	6
8:00 AM	2	0	0	2	0	0	0	0	1	0	0	1	3
8:15 AM	3	0	0	3	0	0	0	0	1	0	0	1	4
8:30 AM	1	0	0	1	0	0	0	0	0	4	0	4	5
Total Volume	9	0	0	9	1	0	0	1	3	5	0	8	18
% Approach Total	100.0	0.0	0.0		100.0	0.0	0.0		37.5	62.5	0.0		
PHF	0.750	0.000	0.000	0.750	0.250	0.000	0.000	0.250	0.750	0.313	0.000	0.500	0.750
Entering Leg	9	0	0	9	1	0	0	1	3	5	0	8	18
Exiting Leg				6				3				9	18
Total				15				4				17	36

PDI File #: **176038 I**
 Location: **N: Concord Road (Route 62) S: Concord Road (Route 62)**
 Location: **E: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
6:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	1	0	0	1	3
7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
7:15 AM	1	0	0	1	1	0	0	1	1	0	0	1	3
7:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
7:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	1	0	3	2	0	0	2	1	0	0	1	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	3	0	5	2	0	0	2	2	0	0	2	9
Approach %	40.0	60.0	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
Total %	22.2	33.3	0.0	55.6	22.2	0.0	0.0	22.2	22.2	0.0	0.0	22.2	
Exiting Leg Total				2				5				2	9

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

7:00 AM	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
7:15 AM	1	0	0	1	1	0	0	1	1	0	0	1	3
7:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
7:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	2	1	0	3	2	0	0	2	1	0	0	1	6
% Approach Total	66.7	33.3	0.0		100.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.500	0.250	0.000	0.750	0.500	0.000	0.000	0.500	0.250	0.000	0.000	0.250	0.500
Entering Leg	2	1	0	3	2	0	0	2	1	0	0	1	6
Exiting Leg				2				2				2	6
Total				5				4				3	12

PDI File #: 176038 I
 Location: N: Concord Road (Route 62) S: Concord Road (Route 62)
 Location: E: Hartwell Road
 City, State: Bedford, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 6:00 AM
 End Time: 9:00 AM
 Class:



Bicycles (on Roadway and Crosswalks)

	Concord Road (Route 62)						Hartwell Road						Concord Road (Route 62)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	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	3	0	0	0	3	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
8:00 AM	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
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
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	100.0	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	100.0	0.0	0.0	0.0	0.0	100.0	0.0
Exiting Leg Total	3						0						0						3

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

6:45 AM	Concord Road (Route 62)						Hartwell Road						Concord Road (Route 62)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	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	3	0	0	0	3	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0
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	0.250	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	3	0	0	0	3	3
Exiting Leg	3						0						0						3
Total	3						0						0						6

PDI File #: 176038 I
 Location: N: Concord Road (Route 62) S: Concord Road (Route 62)
 Location: E: Hartwell Road
 City, State: Bedford, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 6:00 AM
 End Time: 9:00 AM
 Class: Pedestrians



Pedestrians

	Concord Road (Route 62)							Hartwell Road						Concord Road (Route 62)						Total		
	from North							from East						from South								
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total				
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	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			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	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			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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			
Grand Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
Approach %	0	0	0	0	100		0	0	0	0	0		0	0	0	0	0					
Total %	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0				
Exiting Leg Total							1							0							0	1

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	Concord Road (Route 62)							Hartwell Road						Concord Road (Route 62)						Total	
	from North							from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
% Approach Total	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
Exiting Leg							1							0							0
Total							2							0							0

PDI File #: **176038 I**
 Location: **N: Concord Road (Route 62) S: Concord Road (Route 62)**
 Location: **E: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	77	5	0	82	25	16	0	41	12	95	0	107	230
3:15 PM	89	9	1	99	8	23	0	31	14	142	0	156	286
3:30 PM	90	5	0	95	36	24	0	60	6	115	0	121	276
3:45 PM	95	4	0	99	17	19	0	36	9	120	0	129	264
Total	351	23	1	375	86	82	0	168	41	472	0	513	1056
4:00 PM	72	9	0	81	12	47	0	59	7	120	0	127	267
4:15 PM	93	3	0	96	23	45	0	68	15	92	0	107	271
4:30 PM	66	5	0	71	21	59	0	80	17	125	0	142	293
4:45 PM	82	8	0	90	25	37	0	62	17	118	0	135	287
Total	313	25	0	338	81	188	0	269	56	455	0	511	1118
5:00 PM	114	5	0	119	33	50	0	83	13	129	0	142	344
5:15 PM	97	11	0	108	21	63	0	84	14	107	0	121	313
5:30 PM	101	8	0	109	19	38	0	57	13	113	0	126	292
5:45 PM	107	10	0	117	21	37	0	58	9	115	0	124	299
Total	419	34	0	453	94	188	0	282	49	464	0	513	1248
Grand Total	1083	82	1	1166	261	458	0	719	146	1391	0	1537	3422
Approach %	92.9	7.0	0.1		36.3	63.7	0.0		9.5	90.5	0.0		
Total %	31.6	2.4	0.0	34.1	7.6	13.4	0.0	21.0	4.3	40.6	0.0	44.9	
Exiting Leg Total				1653				228				1541	3422
Cars	1061	79	1	1141	258	450	0	708	144	1363	0	1507	3356
% Cars	98.0	96.3	100.0	97.9	98.9	98.3	0.0	98.5	98.6	98.0	0.0	98.0	98.1
Exiting Leg Total				1622				223				1511	3356
Heavy Vehicles	22	3	0	25	3	8	0	11	2	28	0	30	66
% Heavy Vehicles	2.0	3.7	0.0	2.1	1.1	1.7	0.0	1.5	1.4	2.0	0.0	2.0	1.9
Exiting Leg Total				31				5				30	66

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

5:00 PM	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	114	5	0	119	33	50	0	83	13	129	0	142	344
5:15 PM	97	11	0	108	21	63	0	84	14	107	0	121	313
5:30 PM	101	8	0	109	19	38	0	57	13	113	0	126	292
5:45 PM	107	10	0	117	21	37	0	58	9	115	0	124	299
Total Volume	419	34	0	453	94	188	0	282	49	464	0	513	1248
% Approach Total	92.5	7.5	0.0		33.3	66.7	0.0		9.6	90.4	0.0		
PHF	0.919	0.773	0.000	0.952	0.712	0.746	0.000	0.839	0.875	0.899	0.000	0.903	0.907
Cars	414	33	0	447	93	187	0	280	49	459	0	508	1235
Cars %	98.8	97.1	0.0	98.7	98.9	99.5	0.0	99.3	100.0	98.9	0.0	99.0	99.0
Heavy Vehicles	5	1	0	6	1	1	0	2	0	5	0	5	13
Heavy Vehicles %	1.2	2.9	0.0	1.3	1.1	0.5	0.0	0.7	0.0	1.1	0.0	1.0	1.0
Cars Enter Leg	414	33	0	447	93	187	0	280	49	459	0	508	1235
Heavy Enter Leg	5	1	0	6	1	1	0	2	0	5	0	5	13
Total Entering Leg	419	34	0	453	94	188	0	282	49	464	0	513	1248
Cars Exiting Leg				552				82				601	1235
Heavy Exiting Leg				6				1				6	13
Total Exiting Leg				558				83				607	1248

PDI File #: **176038 I**
 Location: **N: Concord Road (Route 62) S: Concord Road (Route 62)**
 Location: **E: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	75	5	0	80	24	15	0	39	12	94	0	106	225
3:15 PM	83	9	1	93	8	22	0	30	14	140	0	154	277
3:30 PM	87	5	0	92	36	23	0	59	5	103	0	108	259
3:45 PM	93	2	0	95	17	19	0	36	8	118	0	126	257
Total	338	21	1	360	85	79	0	164	39	455	0	494	1018
4:00 PM	71	9	0	80	12	45	0	57	7	119	0	126	263
4:15 PM	90	3	0	93	23	44	0	67	15	91	0	106	266
4:30 PM	66	5	0	71	20	59	0	79	17	124	0	141	291
4:45 PM	82	8	0	90	25	36	0	61	17	115	0	132	283
Total	309	25	0	334	80	184	0	264	56	449	0	505	1103
5:00 PM	114	4	0	118	33	50	0	83	13	127	0	140	341
5:15 PM	95	11	0	106	21	62	0	83	14	107	0	121	310
5:30 PM	101	8	0	109	19	38	0	57	13	111	0	124	290
5:45 PM	104	10	0	114	20	37	0	57	9	114	0	123	294
Total	414	33	0	447	93	187	0	280	49	459	0	508	1235
Grand Total	1061	79	1	1141	258	450	0	708	144	1363	0	1507	3356
Approach %	93.0	6.9	0.1		36.4	63.6	0.0		9.6	90.4	0.0		
Total %	31.6	2.4	0.0	34.0	7.7	13.4	0.0	21.1	4.3	40.6	0.0	44.9	
Exiting Leg Total				1622				223				1511	3356

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

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	114	4	0	118	33	50	0	83	13	127	0	140	341
5:15 PM	95	11	0	106	21	62	0	83	14	107	0	121	310
5:30 PM	101	8	0	109	19	38	0	57	13	111	0	124	290
5:45 PM	104	10	0	114	20	37	0	57	9	114	0	123	294
Total Volume	414	33	0	447	93	187	0	280	49	459	0	508	1235
% Approach Total	92.6	7.4	0.0		33.2	66.8	0.0		9.6	90.4	0.0		
PHF	0.908	0.750	0.000	0.947	0.705	0.754	0.000	0.843	0.875	0.904	0.000	0.907	0.905
Entering Leg	414	33	0	447	93	187	0	280	49	459	0	508	1235
Exiting Leg				552				82				601	1235
Total				999				362				1109	2470

PDI File #: **176038 I**
 Location: **N: Concord Road (Route 62) S: Concord Road (Route 62)**
 Location: **E: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	2	0	0	2	1	1	0	2	0	1	0	1	5
3:15 PM	6	0	0	6	0	1	0	1	0	2	0	2	9
3:30 PM	3	0	0	3	0	1	0	1	1	12	0	13	17
3:45 PM	2	2	0	4	0	0	0	0	1	2	0	3	7
Total	13	2	0	15	1	3	0	4	2	17	0	19	38
4:00 PM	1	0	0	1	0	2	0	2	0	1	0	1	4
4:15 PM	3	0	0	3	0	1	0	1	0	1	0	1	5
4:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
4:45 PM	0	0	0	0	0	1	0	1	0	3	0	3	4
Total	4	0	0	4	1	4	0	5	0	6	0	6	15
5:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	3
5:15 PM	2	0	0	2	0	1	0	1	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
5:45 PM	3	0	0	3	1	0	0	1	0	1	0	1	5
Total	5	1	0	6	1	1	0	2	0	5	0	5	13
Grand Total	22	3	0	25	3	8	0	11	2	28	0	30	66
Approach %	88.0	12.0	0.0		27.3	72.7	0.0		6.7	93.3	0.0		
Total %	33.3	4.5	0.0	37.9	4.5	12.1	0.0	16.7	3.0	42.4	0.0	45.5	
Exiting Leg Total				31				5				30	66
Buses	10	1	0	11	0	3	0	3	2	13	0	15	29
% Buses	45.5	33.3	0.0	44.0	0.0	37.5	0.0	27.3	100.0	46.4	0.0	50.0	43.9
Exiting Leg Total				13				3				13	29
Single-Unit Trucks	11	2	0	13	3	3	0	6	0	12	0	12	31
% Single-Unit	50.0	66.7	0.0	52.0	100.0	37.5	0.0	54.5	0.0	42.9	0.0	40.0	47.0
Exiting Leg Total				15				2				14	31
Articulated Trucks	1	0	0	1	0	2	0	2	0	3	0	3	6
% Articulated	4.5	0.0	0.0	4.0	0.0	25.0	0.0	18.2	0.0	10.7	0.0	10.0	9.1
Exiting Leg Total				3				0				3	6

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

3:00 PM	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	2	0	0	2	1	1	0	2	0	1	0	1	5
3:15 PM	6	0	0	6	0	1	0	1	0	2	0	2	9
3:30 PM	3	0	0	3	0	1	0	1	1	12	0	13	17
3:45 PM	2	2	0	4	0	0	0	0	1	2	0	3	7
Total Volume	13	2	0	15	1	3	0	4	2	17	0	19	38
% Approach Total	86.7	13.3	0.0		25.0	75.0	0.0		10.5	89.5	0.0		
PHF	0.542	0.250	0.000	0.625	0.250	0.750	0.000	0.500	0.500	0.354	0.000	0.365	0.559
Buses	9	0	0	9	0	2	0	2	2	10	0	12	23
Buses %	69.2	0.0	0.0	60.0	0.0	66.7	0.0	50.0	100.0	58.8	0.0	63.2	60.5
Single-Unit Trucks	4	2	0	6	1	0	0	1	0	5	0	5	12
Single-Unit %	30.8	100.0	0.0	40.0	100.0	0.0	0.0	25.0	0.0	29.4	0.0	26.3	31.6
Articulated Trucks	0	0	0	0	0	1	0	1	0	2	0	2	3
Articulated %	0.0	0.0	0.0	0.0	0.0	33.3	0.0	25.0	0.0	11.8	0.0	10.5	7.9
Buses	9	0	0	9	0	2	0	2	2	10	0	12	23
Single-Unit Trucks	4	2	0	6	1	0	0	1	0	5	0	5	12
Articulated Trucks	0	0	0	0	0	1	0	1	0	2	0	2	3
Total Entering Leg	13	2	0	15	1	3	0	4	2	17	0	19	38
Buses				10				2				11	23
Single-Unit Trucks				6				2				4	12
Articulated Trucks				2				0				1	3
Total Exiting Leg				18				4				16	38

PDI File #: **176038 I**
 Location: **N: Concord Road (Route 62) S: Concord Road (Route 62)**
 Location: **E: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Cars**



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	74	5	0	79	20	15	0	35	12	77	0	89	203
3:15 PM	78	9	1	88	6	21	0	27	14	126	0	140	255
3:30 PM	76	5	0	81	34	22	0	56	5	86	0	91	228
3:45 PM	76	2	0	78	14	18	0	32	8	104	0	112	222
Total	304	21	1	326	74	76	0	150	39	393	0	432	908
4:00 PM	67	9	0	76	12	44	0	56	6	109	0	115	247
4:15 PM	83	3	0	86	21	43	0	64	13	82	0	95	245
4:30 PM	62	3	0	65	20	51	0	71	17	106	0	123	259
4:45 PM	75	7	0	82	23	32	0	55	15	100	0	115	252
Total	287	22	0	309	76	170	0	246	51	397	0	448	1003
5:00 PM	109	4	0	113	33	41	0	74	13	118	0	131	318
5:15 PM	86	11	0	97	19	59	0	78	14	102	0	116	291
5:30 PM	97	7	0	104	18	37	0	55	11	103	0	114	273
5:45 PM	104	10	0	114	18	34	0	52	8	103	0	111	277
Total	396	32	0	428	88	171	0	259	46	426	0	472	1159
Grand Total	987	75	1	1063	238	417	0	655	136	1216	0	1352	3070
Approach %	92.9	7.1	0.1		36.3	63.7	0.0		10.1	89.9	0.0		
Total %	32.1	2.4	0.0	34.6	7.8	13.6	0.0	21.3	4.4	39.6	0.0	44.0	
Exiting Leg Total				1455				211				1404	3070

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

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	109	4	0	113	33	41	0	74	13	118	0	131	318
5:15 PM	86	11	0	97	19	59	0	78	14	102	0	116	291
5:30 PM	97	7	0	104	18	37	0	55	11	103	0	114	273
5:45 PM	104	10	0	114	18	34	0	52	8	103	0	111	277
Total Volume	396	32	0	428	88	171	0	259	46	426	0	472	1159
% Approach Total	92.5	7.5	0.0		34.0	66.0	0.0		9.7	90.3	0.0		
PHF	0.908	0.727	0.000	0.939	0.667	0.725	0.000	0.830	0.821	0.903	0.000	0.901	0.911
Entering Leg	396	32	0	428	88	171	0	259	46	426	0	472	1159
Exiting Leg				514				78				567	1159
Total				942				337				1039	2318

PDI File #: **176038 I**
 Location: **N: Concord Road (Route 62) S: Concord Road (Route 62)**
 Location: **E: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class: **Light Goods Vehicle**



	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	1	0	0	1	4	0	0	4	0	17	0	17	22
3:15 PM	5	0	0	5	2	1	0	3	0	14	0	14	22
3:30 PM	11	0	0	11	2	1	0	3	0	17	0	17	31
3:45 PM	17	0	0	17	3	1	0	4	0	14	0	14	35
Total	34	0	0	34	11	3	0	14	0	62	0	62	110
4:00 PM	4	0	0	4	0	1	0	1	1	10	0	11	16
4:15 PM	6	0	0	6	2	1	0	3	2	9	0	11	20
4:30 PM	4	2	0	6	0	8	0	8	0	18	0	18	32
4:45 PM	6	1	0	7	2	4	0	6	2	15	0	17	30
Total	20	3	0	23	4	14	0	18	5	52	0	57	98
5:00 PM	5	0	0	5	0	9	0	9	0	9	0	9	23
5:15 PM	9	0	0	9	2	3	0	5	0	5	0	5	19
5:30 PM	4	1	0	5	1	1	0	2	2	7	0	9	16
5:45 PM	0	0	0	0	2	3	0	5	1	11	0	12	17
Total	18	1	0	19	5	16	0	21	3	32	0	35	75
Grand Total	72	4	0	76	20	33	0	53	8	146	0	154	283
Approach %	94.7	5.3	0.0		37.7	62.3	0.0		5.2	94.8	0.0		
Total %	25.4	1.4	0.0	26.9	7.1	11.7	0.0	18.7	2.8	51.6	0.0	54.4	
Exiting Leg Total				166				12				105	283

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

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	1	0	0	1	4	0	0	4	0	17	0	17	22
3:15 PM	5	0	0	5	2	1	0	3	0	14	0	14	22
3:30 PM	11	0	0	11	2	1	0	3	0	17	0	17	31
3:45 PM	17	0	0	17	3	1	0	4	0	14	0	14	35
Total Volume	34	0	0	34	11	3	0	14	0	62	0	62	110
% Approach Total	100.0	0.0	0.0		78.6	21.4	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.688	0.750	0.000	0.875	0.000	0.912	0.000	0.912	0.786
Entering Leg	34	0	0	34	11	3	0	14	0	62	0	62	110
Exiting Leg				73				0				37	110
Total				107				14				99	220

PDI File #: **176038 I**
 Location: **N: Concord Road (Route 62) S: Concord Road (Route 62)**
 Location: **E: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
3:15 PM	6	0	0	6	0	1	0	1	0	0	0	0	7
3:30 PM	1	0	0	1	0	1	0	1	1	10	0	11	13
3:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	9	0	0	9	0	2	0	2	2	10	0	12	23
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	0	0	1	0	1	0	1	0	0	0	0	2
5:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	3	0	3	4
Grand Total	10	1	0	11	0	3	0	3	2	13	0	15	29
Approach %	90.9	9.1	0.0		0.0	100.0	0.0		13.3	86.7	0.0		
Total %	34.5	3.4	0.0	37.9	0.0	10.3	0.0	10.3	6.9	44.8	0.0	51.7	
Exiting Leg Total				13				3				13	29

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

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
3:15 PM	6	0	0	6	0	1	0	1	0	0	0	0	7
3:30 PM	1	0	0	1	0	1	0	1	1	10	0	11	13
3:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	9	0	0	9	0	2	0	2	2	10	0	12	23
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		16.7	83.3	0.0		
PHF	0.375	0.000	0.000	0.375	0.000	0.500	0.000	0.500	0.500	0.250	0.000	0.273	0.442
Entering Leg	9	0	0	9	0	2	0	2	2	10	0	12	23
Exiting Leg				10				2				11	23
Total				19				4				23	46

PDI File #: **176038 I**
 Location: **N: Concord Road (Route 62) S: Concord Road (Route 62)**
 Location: **E: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:30 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
3:45 PM	2	2	0	4	0	0	0	0	0	1	0	1	5
Total	4	2	0	6	1	0	0	1	0	5	0	5	12
4:00 PM	1	0	0	1	0	1	0	1	0	1	0	1	3
4:15 PM	2	0	0	2	0	1	0	1	0	0	0	0	3
4:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	3	0	0	3	1	2	0	3	0	5	0	5	11
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	3	0	0	3	1	0	0	1	0	1	0	1	5
Total	4	0	0	4	1	1	0	2	0	2	0	2	8
Grand Total	11	2	0	13	3	3	0	6	0	12	0	12	31
Approach %	84.6	15.4	0.0		50.0	50.0	0.0		0.0	100.0	0.0		
Total %	35.5	6.5	0.0	41.9	9.7	9.7	0.0	19.4	0.0	38.7	0.0	38.7	
Exiting Leg Total				15				2				14	31

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

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
3:45 PM	2	2	0	4	0	0	0	0	0	1	0	1	5
4:00 PM	1	0	0	1	0	1	0	1	0	1	0	1	3
4:15 PM	2	0	0	2	0	1	0	1	0	0	0	0	3
Total Volume	7	2	0	9	0	2	0	2	0	4	0	4	15
% Approach Total	77.8	22.2	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.875	0.250	0.000	0.563	0.000	0.500	0.000	0.500	0.000	0.500	0.000	0.500	0.750
Entering Leg	7	2	0	9	0	2	0	2	0	4	0	4	15
Exiting Leg				4				2				9	15
Total				13				4				13	30

PDI File #: **176038 I**
 Location: **N: Concord Road (Route 62) S: Concord Road (Route 62)**
 Location: **E: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	2	0	2	3
4:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	1	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	1	0	2	0	2	0	3	0	3	6
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	16.7	0.0	0.0	16.7	0.0	33.3	0.0	33.3	0.0	50.0	0.0	50.0	
Exiting Leg Total				3				0				3	6

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

	Concord Road (Route 62)				Hartwell Road				Concord Road (Route 62)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	2	0	2	3
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.500	0.750
Entering Leg	0	0	0	0	0	1	0	1	0	2	0	2	3
Exiting Leg				2				0				1	3
Total				2				1				3	6

PDI File #: 176038 I
 Location: N: Concord Road (Route 62) S: Concord Road (Route 62)
 Location: E: Hartwell Road
 City, State: Bedford, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 3:00 PM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Concord Road (Route 62)						Hartwell Road						Concord Road (Route 62)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	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	
4:45 PM	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	
5:00 PM	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	1	0	0	0	1	
5:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	
Grand Total	1	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	
Approach %	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		
Total %	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	75.0	
Exiting Leg Total	3						0						1						4

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

4:45 PM	Concord Road (Route 62)						Hartwell Road						Concord Road (Route 62)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
5:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	
% Approach Total	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		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.375	
Entering Leg	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	
Exiting Leg	2						0						1						3
Total	3						0						3						6

PDI File #: 176038 I
 Location: N: Concord Road (Route 62) S: Concord Road (Route 62)
 Location: E: Hartwell Road
 City, State: Bedford, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 3:00 PM
 End Time: 6:00 PM
 Class: Pedestrians



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	Concord Road (Route 62)						Hartwell Road						Concord Road (Route 62)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	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
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	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
Total	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
Approach %	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
Exiting Leg Total	0						0						0						0

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

3:00 PM	Concord Road (Route 62)						Hartwell Road						Concord Road (Route 62)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	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
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
Entering Leg	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
Total	0						0						0						0

PDI File #: **176038 J**
 Location: **N: South Road S: South Road**
 Location: **W: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:00 AM	3	45	0	48	9	12	0	21	5	2	0	7	76
6:15 AM	7	86	0	93	14	12	0	26	8	1	0	9	128
6:30 AM	8	108	0	116	12	14	0	26	3	6	0	9	151
6:45 AM	11	136	0	147	28	5	0	33	12	14	0	26	206
Total	29	375	0	404	63	43	0	106	28	23	0	51	561
7:00 AM	16	138	0	154	47	14	0	61	10	9	0	19	234
7:15 AM	17	122	0	139	60	15	0	75	13	19	0	32	246
7:30 AM	19	154	0	173	45	13	0	58	39	16	0	55	286
7:45 AM	14	140	1	155	33	16	0	49	26	13	0	39	243
Total	66	554	1	621	185	58	0	243	88	57	0	145	1009
8:00 AM	12	153	0	165	35	15	0	50	25	22	0	47	262
8:15 AM	16	129	0	145	26	14	0	40	21	12	0	33	218
8:30 AM	12	127	0	139	28	21	0	49	31	14	0	45	233
8:45 AM	18	104	0	122	36	23	0	59	27	33	0	60	241
Total	58	513	0	571	125	73	0	198	104	81	0	185	954
Grand Total	153	1442	1	1596	373	174	0	547	220	161	0	381	2524
Approach %	9.6	90.4	0.1		68.2	31.8	0.0		57.7	42.3	0.0		
Total %	6.1	57.1	0.0	63.2	14.8	6.9	0.0	21.7	8.7	6.4	0.0	15.1	
Exiting Leg Total				535				1662				327	2524
Cars	150	1421	1	1572	353	169	0	522	214	155	0	369	2463
% Cars	98.0	98.5	100.0	98.5	94.6	97.1	0.0	95.4	97.3	96.3	0.0	96.9	97.6
Exiting Leg Total				509				1635				319	2463
Heavy Vehicles	3	21	0	24	20	5	0	25	6	6	0	12	61
% Heavy Vehicles	2.0	1.5	0.0	1.5	5.4	2.9	0.0	4.6	2.7	3.7	0.0	3.1	2.4
Exiting Leg Total				26				27				8	61

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

7:15 AM	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:15 AM	17	122	0	139	60	15	0	75	13	19	0	32	246
7:30 AM	19	154	0	173	45	13	0	58	39	16	0	55	286
7:45 AM	14	140	1	155	33	16	0	49	26	13	0	39	243
8:00 AM	12	153	0	165	35	15	0	50	25	22	0	47	262
Total Volume	62	569	1	632	173	59	0	232	103	70	0	173	1037
% Approach Total	9.8	90.0	0.2		74.6	25.4	0.0		59.5	40.5	0.0		
PHF	0.816	0.924	0.250	0.913	0.721	0.922	0.000	0.773	0.660	0.795	0.000	0.786	0.906
Cars	61	563	1	625	162	57	0	219	100	69	0	169	1013
Cars %	98.4	98.9	100.0	98.9	93.6	96.6	0.0	94.4	97.1	98.6	0.0	97.7	97.7
Heavy Vehicles	1	6	0	7	11	2	0	13	3	1	0	4	24
Heavy Vehicles %	1.6	1.1	0.0	1.1	6.4	3.4	0.0	5.6	2.9	1.4	0.0	2.3	2.3
Cars Enter Leg	61	563	1	625	162	57	0	219	100	69	0	169	1013
Heavy Enter Leg	1	6	0	7	11	2	0	13	3	1	0	4	24
Total Entering Leg	62	569	1	632	173	59	0	232	103	70	0	173	1037
Cars Exiting Leg				232				663				118	1013
Heavy Exiting Leg				12				9				3	24
Total Exiting Leg				244				672				121	1037

PDI File #: **176038 J**
 Location: **N: South Road S: South Road**
 Location: **W: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:00 AM	3	43	0	46	9	12	0	21	5	2	0	7	74
6:15 AM	6	86	0	92	14	12	0	26	8	1	0	9	127
6:30 AM	8	107	0	115	12	14	0	26	3	6	0	9	150
6:45 AM	11	130	0	141	27	5	0	32	11	13	0	24	197
Total	28	366	0	394	62	43	0	105	27	22	0	49	548
7:00 AM	15	136	0	151	45	14	0	59	9	9	0	18	228
7:15 AM	17	118	0	135	52	14	0	66	13	19	0	32	233
7:30 AM	18	154	0	172	45	13	0	58	39	16	0	55	285
7:45 AM	14	139	1	154	32	16	0	48	24	13	0	37	239
Total	64	547	1	612	174	57	0	231	85	57	0	142	985
8:00 AM	12	152	0	164	33	14	0	47	24	21	0	45	256
8:15 AM	16	128	0	144	25	14	0	39	21	11	0	32	215
8:30 AM	12	124	0	136	26	20	0	46	30	13	0	43	225
8:45 AM	18	104	0	122	33	21	0	54	27	31	0	58	234
Total	58	508	0	566	117	69	0	186	102	76	0	178	930
Grand Total	150	1421	1	1572	353	169	0	522	214	155	0	369	2463
Approach %	9.5	90.4	0.1		67.6	32.4	0.0		58.0	42.0	0.0		
Total %	6.1	57.7	0.0	63.8	14.3	6.9	0.0	21.2	8.7	6.3	0.0	15.0	
Exiting Leg Total				509				1635				319	2463

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:15 AM	17	118	0	135	52	14	0	66	13	19	0	32	233
7:30 AM	18	154	0	172	45	13	0	58	39	16	0	55	285
7:45 AM	14	139	1	154	32	16	0	48	24	13	0	37	239
8:00 AM	12	152	0	164	33	14	0	47	24	21	0	45	256
Total Volume	61	563	1	625	162	57	0	219	100	69	0	169	1013
% Approach Total	9.8	90.1	0.2		74.0	26.0	0.0		59.2	40.8	0.0		
PHF	0.847	0.914	0.250	0.908	0.779	0.891	0.000	0.830	0.641	0.821	0.000	0.768	0.889
Entering Leg	61	563	1	625	162	57	0	219	100	69	0	169	1013
Exiting Leg				232				663				118	1013
Total				857				882				287	2026

PDI File #: **176038 J**
 Location: **N: South Road S: South Road**
 Location: **W: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



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	South Road				South Road				Hartwell Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
6:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
6:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	6	0	6	1	0	0	1	1	1	0	2	2	9
Total	1	9	0	10	1	0	0	1	1	1	0	2	2	13
7:00 AM	1	2	0	3	2	0	0	2	1	0	0	1	1	6
7:15 AM	0	4	0	4	8	1	0	9	0	0	0	0	0	13
7:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	1	1	0	0	1	2	0	0	2	2	4
Total	2	7	0	9	11	1	0	12	3	0	0	3	3	24
8:00 AM	0	1	0	1	2	1	0	3	1	1	0	2	2	6
8:15 AM	0	1	0	1	1	0	0	1	0	1	0	1	1	3
8:30 AM	0	3	0	3	2	1	0	3	1	1	0	2	2	8
8:45 AM	0	0	0	0	3	2	0	5	0	2	0	2	2	7
Total	0	5	0	5	8	4	0	12	2	5	0	7	7	24
Grand Total	3	21	0	24	20	5	0	25	6	6	0	12	12	61
Approach %	12.5	87.5	0.0		80.0	20.0	0.0		50.0	50.0	0.0			
Total %	4.9	34.4	0.0	39.3	32.8	8.2	0.0	41.0	9.8	9.8	0.0	19.7		
Exiting Leg Total	26				27				8				61	
Buses	2	13	0	15	13	1	0	14	1	1	0	2	2	31
% Buses	66.7	61.9	0.0	62.5	65.0	20.0	0.0	56.0	16.7	16.7	0.0	16.7	16.7	50.8
Exiting Leg Total	14				14				3				31	
Single-Unit Trucks	0	8	0	8	6	3	0	9	3	4	0	7	7	24
% Single-Unit	0.0	38.1	0.0	33.3	30.0	60.0	0.0	36.0	50.0	66.7	0.0	58.3	58.3	39.3
Exiting Leg Total	10				11				3				24	
Articulated Trucks	1	0	0	1	1	1	0	2	2	1	0	3	3	6
% Articulated	33.3	0.0	0.0	4.2	5.0	20.0	0.0	8.0	33.3	16.7	0.0	25.0	25.0	9.8
Exiting Leg Total	2				2				2				6	

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	South Road				South Road				Hartwell Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
6:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	6	0	6	1	0	0	1	1	1	0	2	2	9
7:00 AM	1	2	0	3	2	0	0	2	1	0	0	1	1	6
7:15 AM	0	4	0	4	8	1	0	9	0	0	0	0	0	13
Total Volume	1	13	0	14	11	1	0	12	2	1	0	3	3	29
% Approach Total	7.1	92.9	0.0		91.7	8.3	0.0		66.7	33.3	0.0			
PHF	0.250	0.542	0.000	0.583	0.344	0.250	0.000	0.333	0.500	0.250	0.000	0.375	0.375	0.558
Buses	1	10	0	11	7	0	0	7	0	1	0	1	1	19
Buses %	100.0	76.9	0.0	78.6	63.6	0.0	0.0	58.3	0.0	100.0	0.0	33.3	33.3	65.5
Single-Unit Trucks	0	3	0	3	4	1	0	5	1	0	0	1	1	9
Single-Unit %	0.0	23.1	0.0	21.4	36.4	100.0	0.0	41.7	50.0	0.0	0.0	33.3	33.3	31.0
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	33.3	33.3	3.4
Buses	1	10	0	11	7	0	0	7	0	1	0	1	1	19
Single-Unit Trucks	0	3	0	3	4	1	0	5	1	0	0	1	1	9
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Total Entering Leg	1	13	0	14	11	1	0	12	2	1	0	3	3	29
Buses	8				10				1				19	
Single-Unit Trucks	4				4				1				9	
Articulated Trucks	0				1				0				1	
Total Exiting Leg	12				15				2				29	

PDI File #: **176038 J**
 Location: **N: South Road S: South Road**
 Location: **W: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:00 AM	3	36	0	39	8	9	0	17	3	2	0	5	61
6:15 AM	5	68	0	73	12	10	0	22	7	1	0	8	103
6:30 AM	8	91	0	99	10	12	0	22	3	4	0	7	128
6:45 AM	11	110	0	121	22	5	0	27	10	12	0	22	170
Total	27	305	0	332	52	36	0	88	23	19	0	42	462
7:00 AM	14	127	0	141	39	13	0	52	8	8	0	16	209
7:15 AM	13	106	0	119	46	12	0	58	13	18	0	31	208
7:30 AM	18	136	0	154	40	13	0	53	33	14	0	47	254
7:45 AM	11	133	1	145	30	14	0	44	22	12	0	34	223
Total	56	502	1	559	155	52	0	207	76	52	0	128	894
8:00 AM	10	136	0	146	30	12	0	42	22	21	0	43	231
8:15 AM	14	115	0	129	22	13	0	35	20	7	0	27	191
8:30 AM	8	112	0	120	24	19	0	43	29	13	0	42	205
8:45 AM	14	92	0	106	26	19	0	45	26	29	0	55	206
Total	46	455	0	501	102	63	0	165	97	70	0	167	833
Grand Total	129	1262	1	1392	309	151	0	460	196	141	0	337	2189
Approach %	9.3	90.7	0.1		67.2	32.8	0.0		58.2	41.8	0.0		
Total %	5.9	57.7	0.0	63.6	14.1	6.9	0.0	21.0	9.0	6.4	0.0	15.4	
Exiting Leg Total				451				1458				280	2189

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

7:15 AM	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:15 AM	13	106	0	119	46	12	0	58	13	18	0	31	208
7:30 AM	18	136	0	154	40	13	0	53	33	14	0	47	254
7:45 AM	11	133	1	145	30	14	0	44	22	12	0	34	223
8:00 AM	10	136	0	146	30	12	0	42	22	21	0	43	231
Total Volume	52	511	1	564	146	51	0	197	90	65	0	155	916
% Approach Total	9.2	90.6	0.2		74.1	25.9	0.0		58.1	41.9	0.0		
PHF	0.722	0.939	0.250	0.916	0.793	0.911	0.000	0.849	0.682	0.774	0.000	0.824	0.902
Entering Leg	52	511	1	564	146	51	0	197	90	65	0	155	916
Exiting Leg				212				601				103	916
Total				776				798				258	1832

PDI File #: **176038 J**
 Location: **N: South Road S: South Road**
 Location: **W: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Light Goods Vehicle

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:00 AM	0	7	0	7	1	3	0	4	2	0	0	2	13
6:15 AM	1	18	0	19	2	2	0	4	1	0	0	1	24
6:30 AM	0	16	0	16	2	2	0	4	0	2	0	2	22
6:45 AM	0	20	0	20	5	0	0	5	1	1	0	2	27
Total	1	61	0	62	10	7	0	17	4	3	0	7	86
7:00 AM	1	9	0	10	6	1	0	7	1	1	0	2	19
7:15 AM	4	12	0	16	6	2	0	8	0	1	0	1	25
7:30 AM	0	18	0	18	5	0	0	5	6	2	0	8	31
7:45 AM	3	6	0	9	2	2	0	4	2	1	0	3	16
Total	8	45	0	53	19	5	0	24	9	5	0	14	91
8:00 AM	2	16	0	18	3	2	0	5	2	0	0	2	25
8:15 AM	2	13	0	15	3	1	0	4	1	4	0	5	24
8:30 AM	4	12	0	16	2	1	0	3	1	0	0	1	20
8:45 AM	4	12	0	16	7	2	0	9	1	2	0	3	28
Total	12	53	0	65	15	6	0	21	5	6	0	11	97
Grand Total	21	159	0	180	44	18	0	62	18	14	0	32	274
Approach %	11.7	88.3	0.0		71.0	29.0	0.0		56.3	43.8	0.0		
Total %	7.7	58.0	0.0	65.7	16.1	6.6	0.0	22.6	6.6	5.1	0.0	11.7	
Exiting Leg Total				58				177				39	274

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:45 AM	0	20	0	20	5	0	0	5	1	1	0	2	27
7:00 AM	1	9	0	10	6	1	0	7	1	1	0	2	19
7:15 AM	4	12	0	16	6	2	0	8	0	1	0	1	25
7:30 AM	0	18	0	18	5	0	0	5	6	2	0	8	31
Total Volume	5	59	0	64	22	3	0	25	8	5	0	13	102
% Approach Total	7.8	92.2	0.0		88.0	12.0	0.0		61.5	38.5	0.0		
PHF	0.313	0.738	0.000	0.800	0.917	0.375	0.000	0.781	0.333	0.625	0.000	0.406	0.823
Entering Leg	5	59	0	64	22	3	0	25	8	5	0	13	102
Exiting Leg				27				67				8	102
Total				91				92				21	204

PDI File #: **176038 J**
 Location: **N: South Road S: South Road**
 Location: **W: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
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Buses

	South Road				South Road				Hartwell Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	5	0	5	1	0	0	1	0	1	0	1	1	7
Total	0	6	0	6	1	0	0	1	0	1	0	1	1	8
7:00 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	3	0	3	6	0	0	6	0	0	0	0	0	9
7:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	2
Total	2	5	0	7	7	0	0	7	0	0	0	0	0	14
8:00 AM	0	0	0	0	1	0	0	1	1	0	0	1	1	2
8:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	2	0	2	2	0	0	2	0	0	0	0	0	4
8:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	2
Total	0	2	0	2	5	1	0	6	1	0	0	1	1	9
Grand Total	2	13	0	15	13	1	0	14	1	1	0	2	2	31
Approach %	13.3	86.7	0.0		92.9	7.1	0.0		50.0	50.0	0.0			
Total %	6.5	41.9	0.0	48.4	41.9	3.2	0.0	45.2	3.2	3.2	0.0	6.5		
Exiting Leg Total				14				14				3		31

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
6:45 AM	0	5	0	5	1	0	0	1	0	1	0	1	7
7:00 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
7:15 AM	0	3	0	3	6	0	0	6	0	0	0	0	9
Total Volume	1	10	0	11	7	0	0	7	0	1	0	1	19
% Approach Total	9.1	90.9	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.500	0.000	0.550	0.292	0.000	0.000	0.292	0.000	0.250	0.000	0.250	0.528
Entering Leg	1	10	0	11	7	0	0	7	0	1	0	1	19
Exiting Leg				8				10				1	19
Total				19				17				2	38

PDI File #: **176038 J**
 Location: **N: South Road S: South Road**
 Location: **W: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	South Road				South Road				Hartwell Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
6:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	3	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	1	0	1	2	0	0	2	1	0	0	1	1	4
7:15 AM	0	1	0	1	2	1	0	3	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Total	0	2	0	2	4	1	0	5	2	0	0	2	2	9
8:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	2
8:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	2
8:30 AM	0	1	0	1	0	0	0	0	1	1	0	2	2	3
8:45 AM	0	0	0	0	2	1	0	3	0	2	0	2	2	5
Total	0	3	0	3	2	2	0	4	1	4	0	5	5	12
Grand Total	0	8	0	8	6	3	0	9	3	4	0	7	7	24
Approach %	0.0	100.0	0.0		66.7	33.3	0.0		42.9	57.1	0.0			
Total %	0.0	33.3	0.0	33.3	25.0	12.5	0.0	37.5	12.5	16.7	0.0	29.2		
Exiting Leg Total				10				11				3		24

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	South Road				South Road				Hartwell Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
8:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	2
8:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	2
8:30 AM	0	1	0	1	0	0	0	0	1	1	0	2	2	3
8:45 AM	0	0	0	0	2	1	0	3	0	2	0	2	2	5
Total Volume	0	3	0	3	2	2	0	4	1	4	0	5	5	12
% Approach Total	0.0	100.0	0.0		50.0	50.0	0.0		20.0	80.0	0.0			
PHF	0.000	0.750	0.000	0.750	0.250	0.500	0.000	0.333	0.250	0.500	0.000	0.625		0.600
Entering Leg	0	3	0	3	2	2	0	4	1	4	0	5		12
Exiting Leg				6				4				2		12
Total				9				8				7		24

PDI File #: **176038 J**
 Location: **N: South Road S: South Road**
 Location: **W: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **6:00 AM**
 End Time: **9:00 AM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	South Road				South Road				Hartwell Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	0	0	1	0	0	0	0	0	1	0	0	1	2
7:00 AM	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
7:30 AM	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	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:00 AM	0	0	0	0	1	0	0	1	0	1	0	1	2	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	0	1	0	1	3	3
Grand Total	1	0	0	1	1	1	0	2	2	1	0	3	6	6
Approach %	100.0	0.0	0.0		50.0	50.0	0.0		66.7	33.3	0.0			
Total %	16.7	0.0	0.0	16.7	16.7	16.7	0.0	33.3	33.3	16.7	0.0	50.0		
Exiting Leg Total	2				2				2				6	

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:00 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	1	1	0	2	1	1	0	2	4
% Approach Total	0.0	0.0	0.0		50.0	50.0	0.0		50.0	50.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.250	0.250	0.000	0.500	0.500
Entering Leg	0	0	0	0	1	1	0	2	1	1	0	2	4
Exiting Leg	2				1				1				4
Total	2				3				3				8

PDI File #: 176038 J
 Location: N: South Road S: South Road
 Location: W: Hartwell Road
 City, State: Bedford, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 6:00 AM
 End Time: 9:00 AM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	South Road						South Road						Hartwell Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	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
8:45 AM	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
Total	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
Grand Total	0	3	0	0	0	3	2	0	0	0	0	2	0	0	0	0	0	0	5
Approach %	0.0	100.0	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		
Total %	0.0	60.0	0.0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	2						3						0						5

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

6:45 AM	South Road						South Road						Hartwell Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	0						2						0						2
Total	2						2						0						4

PDI File #: 176038 J
 Location: N: South Road S: South Road
 Location: W: Hartwell Road
 City, State: Bedford, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 6:00 AM
 End Time: 9:00 AM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	South Road						South Road						Hartwell Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	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
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	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
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	100
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	100
Exiting Leg Total	0						0						1						1

Peak Hour Analysis from 06:00 AM to 09:00 AM begins at:

6:00 AM	South Road						South Road						Hartwell Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0
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	0.250	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Exiting Leg	0						0						1						1
Total	0						0						2						2

PDI File #: **176038 J**
 Location: **N: South Road S: South Road**
 Location: **W: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	15	28	0	43	108	15	0	123	16	21	0	37	203
3:15 PM	16	25	0	41	121	15	0	136	11	18	0	29	206
3:30 PM	12	41	0	53	184	15	0	199	24	14	0	38	290
3:45 PM	18	28	0	46	192	17	0	209	6	9	0	15	270
Total	61	122	0	183	605	62	0	667	57	62	0	119	969
4:00 PM	23	22	0	45	187	29	0	216	22	17	0	39	300
4:15 PM	22	25	0	47	167	25	0	192	13	17	0	30	269
4:30 PM	17	24	0	41	239	37	0	276	17	26	0	43	360
4:45 PM	18	27	0	45	173	25	0	198	20	31	0	51	294
Total	80	98	0	178	766	116	0	882	72	91	0	163	1223
5:00 PM	27	27	0	54	215	44	0	259	26	23	0	49	362
5:15 PM	22	34	0	56	250	41	0	291	16	23	0	39	386
5:30 PM	13	41	0	54	201	31	0	232	16	14	0	30	316
5:45 PM	27	29	0	56	156	41	0	197	11	15	0	26	279
Total	89	131	0	220	822	157	0	979	69	75	0	144	1343
Grand Total	230	351	0	581	2193	335	0	2528	198	228	0	426	3535
Approach %	39.6	60.4	0.0		86.7	13.3	0.0		46.5	53.5	0.0		
Total %	6.5	9.9	0.0	16.4	62.0	9.5	0.0	71.5	5.6	6.4	0.0	12.1	
Exiting Leg Total	2421				549				565				3535
Cars	225	346	0	571	2176	327	0	2503	193	223	0	416	3490
% Cars	97.8	98.6	0.0	98.3	99.2	97.6	0.0	99.0	97.5	97.8	0.0	97.7	98.7
Exiting Leg Total	2399				539				552				3490
Heavy Vehicles	5	5	0	10	17	8	0	25	5	5	0	10	45
% Heavy Vehicles	2.2	1.4	0.0	1.7	0.8	2.4	0.0	1.0	2.5	2.2	0.0	2.3	1.3
Exiting Leg Total	22				10				13				45

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

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:30 PM	17	24	0	41	239	37	0	276	17	26	0	43	360
4:45 PM	18	27	0	45	173	25	0	198	20	31	0	51	294
5:00 PM	27	27	0	54	215	44	0	259	26	23	0	49	362
5:15 PM	22	34	0	56	250	41	0	291	16	23	0	39	386
Total Volume	84	112	0	196	877	147	0	1024	79	103	0	182	1402
% Approach Total	42.9	57.1	0.0		85.6	14.4	0.0		43.4	56.6	0.0		
PHF	0.778	0.824	0.000	0.875	0.877	0.835	0.000	0.880	0.760	0.831	0.000	0.892	0.908
Cars	82	111	0	193	872	146	0	1018	78	101	0	179	1390
Cars %	97.6	99.1	0.0	98.5	99.4	99.3	0.0	99.4	98.7	98.1	0.0	98.4	99.1
Heavy Vehicles	2	1	0	3	5	1	0	6	1	2	0	3	12
Heavy Vehicles %	2.4	0.9	0.0	1.5	0.6	0.7	0.0	0.6	1.3	1.9	0.0	1.6	0.9
Cars Enter Leg	82	111	0	193	872	146	0	1018	78	101	0	179	1390
Heavy Enter Leg	2	1	0	3	5	1	0	6	1	2	0	3	12
Total Entering Leg	84	112	0	196	877	147	0	1024	79	103	0	182	1402
Cars Exiting Leg	973				189				228				1390
Heavy Exiting Leg	7				2				3				12
Total Exiting Leg	980				191				231				1402

PDI File #: **176038 J**
 Location: **N: South Road S: South Road**
 Location: **W: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars-Combined (Motorcycles, Cars, Light Goods)

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	15	27	0	42	106	14	0	120	16	21	0	37	199
3:15 PM	16	24	0	40	120	13	0	133	10	18	0	28	201
3:30 PM	12	41	0	53	183	15	0	198	23	14	0	37	288
3:45 PM	16	27	0	43	190	14	0	204	5	9	0	14	261
Total	59	119	0	178	599	56	0	655	54	62	0	116	949
4:00 PM	22	21	0	43	185	29	0	214	21	17	0	38	295
4:15 PM	22	25	0	47	166	25	0	191	13	16	0	29	267
4:30 PM	17	24	0	41	237	36	0	273	17	26	0	43	357
4:45 PM	18	27	0	45	171	25	0	196	19	30	0	49	290
Total	79	97	0	176	759	115	0	874	70	89	0	159	1209
5:00 PM	27	27	0	54	214	44	0	258	26	22	0	48	360
5:15 PM	20	33	0	53	250	41	0	291	16	23	0	39	383
5:30 PM	13	41	0	54	201	30	0	231	16	13	0	29	314
5:45 PM	27	29	0	56	153	41	0	194	11	14	0	25	275
Total	87	130	0	217	818	156	0	974	69	72	0	141	1332
Grand Total	225	346	0	571	2176	327	0	2503	193	223	0	416	3490
Approach %	39.4	60.6	0.0		86.9	13.1	0.0		46.4	53.6	0.0		
Total %	6.4	9.9	0.0	16.4	62.3	9.4	0.0	71.7	5.5	6.4	0.0	11.9	
Exiting Leg Total				2399				539				552	3490

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

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:30 PM	17	24	0	41	237	36	0	273	17	26	0	43	357
4:45 PM	18	27	0	45	171	25	0	196	19	30	0	49	290
5:00 PM	27	27	0	54	214	44	0	258	26	22	0	48	360
5:15 PM	20	33	0	53	250	41	0	291	16	23	0	39	383
Total Volume	82	111	0	193	872	146	0	1018	78	101	0	179	1390
% Approach Total	42.5	57.5	0.0		85.7	14.3	0.0		43.6	56.4	0.0		
PHF	0.759	0.841	0.000	0.894	0.872	0.830	0.000	0.875	0.750	0.842	0.000	0.913	0.907
Entering Leg	82	111	0	193	872	146	0	1018	78	101	0	179	1390
Exiting Leg				973				189				228	1390
Total				1166				1207				407	2780

PDI File #: **176038 J**
 Location: **N: South Road S: South Road**
 Location: **W: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



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

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	1	0	1	2	1	0	3	0	0	0	0	4
3:15 PM	0	1	0	1	1	2	0	3	1	0	0	1	5
3:30 PM	0	0	0	0	1	0	0	1	1	0	0	1	2
3:45 PM	2	1	0	3	2	3	0	5	1	0	0	1	9
Total	2	3	0	5	6	6	0	12	3	0	0	3	20
4:00 PM	1	1	0	2	2	0	0	2	1	0	0	1	5
4:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
4:30 PM	0	0	0	0	2	1	0	3	0	0	0	0	3
4:45 PM	0	0	0	0	2	0	0	2	1	1	0	2	4
Total	1	1	0	2	7	1	0	8	2	2	0	4	14
5:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
5:15 PM	2	1	0	3	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
5:45 PM	0	0	0	0	3	0	0	3	0	1	0	1	4
Total	2	1	0	3	4	1	0	5	0	3	0	3	11
Grand Total	5	5	0	10	17	8	0	25	5	5	0	10	45
Approach %	50.0	50.0	0.0		68.0	32.0	0.0		50.0	50.0	0.0		
Total %	11.1	11.1	0.0	22.2	37.8	17.8	0.0	55.6	11.1	11.1	0.0	22.2	
Exiting Leg Total	22				10				13				45
Buses	0	3	0	3	5	5	0	10	4	1	0	5	18
% Buses	0.0	60.0	0.0	30.0	29.4	62.5	0.0	40.0	80.0	20.0	0.0	50.0	40.0
Exiting Leg Total	6				7				5				18
Single-Unit Trucks	5	2	0	7	11	2	0	13	1	4	0	5	25
% Single-Unit	100.0	40.0	0.0	70.0	64.7	25.0	0.0	52.0	20.0	80.0	0.0	50.0	55.6
Exiting Leg Total	15				3				7				25
Articulated Trucks	0	0	0	0	1	1	0	2	0	0	0	0	2
% Articulated	0.0	0.0	0.0	0.0	5.9	12.5	0.0	8.0	0.0	0.0	0.0	0.0	4.4
Exiting Leg Total	1				0				1				2

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

3:15 PM	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:15 PM	0	1	0	1	1	2	0	3	1	0	0	1	5
3:30 PM	0	0	0	0	1	0	0	1	1	0	0	1	2
3:45 PM	2	1	0	3	2	3	0	5	1	0	0	1	9
4:00 PM	1	1	0	2	2	0	0	2	1	0	0	1	5
Total Volume	3	3	0	6	6	5	0	11	4	0	0	4	21
% Approach Total	50.0	50.0	0.0		54.5	45.5	0.0		100.0	0.0	0.0		
PHF	0.375	0.750	0.000	0.500	0.750	0.417	0.000	0.550	1.000	0.000	0.000	1.000	0.583
Buses	0	2	0	2	2	3	0	5	3	0	0	3	10
Buses %	0.0	66.7	0.0	33.3	33.3	60.0	0.0	45.5	75.0	0.0	0.0	75.0	47.6
Single-Unit Trucks	3	1	0	4	4	1	0	5	1	0	0	1	10
Single-Unit %	100.0	33.3	0.0	66.7	66.7	20.0	0.0	45.5	25.0	0.0	0.0	25.0	47.6
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated %	0.0	0.0	0.0	0.0	0.0	20.0	0.0	9.1	0.0	0.0	0.0	0.0	4.8
Buses	0	2	0	2	2	3	0	5	3	0	0	3	10
Single-Unit Trucks	3	1	0	4	4	1	0	5	1	0	0	1	10
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Entering Leg	3	3	0	6	6	5	0	11	4	0	0	4	21
Buses	2				5				3				10
Single-Unit Trucks	4				2				4				10
Articulated Trucks	0				0				1				1
Total Exiting Leg	6				7				8				21

PDI File #: **176038 J**
 Location: **N: South Road S: South Road**
 Location: **W: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	14	24	0	38	91	13	0	104	14	19	0	33	175
3:15 PM	16	21	0	37	106	13	0	119	9	16	0	25	181
3:30 PM	11	35	0	46	154	15	0	169	22	14	0	36	251
3:45 PM	15	23	0	38	164	11	0	175	4	8	0	12	225
Total	56	103	0	159	515	52	0	567	49	57	0	106	832
4:00 PM	20	17	0	37	160	28	0	188	18	15	0	33	258
4:15 PM	21	22	0	43	147	24	0	171	13	14	0	27	241
4:30 PM	15	22	0	37	211	34	0	245	16	23	0	39	321
4:45 PM	18	25	0	43	155	20	0	175	18	28	0	46	264
Total	74	86	0	160	673	106	0	779	65	80	0	145	1084
5:00 PM	26	24	0	50	195	36	0	231	24	19	0	43	324
5:15 PM	20	29	0	49	230	40	0	270	16	23	0	39	358
5:30 PM	12	34	0	46	183	30	0	213	14	11	0	25	284
5:45 PM	24	27	0	51	140	38	0	178	11	14	0	25	254
Total	82	114	0	196	748	144	0	892	65	67	0	132	1220
Grand Total	212	303	0	515	1936	302	0	2238	179	204	0	383	3136
Approach %	41.2	58.8	0.0		86.5	13.5	0.0		46.7	53.3	0.0		
Total %	6.8	9.7	0.0	16.4	61.7	9.6	0.0	71.4	5.7	6.5	0.0	12.2	
Exiting Leg Total				2140				482				514	3136

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

4:30 PM	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:30 PM	15	22	0	37	211	34	0	245	16	23	0	39	321
4:45 PM	18	25	0	43	155	20	0	175	18	28	0	46	264
5:00 PM	26	24	0	50	195	36	0	231	24	19	0	43	324
5:15 PM	20	29	0	49	230	40	0	270	16	23	0	39	358
Total Volume	79	100	0	179	791	130	0	921	74	93	0	167	1267
% Approach Total	44.1	55.9	0.0		85.9	14.1	0.0		44.3	55.7	0.0		
PHF	0.760	0.862	0.000	0.895	0.860	0.813	0.000	0.853	0.771	0.830	0.000	0.908	0.885
Entering Leg	79	100	0	179	791	130	0	921	74	93	0	167	1267
Exiting Leg				884				174				209	1267
Total				1063				1095				376	2534

PDI File #: **176038 J**
 Location: **N: South Road S: South Road**
 Location: **W: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
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Light Goods Vehicle

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	1	3	0	4	15	1	0	16	2	2	0	4	24
3:15 PM	0	3	0	3	14	0	0	14	1	2	0	3	20
3:30 PM	1	6	0	7	29	0	0	29	1	0	0	1	37
3:45 PM	1	4	0	5	26	3	0	29	1	1	0	2	36
Total	3	16	0	19	84	4	0	88	5	5	0	10	117
4:00 PM	2	4	0	6	25	1	0	26	3	2	0	5	37
4:15 PM	1	2	0	3	19	1	0	20	0	2	0	2	25
4:30 PM	2	2	0	4	26	2	0	28	1	3	0	4	36
4:45 PM	0	2	0	2	16	5	0	21	1	2	0	3	26
Total	5	10	0	15	86	9	0	95	5	9	0	14	124
5:00 PM	1	3	0	4	19	8	0	27	2	3	0	5	36
5:15 PM	0	4	0	4	20	1	0	21	0	0	0	0	25
5:30 PM	1	7	0	8	18	0	0	18	2	2	0	4	30
5:45 PM	3	2	0	5	12	3	0	15	0	0	0	0	20
Total	5	16	0	21	69	12	0	81	4	5	0	9	111
Grand Total	13	42	0	55	239	25	0	264	14	19	0	33	352
Approach %	23.6	76.4	0.0		90.5	9.5	0.0		42.4	57.6	0.0		
Total %	3.7	11.9	0.0	15.6	67.9	7.1	0.0	75.0	4.0	5.4	0.0	9.4	
Exiting Leg Total				258				56				38	352

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

3:30 PM	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:30 PM	1	6	0	7	29	0	0	29	1	0	0	1	37
3:45 PM	1	4	0	5	26	3	0	29	1	1	0	2	36
4:00 PM	2	4	0	6	25	1	0	26	3	2	0	5	37
4:15 PM	1	2	0	3	19	1	0	20	0	2	0	2	25
Total Volume	5	16	0	21	99	5	0	104	5	5	0	10	135
% Approach Total	23.8	76.2	0.0		95.2	4.8	0.0		50.0	50.0	0.0		
PHF	0.625	0.667	0.000	0.750	0.853	0.417	0.000	0.897	0.417	0.625	0.000	0.500	0.912
Entering Leg	5	16	0	21	99	5	0	104	5	5	0	10	135
Exiting Leg				104				21				10	135
Total				125				125				20	270

PDI File #: **176038 J**
 Location: **N: South Road S: South Road**
 Location: **W: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	1	0	1	1	1	0	2	0	0	0	0	3
3:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	1	0	1	2	1	0	3	0	0	0	0	4
Total	0	2	0	2	3	4	0	7	2	0	0	2	11
4:00 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	0	1	1	1	0	2	2	0	0	2	5
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	1	0	1	2
Grand Total	0	3	0	3	5	5	0	10	4	1	0	5	18
Approach %	0.0	100.0	0.0		50.0	50.0	0.0		80.0	20.0	0.0		
Total %	0.0	16.7	0.0	16.7	27.8	27.8	0.0	55.6	22.2	5.6	0.0	27.8	
Exiting Leg Total				6				7				5	18

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

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	1	0	1	1	1	0	2	0	0	0	0	3
3:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	1	0	1	2	1	0	3	0	0	0	0	4
Total Volume	0	2	0	2	3	4	0	7	2	0	0	2	11
% Approach Total	0.0	100.0	0.0		42.9	57.1	0.0		100.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.500	0.375	0.500	0.000	0.583	0.500	0.000	0.000	0.500	0.688
Entering Leg	0	2	0	2	3	4	0	7	2	0	0	2	11
Exiting Leg				3				4				4	11
Total				5				11				6	22

PDI File #: **176038 J**
 Location: **N: South Road S: South Road**
 Location: **W: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
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Single-Unit Trucks

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
3:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
3:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
3:45 PM	2	0	0	2	0	1	0	1	1	0	0	1	4
Total	2	1	0	3	3	1	0	4	1	0	0	1	8
4:00 PM	1	0	0	1	2	0	0	2	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
4:45 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
Total	1	0	0	1	5	0	0	5	0	2	0	2	8
5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:15 PM	2	1	0	3	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
5:45 PM	0	0	0	0	2	0	0	2	0	1	0	1	3
Total	2	1	0	3	3	1	0	4	0	2	0	2	9
Grand Total	5	2	0	7	11	2	0	13	1	4	0	5	25
Approach %	71.4	28.6	0.0		84.6	15.4	0.0		20.0	80.0	0.0		
Total %	20.0	8.0	0.0	28.0	44.0	8.0	0.0	52.0	4.0	16.0	0.0	20.0	
Exiting Leg Total				15				3				7	25

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

	South Road				South Road				Hartwell Road				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
3:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
3:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
3:45 PM	2	0	0	2	0	1	0	1	1	0	0	1	4
4:00 PM	1	0	0	1	2	0	0	2	0	0	0	0	3
Total Volume	3	1	0	4	4	1	0	5	1	0	0	1	10
% Approach Total	75.0	25.0	0.0		80.0	20.0	0.0		100.0	0.0	0.0		
PHF	0.375	0.250	0.000	0.500	0.500	0.250	0.000	0.625	0.250	0.000	0.000	0.250	0.625
Entering Leg	3	1	0	4	4	1	0	5	1	0	0	1	10
Exiting Leg				4				2				4	10
Total				8				7				5	20

PDI File #: **176038 J**
 Location: **N: South Road S: South Road**
 Location: **W: Hartwell Road**
 City, State: **Bedford, MA**
 Client: **Fitzgerald & Halliday/M. Morehouse**
 Site Code: **TBA**
 Count Date: **Thursday, April 05, 2018**
 Start Time: **3:00 PM**
 End Time: **6:00 PM**
 Class:



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Articulated Trucks

	South Road				South Road				Hartwell Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1
4:00 PM	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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:00 PM	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
5:30 PM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	1	0	2	0	0	0	0	0	2
Approach %	0.0	0.0	0.0		50.0	50.0	0.0		0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	50.0	50.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				1				0					1	2

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

	South Road				South Road				Hartwell Road				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% Approach Total	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	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Exiting Leg				0				0					1	1
Total				0				1					1	2

PDI File #: 176038 J
 Location: N: South Road S: South Road
 Location: W: Hartwell Road
 City, State: Bedford, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 3:00 PM
 End Time: 6:00 PM
 Class:



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Bicycles (on Roadway and Crosswalks)

	South Road						South Road						Hartwell Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
3:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	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
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	3
Approach %	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	0.0	66.7	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	
Exiting Leg Total	1						2						0						3

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

3:45 PM	South Road						South Road						Hartwell Road						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
% Approach Total	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.500
Entering Leg	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
Exiting Leg	1						1						0						2
Total	2						1						1						4

PDI File #: 176038 J
 Location: N: South Road S: South Road
 Location: W: Hartwell Road
 City, State: Bedford, MA
 Client: Fitzgerald & Halliday/M. Morehouse
 Site Code: TBA
 Count Date: Thursday, April 05, 2018
 Start Time: 3:00 PM
 End Time: 6:00 PM
 Class:



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	South Road							South Road							Hartwell Road							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total			
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							0							0							0

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

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

Appendix C-3

2018 Automatic Traffic Recorder (ATR) Counts



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

3038-3076 Route 2A
 east of Airport Road
 City, State: Lexington, MA
 Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 A Volume
 Site Code: TBA

Start Time	4/5/2018		4/6/2018		4/7/2018		4/8/2018		4/9/2018		4/10/2018		4/11/2018		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	7	15	9	20	24	29	18	38	23	12	17	12	11	22	16	21
01:00	48	12	6	13	9	16	6	26	9	8	8	6	34	7	17	13
02:00	8	6	49	11	9	18	9	16	4	3	8	7	19	3	15	9
03:00	7	7	14	8	4	5	4	10	3	4	4	4	7	7	6	6
04:00	27	18	25	19	8	10	4	13	31	28	35	25	29	23	23	19
05:00	157	213	124	182	28	35	11	20	140	225	157	222	136	211	108	158
06:00	490	515	424	450	59	108	43	83	533	495	522	522	506	511	368	383
07:00	870	676	711	627	150	160	109	92	841	639	960	679	927	643	653	502
08:00	875	648	800	672	263	219	192	146	860	593	841	684	856	615	670	511
09:00	840	528	579	469	320	271	266	209	643	545	714	594	742	571	586	455
10:00	453	428	420	389	362	355	306	310	386	383	412	396	416	410	394	382
11:00	416	449	444	434	360	389	335	316	380	378	412	358	419	446	395	396
12:00 PM	451	477	390	420	396	416	391	450	374	451	423	476	444	469	410	451
01:00	419	443	431	402	416	489	412	449	371	405	419	418	443	462	416	438
02:00	536	583	485	651	437	503	365	413	515	499	496	552	517	558	479	537
03:00	572	900	474	692	423	411	348	404	544	768	526	862	563	824	493	694
04:00	479	1048	365	852	465	384	330	338	494	925	493	1036	471	1014	442	800
05:00	484	1059	357	973	352	315	292	272	453	965	429	974	447	945	402	786
06:00	343	660	314	656	278	282	221	273	328	628	359	684	375	658	317	549
07:00	235	364	232	247	192	241	159	167	235	307	212	316	247	341	216	283
08:00	132	219	147	190	105	168	103	143	108	208	127	182	138	227	123	191
09:00	114	168	96	162	85	159	63	84	104	147	93	180	86	166	92	152
10:00	66	82	86	154	83	144	62	53	45	66	66	78	62	89	67	95
11:00	42	45	70	62	64	76	44	20	39	45	34	44	42	61	48	50
Total	8071	9563	7052	8755	4892	5203	4093	4345	7463	8727	7767	9311	7937	9283	6756	7881
Day	17634		15807		10095		8438		16190		17078		17220		14637	
AM Peak	08:00	07:00	08:00	08:00	10:00	11:00	11:00	11:00	08:00	07:00	07:00	08:00	07:00	07:00	08:00	08:00
Vol.	875	676	800	672	362	389	335	316	860	639	960	684	927	643	670	511
PM Peak	15:00	17:00	14:00	17:00	16:00	14:00	13:00	12:00	15:00	17:00	15:00	16:00	15:00	16:00	15:00	16:00
Vol.	572	1059	485	973	465	503	412	450	544	965	526	1036	563	1014	493	800

Comb. Total	17634	15807	10095	8438	16190	17078	17220	14637
ADT	ADT 14,637	AADT 14,637						



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

165-183 Bedford Road
south of Route 2A
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 B Volume
Site Code: TBA

Start Time	4/5/2018		4/6/2018		4/7/2018		4/8/2018		4/9/2018		4/10/2018		4/11/2018		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	3	4	5	3	2	3	6	1	4	2	7	2	3	3	4	3
01:00	1	2	3	1	4	3	2	2	0	0	2	3	1	4	2	2
02:00	2	1	2	1	5	1	2	1	2	1	2	2	0	0	2	1
03:00	1	1	1	1	0	1	0	1	0	1	1	0	1	1	1	1
04:00	2	4	4	3	1	1	1	1	2	5	3	5	3	6	2	4
05:00	16	21	17	23	0	4	3	6	23	30	18	31	18	24	14	20
06:00	67	174	49	126	10	11	5	5	58	174	78	196	71	184	48	124
07:00	151	326	169	230	28	29	11	6	194	313	180	325	187	321	131	221
08:00	200	326	163	222	60	48	20	30	199	342	199	286	174	291	145	221
09:00	119	234	106	106	78	90	28	37	102	163	122	189	171	198	104	145
10:00	60	78	66	72	135	102	54	56	58	58	62	80	103	103	77	78
11:00	65	72	58	89	130	94	63	47	56	61	67	68	96	98	76	76
12:00 PM	81	88	83	73	124	116	70	88	81	68	79	70	140	130	94	90
01:00	66	72	67	61	130	126	68	90	63	61	63	58	104	104	80	82
02:00	85	110	109	182	130	92	70	56	77	100	75	113	121	155	95	115
03:00	126	316	150	308	101	114	53	56	93	172	130	256	135	269	113	213
04:00	134	300	113	366	63	92	60	50	131	289	137	393	118	306	108	257
05:00	123	351	114	228	54	62	50	53	123	249	118	258	113	290	99	213
06:00	83	117	82	99	44	55	30	42	88	123	93	123	96	132	74	99
07:00	54	52	35	46	26	39	33	19	51	37	46	52	55	57	43	43
08:00	35	32	26	27	18	21	19	19	22	35	19	28	26	31	24	28
09:00	19	15	24	23	14	23	13	9	15	22	15	8	24	20	18	17
10:00	9	7	17	19	20	20	7	6	11	7	15	5	11	6	13	10
11:00	9	9	9	6	17	11	5	6	5	8	7	4	4	7	8	7
Total Day	1511	2712	1472	2315	1194	1158	673	687	1458	2321	1538	2555	1775	2740	1375	2070
AM Peak	08:00	07:00	07:00	07:00	10:00	10:00	11:00	10:00	08:00	08:00	08:00	07:00	07:00	07:00	08:00	07:00
Vol.	200	326	169	230	135	102	63	56	199	342	199	325	187	321	145	221
PM Peak	16:00	17:00	15:00	16:00	13:00	13:00	12:00	13:00	16:00	16:00	16:00	16:00	12:00	16:00	15:00	16:00
Vol.	134	351	150	366	130	126	70	90	131	289	137	393	140	306	113	257

Comb. Total	4223	3787	2352	1360	3779	4093	4515	3445
ADT	ADT 3,444	AADT 3,444						



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

11 Cambridge Turnpike Cutoff
 south of Lexington Road
 City, State: Lincoln, MA
 Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 C Volume
 Site Code: TBA

Start Time	4/5/2018		4/6/2018		4/7/2018		4/8/2018		4/9/2018		4/10/2018		4/11/2018		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	5	8	4	16	11	23	15	25	10	13	6	9	5	12	8	15
01:00	3	13	6	11	6	10	7	20	4	6	5	1	1	6	5	10
02:00	6	6	5	7	5	14	10	10	2	3	5	6	10	3	6	7
03:00	7	5	8	4	3	2	2	3	3	4	3	3	7	4	5	4
04:00	21	9	20	7	6	5	3	6	20	6	27	10	26	7	18	7
05:00	187	40	164	45	22	10	7	11	186	43	203	45	185	54	136	35
06:00	366	151	313	143	45	74	24	49	367	149	431	153	378	153	275	125
07:00	754	278	577	272	101	66	63	52	741	292	826	288	837	283	557	219
08:00	776	363	590	317	138	113	120	77	797	346	672	339	705	349	543	272
09:00	523	241	375	221	164	117	140	96	388	291	451	279	403	298	349	220
10:00	241	193	227	174	180	178	181	159	199	179	228	194	237	195	213	182
11:00	221	218	180	193	208	206	151	161	175	188	175	179	184	220	185	195
12:00 PM	200	255	156	217	219	217	202	247	183	208	201	224	213	246	196	231
01:00	173	233	183	239	185	232	210	239	157	235	166	211	195	250	181	234
02:00	209	346	191	400	192	249	164	197	165	319	170	356	176	360	181	318
03:00	298	501	304	442	169	247	147	209	253	414	274	500	289	457	248	396
04:00	296	534	245	560	169	231	140	156	273	491	315	551	259	558	242	440
05:00	344	547	263	620	150	158	133	146	312	481	309	521	346	580	265	436
06:00	233	349	203	335	129	163	125	133	182	350	217	348	230	378	188	294
07:00	131	210	103	156	82	136	91	106	117	189	97	185	130	246	107	175
08:00	80	138	73	90	62	93	68	87	65	118	71	119	91	143	73	113
09:00	59	119	56	84	45	74	37	48	53	81	53	113	55	110	51	90
10:00	27	47	40	91	43	93	26	44	21	46	32	39	43	61	33	60
11:00	32	30	35	49	37	37	17	15	25	32	18	31	16	34	26	33
Total	5192	4834	4321	4693	2371	2748	2083	2296	4698	4484	4955	4704	5021	5007	4091	4111
Day	10026		9014		5119		4379		9182		9659		10028		8202	
AM Peak	08:00	08:00	08:00	08:00	11:00	11:00	10:00	11:00	08:00	08:00	07:00	08:00	07:00	08:00	07:00	08:00
Vol.	776	363	590	317	208	206	181	161	797	346	826	339	837	349	557	272
PM Peak	17:00	17:00	15:00	17:00	12:00	14:00	13:00	12:00	17:00	16:00	16:00	16:00	17:00	17:00	17:00	16:00
Vol.	344	547	304	620	219	249	210	247	312	491	315	551	346	580	265	440

Comb. Total	10026	9014	5119	4379	9182	9659	10028	8202
ADT	ADT 8,201	AADT 8,201						



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

359 Old Bedford Road
north of Virginia Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 D Volume
Site Code: TBA

Start Time	4/5/2018		4/6/2018		4/7/2018		4/8/2018		4/9/2018		4/10/2018		4/11/2018		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	9	3	13	4	14	6	13	1	2	3	10	3	9	3	10	3
01:00	3	2	5	1	5	0	4	4	1	0	2	0	2	1	3	1
02:00	2	1	0	2	2	0	5	0	1	0	1	0	2	1	2	1
03:00	1	2	2	2	1	0	2	0	1	6	2	4	3	4	2	3
04:00	5	7	4	4	3	2	0	0	6	6	6	7	3	6	4	5
05:00	8	40	5	33	4	3	3	6	6	49	9	43	10	38	6	30
06:00	34	217	36	184	9	18	3	13	43	197	37	188	55	209	31	147
07:00	112	383	117	339	35	54	22	29	124	402	129	404	133	373	96	283
08:00	197	439	165	345	62	87	55	63	212	441	190	447	193	464	153	327
09:00	135	216	131	168	95	94	78	84	123	262	129	221	139	268	119	188
10:00	76	113	96	111	113	111	115	90	94	110	102	101	91	114	98	107
11:00	128	95	117	106	141	117	125	112	113	96	108	107	115	131	121	109
12:00 PM	151	116	137	102	113	212	144	118	111	104	165	108	172	130	142	127
01:00	123	93	144	104	134	134	129	132	139	113	129	102	179	106	140	112
02:00	178	123	233	142	181	129	135	83	182	108	158	119	190	131	180	119
03:00	435	146	589	135	181	106	107	83	425	128	439	129	461	151	377	125
04:00	706	108	482	179	129	89	117	88	547	115	668	143	580	149	461	124
05:00	606	170	489	146	131	100	112	82	625	122	642	126	554	183	451	133
06:00	297	96	198	81	79	91	88	62	263	105	270	85	271	107	209	90
07:00	152	64	89	50	60	61	68	35	122	55	97	62	127	65	102	56
08:00	70	37	58	31	40	25	48	20	56	35	76	40	74	33	60	32
09:00	65	30	42	30	44	28	28	18	43	24	37	20	57	32	45	26
10:00	32	22	49	18	36	31	20	11	32	12	38	24	40	18	35	19
11:00	16	7	28	19	37	17	12	7	15	5	21	2	20	8	21	9
Total Day	3541	2530	3229	2336	1649	1515	1433	1141	3286	2498	3465	2485	3480	2725	2868	2176
AM Peak	08:00	08:00	08:00	08:00	11:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00
Vol.	197	439	165	345	141	117	125	112	212	441	190	447	193	464	153	327
PM Peak	16:00	17:00	15:00	16:00	14:00	12:00	12:00	13:00	17:00	15:00	16:00	16:00	16:00	17:00	16:00	17:00
Vol.	706	170	589	179	181	212	144	132	625	128	668	143	580	183	461	133

Comb. Total	6071	5565	3164	2574	5784	5950	6205	5044
ADT	ADT 5,045	AADT 5,045						



46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

#737 Route 62
 west of Old Bedford Road
 City, State: Concord, MA
 Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 E Volume
 Site Code: TBA

Start Time	4/5/2018		4/6/2018		4/7/2018		4/8/2018		4/9/2018		4/10/2018		4/11/2018		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	5	9	6	13	10	13	10	14	1	11	2	3	4	7	5	10
01:00	3	5	1	3	3	2	6	6	2	3	2	1	0	4	2	3
02:00	4	4	4	1	2	2	1	2	1	2	1	2	2	2	2	2
03:00	6	1	4	3	2	3	3	2	6	3	5	3	6	2	5	2
04:00	14	6	7	5	5	2	1	1	8	12	15	7	15	10	9	6
05:00	60	37	52	25	6	10	3	10	65	35	66	39	59	36	44	27
06:00	180	102	161	106	34	22	29	20	182	109	165	106	173	110	132	82
07:00	358	185	347	212	61	74	48	54	370	209	380	190	385	223	278	164
08:00	387	236	342	219	109	108	93	81	382	229	362	240	370	280	292	199
09:00	272	193	273	186	190	131	145	124	244	194	228	221	282	227	233	182
10:00	192	169	180	172	175	180	132	143	201	133	198	167	196	172	182	162
11:00	167	190	197	168	187	193	186	214	138	168	160	180	162	209	171	189
12:00 PM	186	196	188	214	213	227	191	200	166	203	202	202	202	196	193	205
01:00	171	212	175	208	240	239	215	222	152	190	165	199	175	219	185	213
02:00	177	269	186	289	193	267	157	197	161	215	171	257	179	273	175	252
03:00	207	409	214	582	181	238	185	163	201	431	212	459	234	468	205	393
04:00	188	686	182	591	187	208	133	200	177	586	196	674	229	587	185	505
05:00	200	633	186	634	153	201	148	184	207	689	207	646	208	630	187	517
06:00	147	375	157	288	138	173	110	131	166	351	163	334	172	338	150	284
07:00	117	174	99	119	98	137	84	100	109	148	104	155	124	150	105	140
08:00	66	102	67	94	76	86	47	67	60	67	74	85	86	140	68	92
09:00	87	75	60	53	61	62	28	34	47	54	50	73	64	111	57	66
10:00	41	40	30	66	54	51	12	32	25	35	27	44	24	41	30	44
11:00	25	36	33	28	36	37	10	13	11	15	17	21	24	23	22	25
Total Day	3260	4344	3151	4279	2414	2666	1977	2214	3082	4092	3172	4308	3375	4458	2917	3764
AM Peak	08:00	08:00	07:00	08:00	09:00	11:00	11:00	11:00	08:00	08:00	07:00	08:00	07:00	08:00	08:00	08:00
Vol.	387	236	347	219	190	193	186	214	382	229	380	240	385	280	292	199
PM Peak	15:00	16:00	15:00	17:00	13:00	14:00	13:00	13:00	17:00	17:00	15:00	16:00	15:00	17:00	15:00	17:00
Vol.	207	686	214	634	240	267	215	222	207	689	212	674	234	630	205	517

Comb. Total 7604 7430 5080 4191 7174 7480 7833 6681

ADT ADT 6,685 AADT 6,685

Hanscom Drive (Main entrance of Hanscom Field)
 north of Old Bedford Road
 City, State: Lincoln, MA
 Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 F Volume
 Site Code: TBA

Start Time	4/5/2018		4/6/2018		4/7/2018		4/8/2018		4/9/2018		4/10/2018		4/11/2018		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	4	2	0	2	2	7	1	8	2	15	1	3	3	2	2	6
01:00	2	46	1	1	1	3	0	1	3	9	0	2	3	40	1	15
02:00	0	6	7	43	0	0	1	0	0	0	0	2	0	9	1	9
03:00	2	2	5	8	4	2	1	0	1	0	2	0	3	3	3	2
04:00	7	0	11	3	4	0	9	4	14	4	11	0	11	3	10	2
05:00	57	7	60	10	11	2	13	2	62	5	62	7	65	7	47	6
06:00	62	18	66	18	21	15	31	9	72	23	68	16	47	23	52	17
07:00	54	24	68	30	38	9	28	6	69	33	79	32	61	20	57	22
08:00	57	22	90	32	37	14	19	9	78	32	75	32	67	30	60	24
09:00	94	41	80	36	27	12	21	19	80	40	99	46	99	47	71	34
10:00	74	49	56	53	37	34	31	20	72	46	60	59	78	43	58	43
11:00	74	65	51	65	24	31	16	27	54	57	38	43	57	58	45	49
12:00 PM	51	69	51	54	40	37	27	29	82	52	55	56	62	60	53	51
01:00	60	69	43	76	37	31	40	30	56	65	51	63	60	64	50	57
02:00	47	95	42	70	33	37	32	42	48	81	48	89	64	100	45	73
03:00	43	72	32	42	23	28	23	30	36	65	46	71	41	82	35	56
04:00	20	46	22	52	20	27	18	27	22	56	27	63	26	49	22	46
05:00	32	50	25	44	14	32	17	43	21	51	21	55	27	45	22	46
06:00	18	46	18	43	5	19	18	30	18	52	20	54	15	52	16	42
07:00	12	23	14	19	11	17	11	21	11	22	17	31	15	37	13	24
08:00	6	19	9	18	2	4	9	17	7	20	4	17	5	20	6	16
09:00	8	11	2	8	6	8	10	9	8	18	10	16	8	16	7	12
10:00	9	22	7	11	8	6	9	17	5	9	10	14	11	12	8	13
11:00	2	14	4	25	3	19	9	35	0	15	5	21	6	19	4	21
Total Day	795	818	764	763	408	394	394	435	821	770	809	792	834	841	688	686
AM Peak	09:00	11:00	08:00	11:00	07:00	10:00	06:00	11:00	09:00	11:00	09:00	10:00	09:00	11:00	09:00	11:00
Vol.	94	65	90	65	38	34	31	27	80	57	99	59	99	58	71	49
PM Peak	13:00	14:00	12:00	13:00	12:00	12:00	13:00	17:00	12:00	14:00	12:00	14:00	14:00	14:00	12:00	14:00
Vol.	60	95	51	76	40	37	40	43	82	81	55	89	64	100	53	73

Comb. Total	1613	1527	802	829	1591	1601	1675	1374
ADT	ADT 1,377	AADT 1,377						



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 A Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/05/1														
8	0	4	3	0	0	0	0	0	0	0	0	0	0	7
01:00	0	37	9	0	2	0	0	0	0	0	0	0	0	48
02:00	0	5	2	1	0	0	0	0	0	0	0	0	0	8
03:00	0	3	2	1	1	0	0	0	0	0	0	0	0	7
04:00	0	21	4	0	2	0	0	0	0	0	0	0	0	27
05:00	0	122	24	1	9	0	0	0	1	0	0	0	0	157
06:00	0	369	85	6	21	4	2	2	1	0	0	0	0	490
07:00	2	732	103	4	18	6	0	4	1	0	0	0	0	870
08:00	8	743	98	3	13	8	1	1	0	0	0	0	0	875
09:00	0	677	130	8	20	4	0	0	1	0	0	0	0	840
10:00	3	343	80	3	13	7	2	1	1	0	0	0	0	453
11:00	2	319	65	6	21	2	0	1	0	0	0	0	0	416
12 PM	0	334	86	7	19	2	0	1	1	1	0	0	0	451
13:00	0	315	75	1	17	5	1	2	2	1	0	0	0	419
14:00	2	403	96	7	21	3	1	3	0	0	0	0	0	536
15:00	0	462	89	6	10	4	0	1	0	0	0	0	0	572
16:00	3	389	69	7	8	3	0	0	0	0	0	0	0	479
17:00	0	405	58	4	12	4	0	1	0	0	0	0	0	484
18:00	1	292	35	3	9	2	0	0	1	0	0	0	0	343
19:00	0	199	29	2	4	1	0	0	0	0	0	0	0	235
20:00	0	112	19	0	1	0	0	0	0	0	0	0	0	132
21:00	0	98	14	0	2	0	0	0	0	0	0	0	0	114
22:00	0	51	14	1	0	0	0	0	0	0	0	0	0	66
23:00	0	37	4	0	1	0	0	0	0	0	0	0	0	42
Total	21	6472	1193	71	224	55	7	17	9	2	0	0	0	8071
Percent	0.3%	80.2%	14.8%	0.9%	2.8%	0.7%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	09:00	09:00	06:00	08:00	06:00	07:00	05:00					08:00
Vol.	8	743	130	8	21	8	2	4	1					875
PM Peak	16:00	15:00	14:00	12:00	14:00	13:00	13:00	14:00	13:00	12:00				15:00
Vol.	3	462	96	7	21	5	1	3	2	1				572



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
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Email: datarequests@pdillc.com

3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 A Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/06/1														
8	0	9	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	5	0	0	0	0	0	0	0	1	0	0	0	6
02:00	0	34	14	0	1	0	0	0	0	0	0	0	0	49
03:00	0	9	1	2	2	0	0	0	0	0	0	0	0	14
04:00	0	15	5	0	4	0	0	1	0	0	0	0	0	25
05:00	0	96	26	0	1	0	0	0	1	0	0	0	0	124
06:00	0	338	67	5	12	2	0	0	0	0	0	0	0	424
07:00	2	599	83	3	17	5	0	1	1	0	0	0	0	711
08:00	3	661	99	8	18	8	1	2	0	0	0	0	0	800
09:00	2	463	76	7	19	7	0	2	3	0	0	0	0	579
10:00	1	308	74	5	23	4	0	0	5	0	0	0	0	420
11:00	0	330	80	7	18	2	0	3	4	0	0	0	0	444
12 PM	0	288	77	3	14	0	0	3	5	0	0	0	0	390
13:00	1	314	83	3	23	4	0	2	0	1	0	0	0	431
14:00	0	352	102	5	17	7	0	2	0	0	0	0	0	485
15:00	5	396	52	8	11	1	0	0	1	0	0	0	0	474
16:00	10	315	30	5	2	1	0	1	1	0	0	0	0	365
17:00	5	304	35	4	4	5	0	0	0	0	0	0	0	357
18:00	0	265	40	1	6	1	0	1	0	0	0	0	0	314
19:00	0	199	26	3	3	0	0	0	0	1	0	0	0	232
20:00	0	122	24	0	1	0	0	0	0	0	0	0	0	147
21:00	0	82	14	0	0	0	0	0	0	0	0	0	0	96
22:00	0	73	10	1	2	0	0	0	0	0	0	0	0	86
23:00	0	59	11	0	0	0	0	0	0	0	0	0	0	70
Total	29	5636	1029	70	198	47	1	18	21	3	0	0	0	7052
Percent	0.4%	79.9%	14.6%	1.0%	2.8%	0.7%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	08:00	10:00	08:00	08:00	11:00	10:00	01:00				08:00
Vol.	3	661	99	8	23	8	1	3	5	1				800
PM Peak	16:00	15:00	14:00	15:00	13:00	14:00		12:00	12:00	13:00				14:00
Vol.	10	396	102	8	23	7		3	5	1				485



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 A Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/07/1														
8	0	19	4	0	1	0	0	0	0	0	0	0	0	24
01:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
02:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	3	5	0	0	0	0	0	0	0	0	0	0	8
05:00	0	21	5	0	1	0	0	0	1	0	0	0	0	28
06:00	0	43	15	0	1	0	0	0	0	0	0	0	0	59
07:00	0	111	29	0	9	1	0	0	0	0	0	0	0	150
08:00	0	221	33	4	5	0	0	0	0	0	0	0	0	263
09:00	0	260	52	3	5	0	0	0	0	0	0	0	0	320
10:00	0	292	60	3	6	0	0	0	1	0	0	0	0	362
11:00	0	281	65	3	11	0	0	0	0	0	0	0	0	360
12 PM	0	340	46	1	9	0	0	0	0	0	0	0	0	396
13:00	1	354	47	2	11	1	0	0	0	0	0	0	0	416
14:00	1	375	51	2	7	1	0	0	0	0	0	0	0	437
15:00	2	362	49	2	7	0	0	0	1	0	0	0	0	423
16:00	0	413	43	2	5	2	0	0	0	0	0	0	0	465
17:00	0	301	45	2	2	1	0	0	1	0	0	0	0	352
18:00	0	230	37	4	6	0	0	1	0	0	0	0	0	278
19:00	2	155	31	2	2	0	0	0	0	0	0	0	0	192
20:00	0	84	17	1	3	0	0	0	0	0	0	0	0	105
21:00	0	73	11	0	1	0	0	0	0	0	0	0	0	85
22:00	0	69	14	0	0	0	0	0	0	0	0	0	0	83
23:00	0	57	7	0	0	0	0	0	0	0	0	0	0	64
Total	6	4081	671	31	92	6	0	1	4	0	0	0	0	4892
Percent	0.1%	83.4%	13.7%	0.6%	1.9%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	11:00	08:00	11:00	07:00			05:00					10:00
Vol.		292	65	4	11	1			1					362
PM Peak	15:00	16:00	14:00	18:00	13:00	16:00		18:00	15:00					16:00
Vol.	2	413	51	4	11	2		1	1					465



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 A Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/08/1														
8	0	15	3	0	0	0	0	0	0	0	0	0	0	18
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
05:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
06:00	0	36	7	0	0	0	0	0	0	0	0	0	0	43
07:00	0	85	19	0	5	0	0	0	0	0	0	0	0	109
08:00	0	159	26	0	5	1	0	0	1	0	0	0	0	192
09:00	1	219	43	0	1	1	0	0	1	0	0	0	0	266
10:00	0	261	40	1	3	0	0	1	0	0	0	0	0	306
11:00	0	288	37	1	9	0	0	0	0	0	0	0	0	335
12 PM	1	330	49	1	7	2	0	1	0	0	0	0	0	391
13:00	4	358	48	0	2	0	0	0	0	0	0	0	0	412
14:00	3	315	41	0	6	0	0	0	0	0	0	0	0	365
15:00	3	309	34	0	2	0	0	0	0	0	0	0	0	348
16:00	2	297	27	0	3	0	0	0	1	0	0	0	0	330
17:00	0	254	36	0	2	0	0	0	0	0	0	0	0	292
18:00	1	180	36	0	3	0	0	0	0	1	0	0	0	221
19:00	0	134	22	0	3	0	0	0	0	0	0	0	0	159
20:00	0	87	13	0	3	0	0	0	0	0	0	0	0	103
21:00	0	54	7	0	2	0	0	0	0	0	0	0	0	63
22:00	0	46	13	0	3	0	0	0	0	0	0	0	0	62
23:00	0	32	10	0	2	0	0	0	0	0	0	0	0	44
Total	15	3488	516	3	61	4	0	2	3	1	0	0	0	4093
Percent	0.4%	85.2%	12.6%	0.1%	1.5%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	09:00	10:00	11:00	08:00		10:00	08:00					11:00
Vol.	1	288	43	1	9	1		1	1					335
PM Peak	13:00	13:00	12:00	12:00	12:00	12:00		12:00	16:00	18:00				13:00
Vol.	4	358	49	1	7	2		1	1	1				412



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 A Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/09/1														
8	0	16	6	0	0	0	0	0	1	0	0	0	0	23
01:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
04:00	0	22	8	0	0	1	0	0	0	0	0	0	0	31
05:00	0	110	21	1	5	1	0	0	2	0	0	0	0	140
06:00	1	412	88	6	18	4	1	2	1	0	0	0	0	533
07:00	1	690	108	13	16	7	2	2	2	0	0	0	0	841
08:00	13	724	86	5	15	14	1	0	2	0	0	0	0	860
09:00	0	522	88	6	21	3	2	1	0	0	0	0	0	643
10:00	0	281	80	4	16	1	0	0	4	0	0	0	0	386
11:00	2	272	70	8	18	3	1	2	4	0	0	0	0	380
12 PM	0	290	60	2	13	4	0	2	3	0	0	0	0	374
13:00	1	273	65	4	22	2	2	1	1	0	0	0	0	371
14:00	2	377	97	9	25	2	0	0	2	1	0	0	0	515
15:00	2	438	79	6	13	4	0	1	1	0	0	0	0	544
16:00	0	406	67	8	11	1	0	1	0	0	0	0	0	494
17:00	3	379	54	3	10	3	0	0	1	0	0	0	0	453
18:00	2	275	46	1	3	1	0	0	0	0	0	0	0	328
19:00	0	195	35	1	4	0	0	0	0	0	0	0	0	235
20:00	1	95	10	1	1	0	0	0	0	0	0	0	0	108
21:00	0	82	21	0	1	0	0	0	0	0	0	0	0	104
22:00	0	37	6	1	1	0	0	0	0	0	0	0	0	45
23:00	0	31	7	0	0	0	0	0	1	0	0	0	0	39
Total	28	5941	1103	79	214	51	9	12	25	1	0	0	0	7463
Percent	0.4%	79.6%	14.8%	1.1%	2.9%	0.7%	0.1%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00	07:00	09:00	08:00	07:00	06:00	10:00					08:00
Vol.	13	724	108	13	21	14	2	2	4					860
PM Peak	17:00	15:00	14:00	14:00	14:00	12:00	13:00	12:00	12:00	14:00				15:00
Vol.	3	438	97	9	25	4	2	2	3	1				544



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3038-3076 Route 2A
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EB

176038 A Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/10/1														
8	0	11	3	0	3	0	0	0	0	0	0	0	0	17
01:00	0	6	0	0	1	0	0	0	1	0	0	0	0	8
02:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
03:00	0	2	1	1	0	0	0	0	0	0	0	0	0	4
04:00	0	23	9	1	1	0	0	1	0	0	0	0	0	35
05:00	1	123	26	0	4	1	1	1	0	0	0	0	0	157
06:00	3	397	97	2	14	3	2	0	4	0	0	0	0	522
07:00	8	801	114	5	19	5	3	2	2	1	0	0	0	960
08:00	3	688	114	5	20	6	1	1	3	0	0	0	0	841
09:00	2	570	98	8	21	7	2	2	4	0	0	0	0	714
10:00	0	302	81	9	10	3	1	2	4	0	0	0	0	412
11:00	0	305	70	11	19	3	0	2	2	0	0	0	0	412
12 PM	1	314	72	4	21	5	3	1	2	0	0	0	0	423
13:00	1	304	87	2	15	6	2	1	0	1	0	0	0	419
14:00	0	358	106	3	21	5	0	2	1	0	0	0	0	496
15:00	2	406	87	5	20	4	0	1	0	1	0	0	0	526
16:00	4	403	69	7	9	1	0	0	0	0	0	0	0	493
17:00	1	360	54	3	10	1	0	0	0	0	0	0	0	429
18:00	0	298	45	5	9	1	0	0	1	0	0	0	0	359
19:00	0	170	35	2	5	0	0	0	0	0	0	0	0	212
20:00	0	104	22	1	0	0	0	0	0	0	0	0	0	127
21:00	0	76	14	0	3	0	0	0	0	0	0	0	0	93
22:00	0	52	11	1	2	0	0	0	0	0	0	0	0	66
23:00	0	28	5	1	0	0	0	0	0	0	0	0	0	34
Total	26	6106	1223	76	227	51	15	16	24	3	0	0	0	7767
Percent	0.3%	78.6%	15.7%	1.0%	2.9%	0.7%	0.2%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	11:00	09:00	09:00	07:00	07:00	06:00	07:00				07:00
Vol.	8	801	114	11	21	7	3	2	4	1				960
PM Peak	16:00	15:00	14:00	16:00	12:00	13:00	12:00	14:00	12:00	13:00				15:00
Vol.	4	406	106	7	21	6	3	2	2	1				526



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3038-3076 Route 2A
east of Airport Road
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EB

176038 A Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/1														
8	0	10	1	0	0	0	0	0	0	0	0	0	0	11
01:00	0	30	4	0	0	0	0	0	0	0	0	0	0	34
02:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
03:00	0	5	0	2	0	0	0	0	0	0	0	0	0	7
04:00	0	21	7	1	0	0	0	0	0	0	0	0	0	29
05:00	0	106	22	1	6	1	0	0	0	0	0	0	0	136
06:00	1	391	83	5	21	2	0	1	1	1	0	0	0	506
07:00	12	745	123	7	24	5	1	4	6	0	0	0	0	927
08:00	12	726	92	2	10	11	0	3	0	0	0	0	0	856
09:00	10	605	82	7	23	8	3	2	2	0	0	0	0	742
10:00	2	313	74	6	16	2	0	0	3	0	0	0	0	416
11:00	0	311	79	4	16	1	1	4	3	0	0	0	0	419
12 PM	0	342	72	5	22	1	0	0	1	1	0	0	0	444
13:00	2	320	87	9	18	6	0	1	0	0	0	0	0	443
14:00	2	382	97	5	20	4	1	3	3	0	0	0	0	517
15:00	2	437	91	11	14	6	0	1	1	0	0	0	0	563
16:00	3	385	65	4	8	2	1	3	0	0	0	0	0	471
17:00	6	367	57	1	6	7	0	3	0	0	0	0	0	447
18:00	0	313	47	1	12	2	0	0	0	0	0	0	0	375
19:00	1	209	31	1	4	0	0	0	1	0	0	0	0	247
20:00	0	120	17	0	1	0	0	0	0	0	0	0	0	138
21:00	1	77	7	0	1	0	0	0	0	0	0	0	0	86
22:00	0	48	12	1	1	0	0	0	0	0	0	0	0	62
23:00	0	34	7	0	1	0	0	0	0	0	0	0	0	42
Total	54	6311	1162	73	224	58	7	25	21	2	0	0	0	7937
Percent	0.7%	79.5%	14.6%	0.9%	2.8%	0.7%	0.1%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	08:00	09:00	07:00	07:00	06:00				07:00
Vol.	12	745	123	7	24	11	3	4	6	1				927
PM Peak	17:00	15:00	14:00	15:00	12:00	17:00	14:00	14:00	14:00	12:00				15:00
Vol.	6	437	97	11	22	7	1	3	3	1				563



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WB

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04/05/1														
8	0	9	6	0	0	0	0	0	0	0	0	0	0	15
01:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
04:00	0	9	6	0	3	0	0	0	0	0	0	0	0	18
05:00	1	142	50	5	13	2	0	0	0	0	0	0	0	213
06:00	2	373	107	5	23	4	0	1	0	0	0	0	0	515
07:00	1	540	104	4	20	5	1	1	0	0	0	0	0	676
08:00	7	522	92	6	18	3	0	0	0	0	0	0	0	648
09:00	1	403	96	8	11	4	0	1	4	0	0	0	0	528
10:00	0	325	69	7	19	4	0	2	1	1	0	0	0	428
11:00	0	318	94	5	22	2	0	3	3	2	0	0	0	449
12 PM	1	367	84	4	16	1	2	1	1	0	0	0	0	477
13:00	2	328	83	7	22	0	0	1	0	0	0	0	0	443
14:00	4	456	100	7	12	3	0	1	0	0	0	0	0	583
15:00	1	704	156	7	28	2	0	2	0	0	0	0	0	900
16:00	4	876	142	3	22	1	0	0	0	0	0	0	0	1048
17:00	1	932	105	3	13	3	0	0	2	0	0	0	0	1059
18:00	1	586	64	3	5	0	0	1	0	0	0	0	0	660
19:00	0	308	49	2	5	0	0	0	0	0	0	0	0	364
20:00	0	196	18	0	4	1	0	0	0	0	0	0	0	219
21:00	0	151	16	1	0	0	0	0	0	0	0	0	0	168
22:00	0	68	14	0	0	0	0	0	0	0	0	0	0	82
23:00	0	40	4	0	1	0	0	0	0	0	0	0	0	45
Total	26	7675	1461	77	258	35	3	14	11	3	0	0	0	9563
Percent	0.3%	80.3%	15.3%	0.8%	2.7%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	06:00	09:00	06:00	07:00	07:00	11:00	09:00	11:00				07:00
Vol.	7	540	107	8	23	5	1	3	4	2				676
PM Peak	14:00	17:00	15:00	13:00	15:00	14:00	12:00	15:00	17:00					17:00
Vol.	4	932	156	7	28	3	2	2	2					1059



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04/06/1														
8	0	16	2	1	1	0	0	0	0	0	0	0	0	20
01:00	0	10	1	0	1	0	0	1	0	0	0	0	0	13
02:00	0	7	3	0	0	1	0	0	0	0	0	0	0	11
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	10	5	1	2	1	0	0	0	0	0	0	0	19
05:00	0	118	45	6	11	1	0	1	0	0	0	0	0	182
06:00	2	307	106	8	22	3	1	1	0	0	0	0	0	450
07:00	3	481	105	9	22	3	0	3	1	0	0	0	0	627
08:00	1	540	98	9	20	3	0	0	1	0	0	0	0	672
09:00	1	351	87	6	18	1	0	4	1	0	0	0	0	469
10:00	1	266	89	2	20	3	0	0	6	2	0	0	0	389
11:00	2	323	73	9	17	1	1	5	2	1	0	0	0	434
12 PM	0	327	66	6	14	2	1	1	2	1	0	0	0	420
13:00	0	302	72	10	10	3	1	2	1	1	0	0	0	402
14:00	1	509	108	7	24	1	0	0	1	0	0	0	0	651
15:00	3	560	106	3	12	4	2	1	0	1	0	0	0	692
16:00	9	715	95	3	18	6	4	1	1	0	0	0	0	852
17:00	6	849	94	2	19	1	0	2	0	0	0	0	0	973
18:00	0	582	67	2	5	0	0	0	0	0	0	0	0	656
19:00	0	219	22	2	4	0	0	0	0	0	0	0	0	247
20:00	0	165	24	0	1	0	0	0	0	0	0	0	0	190
21:00	0	139	20	1	2	0	0	0	0	0	0	0	0	162
22:00	0	127	26	0	0	1	0	0	0	0	0	0	0	154
23:00	0	58	3	0	1	0	0	0	0	0	0	0	0	62
Total	29	6988	1318	87	244	35	10	22	16	6	0	0	0	8755
Percent	0.3%	79.8%	15.1%	1.0%	2.8%	0.4%	0.1%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	06:00	07:00	06:00	06:00	06:00	11:00	10:00	10:00				08:00
Vol.	3	540	106	9	22	3	1	5	6	2				672
PM Peak	16:00	17:00	14:00	13:00	14:00	16:00	16:00	13:00	12:00	12:00				17:00
Vol.	9	849	108	10	24	6	4	2	2	1				973



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04/07/1														
8	0	24	4	0	1	0	0	0	0	0	0	0	0	29
01:00	0	14	1	0	1	0	0	0	0	0	0	0	0	16
02:00	0	14	1	0	2	1	0	0	0	0	0	0	0	18
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:00	0	7	2	0	0	0	0	0	0	1	0	0	0	10
05:00	0	27	5	0	3	0	0	0	0	0	0	0	0	35
06:00	0	74	30	0	3	1	0	0	0	0	0	0	0	108
07:00	1	114	34	1	7	1	0	0	2	0	0	0	0	160
08:00	1	167	38	4	8	1	0	0	0	0	0	0	0	219
09:00	3	222	39	2	5	0	0	0	0	0	0	0	0	271
10:00	0	290	51	4	8	2	0	0	0	0	0	0	0	355
11:00	1	321	53	2	10	0	0	1	1	0	0	0	0	389
12 PM	1	355	54	2	3	0	0	0	1	0	0	0	0	416
13:00	1	425	54	2	7	0	0	0	0	0	0	0	0	489
14:00	2	427	65	3	6	0	0	0	0	0	0	0	0	503
15:00	1	362	37	3	8	0	0	0	0	0	0	0	0	411
16:00	1	319	55	2	6	1	0	0	0	0	0	0	0	384
17:00	2	261	45	3	3	1	0	0	0	0	0	0	0	315
18:00	1	242	29	2	8	0	0	0	0	0	0	0	0	282
19:00	0	207	30	2	2	0	0	0	0	0	0	0	0	241
20:00	0	139	24	2	3	0	0	0	0	0	0	0	0	168
21:00	0	141	17	0	1	0	0	0	0	0	0	0	0	159
22:00	0	131	13	0	0	0	0	0	0	0	0	0	0	144
23:00	0	66	9	0	1	0	0	0	0	0	0	0	0	76
Total	15	4353	691	34	96	8	0	1	4	1	0	0	0	5203
Percent	0.3%	83.7%	13.3%	0.7%	1.8%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	08:00	11:00	10:00		11:00	07:00	04:00				11:00
Vol.	3	321	53	4	10	2		1	2	1				389
PM Peak	14:00	14:00	14:00	14:00	15:00	16:00			12:00					14:00
Vol.	2	427	65	3	8	1			1					503



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04/08/1														
8	0	33	5	0	0	0	0	0	0	0	0	0	0	38
01:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26
02:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
03:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
04:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
05:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
06:00	0	62	17	0	3	0	0	0	1	0	0	0	0	83
07:00	0	73	15	0	3	0	0	0	1	0	0	0	0	92
08:00	0	123	21	2	0	0	0	0	0	0	0	0	0	146
09:00	1	180	23	0	5	0	0	0	0	0	0	0	0	209
10:00	0	253	48	0	8	0	0	0	0	1	0	0	0	310
11:00	0	261	50	1	4	0	0	0	0	0	0	0	0	316
12 PM	3	390	53	0	4	0	0	0	0	0	0	0	0	450
13:00	0	398	48	0	3	0	0	0	0	0	0	0	0	449
14:00	3	347	56	1	6	0	0	0	0	0	0	0	0	413
15:00	0	347	51	0	4	0	0	1	1	0	0	0	0	404
16:00	1	285	49	0	2	1	0	0	0	0	0	0	0	338
17:00	0	235	34	1	2	0	0	0	0	0	0	0	0	272
18:00	0	245	26	0	2	0	0	0	0	0	0	0	0	273
19:00	1	150	13	0	2	1	0	0	0	0	0	0	0	167
20:00	1	121	18	0	3	0	0	0	0	0	0	0	0	143
21:00	0	71	12	0	1	0	0	0	0	0	0	0	0	84
22:00	0	40	12	0	1	0	0	0	0	0	0	0	0	53
23:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
Total	10	3702	567	5	54	2	0	1	3	1	0	0	0	4345
Percent	0.2%	85.2%	13.0%	0.1%	1.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	08:00	10:00				06:00	10:00				11:00
Vol.	1	261	50	2	8				1	1				316
PM Peak	12:00	13:00	14:00	14:00	14:00	16:00		15:00	15:00					12:00
Vol.	3	398	56	1	6	1		1	1					450



PRECISION
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INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
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Email: datarequests@pdillc.com

3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

176038 A Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/09/1														
8	0	9	3	0	0	0	0	0	0	0	0	0	0	12
01:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
04:00	0	21	5	0	0	2	0	0	0	0	0	0	0	28
05:00	1	146	57	9	9	1	0	2	0	0	0	0	0	225
06:00	2	371	96	7	14	0	0	4	1	0	0	0	0	495
07:00	3	504	99	7	20	3	0	3	0	0	0	0	0	639
08:00	11	471	85	5	17	4	0	0	0	0	0	0	0	593
09:00	2	409	93	4	27	8	1	0	1	0	0	0	0	545
10:00	1	284	71	9	10	1	0	3	4	0	0	0	0	383
11:00	1	273	67	2	26	4	0	1	4	0	0	0	0	378
12 PM	2	334	79	5	20	5	0	3	3	0	0	0	0	451
13:00	1	287	70	6	27	5	2	3	4	0	0	0	0	405
14:00	0	386	88	3	17	3	0	2	0	0	0	0	0	499
15:00	4	577	143	2	33	3	0	4	2	0	0	0	0	768
16:00	1	770	121	8	22	0	0	2	1	0	0	0	0	925
17:00	0	856	87	3	18	0	0	1	0	0	0	0	0	965
18:00	0	542	77	2	6	0	0	1	0	0	0	0	0	628
19:00	0	255	42	3	7	0	0	0	0	0	0	0	0	307
20:00	0	183	23	0	2	0	0	0	0	0	0	0	0	208
21:00	0	129	17	0	0	0	0	0	1	0	0	0	0	147
22:00	0	56	8	1	1	0	0	0	0	0	0	0	0	66
23:00	0	40	4	0	1	0	0	0	0	0	0	0	0	45
Total	29	6914	1337	76	279	39	3	29	21	0	0	0	0	8727
Percent	0.3%	79.2%	15.3%	0.9%	3.2%	0.4%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	05:00	09:00	09:00	09:00	06:00	10:00					07:00
Vol.	11	504	99	9	27	8	1	4	4					639
PM Peak	15:00	17:00	15:00	16:00	15:00	12:00	13:00	15:00	13:00					17:00
Vol.	4	856	143	8	33	5	2	4	4					965



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3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

176038 A Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/10/1														
8	0	9	3	0	0	0	0	0	0	0	0	0	0	12
01:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
02:00	1	3	0	1	1	1	0	0	0	0	0	0	0	7
03:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
04:00	0	13	9	1	0	0	1	0	0	1	0	0	0	25
05:00	2	144	54	9	10	3	0	0	0	0	0	0	0	222
06:00	0	379	106	6	22	2	1	1	5	0	0	0	0	522
07:00	3	554	93	6	16	3	0	3	1	0	0	0	0	679
08:00	4	530	108	5	27	6	0	2	2	0	0	0	0	684
09:00	3	438	108	10	23	7	0	2	3	0	0	0	0	594
10:00	1	290	72	5	18	2	1	4	1	2	0	0	0	396
11:00	0	254	74	5	15	4	1	1	4	0	0	0	0	358
12 PM	1	369	79	3	14	5	0	2	3	0	0	0	0	476
13:00	2	300	85	6	17	5	0	1	2	0	0	0	0	418
14:00	0	403	103	11	22	5	0	7	1	0	0	0	0	552
15:00	0	686	140	7	26	2	0	1	0	0	0	0	0	862
16:00	3	870	139	3	14	4	0	2	1	0	0	0	0	1036
17:00	2	844	106	3	13	5	0	0	0	1	0	0	0	974
18:00	0	602	74	3	3	1	0	0	0	1	0	0	0	684
19:00	0	273	33	4	6	0	0	0	0	0	0	0	0	316
20:00	0	157	24	0	1	0	0	0	0	0	0	0	0	182
21:00	0	153	23	0	3	0	0	0	0	1	0	0	0	180
22:00	0	64	10	2	2	0	0	0	0	0	0	0	0	78
23:00	0	36	7	0	1	0	0	0	0	0	0	0	0	44
Total	22	7378	1452	90	255	55	4	26	23	6	0	0	0	9311
Percent	0.2%	79.2%	15.6%	1.0%	2.7%	0.6%	0.0%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	08:00	09:00	08:00	09:00	04:00	10:00	06:00	10:00				08:00
Vol.	4	554	108	10	27	7	1	4	5	2				684
PM Peak	16:00	16:00	15:00	14:00	15:00	12:00		14:00	12:00	17:00				16:00
Vol.	3	870	140	11	26	5		7	3	1				1036



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3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

176038 A Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/1														
8	0	18	3	0	1	0	0	0	0	0	0	0	0	22
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	13	7	2	0	1	0	0	0	0	0	0	0	23
05:00	1	129	53	9	15	3	0	0	0	1	0	0	0	211
06:00	1	362	115	8	19	2	1	2	1	0	0	0	0	511
07:00	6	510	98	5	19	2	0	2	1	0	0	0	0	643
08:00	9	476	101	7	17	1	0	0	4	0	0	0	0	615
09:00	5	425	95	8	28	5	1	4	0	0	0	0	0	571
10:00	1	306	79	6	12	2	0	1	3	0	0	0	0	410
11:00	0	331	81	6	19	4	1	2	2	0	0	0	0	446
12 PM	1	368	61	7	25	4	0	3	0	0	0	0	0	469
13:00	0	343	92	6	14	1	0	3	3	0	0	0	0	462
14:00	0	422	113	5	10	3	0	5	0	0	0	0	0	558
15:00	1	653	131	3	28	2	0	5	1	0	0	0	0	824
16:00	3	854	134	2	15	4	1	1	0	0	0	0	0	1014
17:00	5	810	106	2	15	2	3	1	1	0	0	0	0	945
18:00	1	580	63	2	12	0	0	0	0	0	0	0	0	658
19:00	0	307	29	1	4	0	0	0	0	0	0	0	0	341
20:00	0	198	26	0	3	0	0	0	0	0	0	0	0	227
21:00	0	149	17	0	0	0	0	0	0	0	0	0	0	166
22:00	0	81	3	1	2	0	0	0	1	1	0	0	0	89
23:00	1	52	7	0	1	0	0	0	0	0	0	0	0	61
Total	35	7403	1415	80	259	36	7	29	17	2	0	0	0	9283
Percent	0.4%	79.7%	15.2%	0.9%	2.8%	0.4%	0.1%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	06:00	05:00	09:00	09:00	06:00	09:00	08:00	05:00				07:00
Vol.	9	510	115	9	28	5	1	4	4	1				643
PM Peak	17:00	16:00	16:00	12:00	15:00	12:00	17:00	14:00	13:00	22:00				16:00
Vol.	5	854	134	7	28	4	3	5	3	1				1014



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3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 A Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/05/																													
18	0	0	0	0	0	0	0	2	2	1	2	2	2	1	2	0	0	0	0	0	0	0	0	0	0	7	51	44	
01:00	0	0	0	0	0	0	0	4	4	14	16	12	2	2	0	0	0	0	0	0	0	0	0	0	0	48	51	46	
02:00	0	0	0	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	47	42	
03:00	0	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	46	43	
04:00	0	0	0	0	0	2	2	11	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	47	43	
05:00	0	0	0	0	0	8	21	60	59	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157	47	43	
06:00	0	0	1	5	25	155	235	62	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	490	43	40	
07:00	5	7	12	28	98	366	307	43	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	870	42	38	
08:00	79	48	60	77	112	234	217	46	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	875	42	32	
09:00	0	1	4	10	98	322	357	47	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	840	42	39	
10:00	1	0	0	0	22	190	201	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	453	43	40	
11:00	0	0	1	3	27	144	184	55	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	416	43	40	
12 PM	0	0	0	4	23	156	215	48	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	451	43	40	
13:00	0	0	0	6	38	114	206	52	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	419	43	40	
14:00	1	0	1	1	34	196	219	76	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	536	44	40	
15:00	2	1	1	6	52	183	247	78	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	572	43	40	
16:00	1	0	3	1	30	149	211	74	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	479	44	41	
17:00	0	0	5	8	36	164	220	47	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	484	43	40	
18:00	0	0	0	3	18	95	146	73	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	343	46	41	
19:00	0	0	0	0	4	72	118	34	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	235	44	41	
20:00	0	0	0	0	5	35	64	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132	45	42	
21:00	0	0	0	0	4	30	50	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114	46	42	
22:00	0	0	0	0	5	14	25	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	47	42	
23:00	0	0	0	0	1	12	13	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	48	43	
Total	89	57	88	152	643	2662	3329	942	100	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8071			
%	1.1%	0.7%	1.1%	1.9%	8.0%	33.0%	41.2%	11.7%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	08:00	08:00	08:00	08:00	08:00	07:00	09:00	06:00	01:00	01:00	07:00																08:00		
Vol.	79	48	60	77	112	366	357	62	12	2	1															875			
PM Peak	15:00	15:00	17:00	17:00	15:00	14:00	15:00	15:00	16:00	15:00	19:00																15:00		
Vol.	2	1	5	8	52	196	247	78	10	1	1															572			

Stats

- 15th Percentile : 34 MPH
- 50th Percentile : 39 MPH
- 85th Percentile : 43 MPH
- 95th Percentile : 47 MPH

- Mean Speed(Average) : 39 MPH
- 10 MPH Pace Speed : 35-44 MPH
- Number in Pace : 5991
- Percent in Pace : 74.2%
- Number of Vehicles > 40 MPH : 3714
- Percent of Vehicles > 40 MPH : 46.0%



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176038 A Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/06/																													
18	0	0	0	0	0	1	1	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	48	43	
01:00	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	49	44	
02:00	0	0	1	0	1	4	10	8	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	53	47	
03:00	0	0	0	0	0	0	2	2	8	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14	48	47	
04:00	0	0	0	0	0	0	6	7	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	49	44	
05:00	0	0	0	0	0	0	18	51	43	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124	48	44	
06:00	1	2	3	3	21	113	173	99	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	424	46	41	
07:00	1	0	3	9	73	228	312	80	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	711	43	40	
08:00	2	4	10	26	65	319	327	44	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	800	42	39	
09:00	5	6	10	11	27	202	258	58	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	579	43	39	
10:00	0	0	0	3	32	157	170	56	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	420	43	40	
11:00	0	0	1	6	45	154	184	50	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	444	43	40	
12 PM	0	0	1	9	29	97	183	70	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	390	44	41	
13:00	0	0	2	8	39	140	179	57	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	431	43	40	
14:00	0	2	2	7	90	157	198	23	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	485	42	39	
15:00	3	0	63	44	68	164	121	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	474	41	35	
16:00	9	3	123	16	57	91	54	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	365	40	31	
17:00	4	0	69	14	34	90	119	24	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	357	42	35	
18:00	0	0	0	0	5	89	158	55	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	314	45	42	
19:00	0	0	0	1	16	69	102	36	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	232	45	41	
20:00	0	0	1	0	6	49	70	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147	43	41	
21:00	0	0	0	0	7	31	46	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96	43	40	
22:00	0	0	0	0	18	28	24	12	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	45	40	
23:00	0	0	1	1	3	19	27	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	46	41	
Total	25	17	290	158	637	2229	2782	799	91	19	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7052			
%	0.4%	0.2%	4.1%	2.2%	9.0%	31.6%	39.4%	11.3%	1.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	09:00	09:00	08:00	08:00	07:00	08:00	08:00	06:00	02:00	02:00	07:00	03:00															08:00		
Vol.	5	6	10	26	73	319	327	99	22	3	1	1															800		
PM Peak	16:00	16:00	16:00	15:00	14:00	15:00	14:00	12:00	18:00	14:00	19:00																14:00		
Vol.	9	3	123	44	90	164	198	70	6	2	1																485		

Stats

15th Percentile : 33 MPH
50th Percentile : 39 MPH
85th Percentile : 43 MPH
95th Percentile : 47 MPH

Mean Speed(Average) : 39 MPH
10 MPH Pace Speed : 35-44 MPH
Number in Pace : 5011
Percent in Pace : 71.1%
Number of Vehicles > 40 MPH : 3140
Percent of Vehicles > 40 MPH : 44.5%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 A Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/07/																													
18	0	0	0	0	0	3	6	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	46	41	
01:00	0	0	0	0	0	0	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	45	41	
02:00	0	0	0	0	0	1	3	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	50	42		
03:00	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	46	42		
04:00	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	47	45		
05:00	0	0	0	0	0	0	8	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	46	42		
06:00	0	0	0	0	0	1	9	26	14	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	59	49	44		
07:00	0	0	0	0	0	3	21	76	44	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	150	47	43		
08:00	0	0	0	0	0	11	58	141	47	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	263	45	42		
09:00	0	0	0	0	0	7	90	163	55	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	320	45	41		
10:00	0	0	0	0	1	16	123	159	57	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	362	44	41		
11:00	0	0	0	0	4	28	141	145	38	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	360	43	40		
12 PM	0	0	0	0	1	22	130	186	51	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	396	43	41		
13:00	0	0	0	0	2	28	126	207	51	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	416	43	40		
14:00	0	0	0	0	1	27	143	199	63	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	437	44	41		
15:00	0	0	0	0	1	23	177	189	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	423	43	40		
16:00	0	0	0	0	7	65	147	211	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	465	43	39		
17:00	0	0	0	0	8	20	118	166	39	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	352	43	40		
18:00	0	0	0	0	1	10	84	124	55	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	278	45	41		
19:00	0	0	0	0	0	4	44	103	39	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192	45	42		
20:00	0	0	0	0	1	5	18	45	27	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	47	43		
21:00	0	0	0	0	2	4	17	40	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	46	42		
22:00	0	0	0	0	0	4	18	41	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	83	46	42		
23:00	0	0	0	0	0	1	12	25	17	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	64	48	44		
Total	0	0	0	0	29	283	1498	2279	713	80	10	0	0	0	0	0	0	0	0	0	0	0	0	0	4892				
%	0.0%	0.0%	0.0%	0.0%	0.6%	5.8%	30.6%	46.6%	14.6%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak					11:00	11:00	11:00	09:00	10:00	06:00	06:00															10:00			
Vol.					4	28	141	163	57	6	3															362			
PM Peak					17:00	16:00	15:00	16:00	14:00	20:00	22:00															16:00			
Vol.					8	65	177	211	63	9	1															465			

Stats

- 15th Percentile : 35 MPH
- 50th Percentile : 40 MPH
- 85th Percentile : 44 MPH
- 95th Percentile : 47 MPH

- Mean Speed(Average) : 41 MPH
- 10 MPH Pace Speed : 35-44 MPH
- Number in Pace : 3777
- Percent in Pace : 77.2%
- Number of Vehicles > 40 MPH : 2626
- Percent of Vehicles > 40 MPH : 53.7%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 A Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/08/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	0	0	3	5	7	3	0	0	0	0	18	49	45
01:00	0	0	0	1	1	0	2	1	1	0	0	0	0	6	49	40
02:00	0	0	0	0	0	0	3	5	0	1	0	0	0	9	48	46
03:00	0	0	0	0	0	0	1	1	2	0	0	0	0	4	52	48
04:00	0	0	0	0	0	0	1	3	0	0	0	0	0	4	48	46
05:00	0	0	0	0	1	0	5	3	1	1	0	0	0	11	50	45
06:00	0	0	0	0	2	6	17	15	2	1	0	0	0	43	47	43
07:00	0	0	0	0	3	11	41	47	6	1	0	0	0	109	48	44
08:00	0	0	0	0	3	30	94	59	5	1	0	0	0	192	47	43
09:00	0	0	0	0	5	69	135	48	9	0	0	0	0	266	45	42
10:00	0	0	3	1	8	81	171	40	2	0	0	0	0	306	43	41
11:00	0	0	0	2	12	122	159	38	2	0	0	0	0	335	43	40
12 PM	0	0	0	3	29	159	160	37	3	0	0	0	0	391	43	40
13:00	2	0	0	1	24	167	154	58	6	0	0	0	0	412	44	40
14:00	0	0	0	0	15	152	158	36	4	0	0	0	0	365	43	40
15:00	0	0	0	0	33	147	125	38	5	0	0	0	0	348	43	40
16:00	0	0	0	1	21	94	160	49	5	0	0	0	0	330	44	41
17:00	0	0	0	1	16	82	134	56	3	0	0	0	0	292	45	41
18:00	0	0	0	0	4	62	100	50	5	0	0	0	0	221	46	42
19:00	0	0	0	0	5	47	78	25	4	0	0	0	0	159	45	41
20:00	0	0	0	0	2	19	59	17	6	0	0	0	0	103	46	42
21:00	0	0	0	0	0	16	30	13	3	1	0	0	0	63	46	42
22:00	0	0	0	0	3	14	22	18	4	1	0	0	0	62	47	43
23:00	0	0	0	0	0	3	19	16	6	0	0	0	0	44	48	45
Total	2	0	3	10	187	1284	1833	680	87	7	0	0	0	4093		
%	0.0%	0.0%	0.1%	0.2%	4.6%	31.4%	44.8%	16.6%	2.1%	0.2%	0.0%	0.0%	0.0%			
AM Peak			10:00	11:00	11:00	11:00	10:00	08:00	09:00	02:00				11:00		
Vol.			3	2	12	122	171	59	9	1				335		
PM Peak	13:00			12:00	15:00	13:00	12:00	13:00	13:00	21:00				13:00		
Vol.	2			3	33	167	160	58	6	1				412		

Stats

- 15th Percentile : 35 MPH
- 50th Percentile : 40 MPH
- 85th Percentile : 45 MPH
- 95th Percentile : 48 MPH

- Mean Speed(Average) : 41 MPH
- 10 MPH Pace Speed : 35-44 MPH
- Number in Pace : 3117
- Percent in Pace : 76.2%
- Number of Vehicles > 40 MPH : 2240
- Percent of Vehicles > 40 MPH : 54.7%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 A Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed		
04/09/																														
18	0	0	0	0	0	0	0	0	6	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	45	42		
01:00	0	0	0	0	0	0	0	0	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	45	41		
02:00	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	46	43		
03:00	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	47	45		
04:00	0	0	0	0	0	0	0	0	4	15	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	31	49	44		
05:00	0	0	0	0	0	0	0	4	22	66	41	7	0	0	0	0	0	0	0	0	0	0	0	0	0	140	47	43		
06:00	0	0	0	0	2	23	162	265	75	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	533	44	41		
07:00	9	6	11	28	46	328	361	50	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	841	42	39		
08:00	182	80	121	80	78	186	113	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	860	39	26		
09:00	23	29	28	18	52	266	199	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	643	42	36		
10:00	0	0	0	2	33	136	161	49	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	386	43	40		
11:00	0	0	4	2	16	133	178	45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	380	43	40		
12 PM	0	0	0	4	30	116	180	40	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	374	43	40		
13:00	0	0	2	6	56	146	132	28	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	371	42	39		
14:00	0	0	1	4	40	194	226	45	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	515	43	40		
15:00	0	0	1	1	29	118	294	91	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	544	45	41		
16:00	0	0	0	2	27	149	216	89	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	494	45	41		
17:00	0	2	3	9	29	161	194	51	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	453	43	40		
18:00	0	0	0	0	11	87	168	58	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	328	45	41		
19:00	0	0	0	1	5	75	96	51	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	235	46	42		
20:00	0	0	0	0	9	28	35	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	46	42		
21:00	0	0	0	0	4	15	50	30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	47	43		
22:00	0	0	0	0	3	9	15	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	48	43		
23:00	0	0	0	0	0	10	11	10	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	50	44		
Total	214	117	171	159	495	2355	2994	861	87	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	7463				
%	2.9%	1.6%	2.3%	2.1%	6.6%	31.6%	40.1%	11.5%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	08:00	08:00	08:00	08:00	08:00	07:00	07:00	06:00	05:00	04:00	07:00																			
Vol.	182	80	121	80	78	328	361	75	7	2	1																			
PM Peak		17:00	17:00	17:00	13:00	14:00	15:00	15:00	15:00	14:00																				
Vol.		2	3	9	56	194	294	91	10	1																				

Stats

- 15th Percentile : 33 MPH
- 50th Percentile : 39 MPH
- 85th Percentile : 43 MPH
- 95th Percentile : 47 MPH

Mean Speed(Average) : 38 MPH

10 MPH Pace Speed : 35-44 MPH

Number in Pace : 5349

Percent in Pace : 71.7%

Number of Vehicles > 40 MPH : 3353

Percent of Vehicles > 40 MPH : 44.9%



PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 A Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
04/10/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	0	0	5	5	6	1	0	0	0	0	17	47	43
01:00	0	0	0	0	2	2	0	3	1	0	0	0	0	8	48	41
02:00	0	0	0	0	0	4	0	3	1	0	0	0	0	8	48	43
03:00	0	0	0	0	0	0	4	0	0	0	0	0	0	4	43	42
04:00	0	0	0	0	0	11	13	7	3	1	0	0	0	35	48	43
05:00	0	0	0	2	2	26	68	47	12	0	0	0	0	157	47	43
06:00	2	3	1	4	18	142	285	64	3	0	0	0	0	522	43	41
07:00	10	14	21	32	109	470	280	22	1	0	0	0	1	960	41	37
08:00	0	0	11	33	186	364	223	23	1	0	0	0	0	841	41	37
09:00	2	5	6	28	87	334	224	22	5	0	0	0	1	714	42	38
10:00	0	0	0	1	28	148	188	42	4	0	0	0	1	412	43	40
11:00	1	0	2	6	36	155	162	49	1	0	0	0	0	412	43	39
12 PM	0	0	0	8	25	181	165	40	3	1	0	0	0	423	43	40
13:00	0	0	0	9	28	148	168	59	7	0	0	0	0	419	44	40
14:00	0	0	2	9	51	174	208	49	2	0	0	1	0	496	43	39
15:00	0	0	1	15	46	187	225	48	4	0	0	0	0	526	43	39
16:00	0	1	11	11	55	187	176	50	2	0	0	0	0	493	43	39
17:00	3	4	7	6	24	156	182	43	4	0	0	0	0	429	43	39
18:00	0	0	0	3	17	100	188	47	4	0	0	0	0	359	43	41
19:00	0	0	0	2	13	63	92	41	1	0	0	0	0	212	45	41
20:00	0	0	0	0	6	24	64	27	6	0	0	0	0	127	46	42
21:00	0	0	0	0	2	29	42	18	2	0	0	0	0	93	45	41
22:00	1	0	0	0	4	15	26	17	2	1	0	0	0	66	46	42
23:00	0	0	0	0	1	2	14	12	5	0	0	0	0	34	48	45
Total	19	27	62	169	740	2927	3002	739	75	3	0	1	3	7767		
%	0.2%	0.3%	0.8%	2.2%	9.5%	37.7%	38.7%	9.5%	1.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00	08:00	07:00	06:00	06:00	05:00	04:00			07:00	07:00		
Vol.	10	14	21	33	186	470	285	64	12	1			1	960		
PM Peak	17:00	17:00	16:00	15:00	16:00	15:00	15:00	13:00	13:00	12:00		14:00		15:00		
Vol.	3	4	11	15	55	187	225	59	7	1		1		526		

Stats

- 15th Percentile : 34 MPH
- 50th Percentile : 38 MPH
- 85th Percentile : 43 MPH
- 95th Percentile : 46 MPH

- Mean Speed(Average) : 39 MPH
- 10 MPH Pace Speed : 35-44 MPH
- Number in Pace : 5929
- Percent in Pace : 76.3%
- Number of Vehicles > 40 MPH : 3223
- Percent of Vehicles > 40 MPH : 41.5%



PRECISION
D A T A
INDUSTRIES, LLC

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176038 A Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
04/11/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	0	1	3	5	2	0	0	0	0	0	11	44	41
01:00	0	0	0	0	0	4	0	11	14	5	0	0	0	34	53	49
02:00	0	0	0	0	1	2	4	11	1	0	0	0	0	19	48	44
03:00	0	0	0	0	0	3	2	2	0	0	0	0	0	7	46	41
04:00	0	0	0	0	1	6	6	12	2	1	1	0	0	29	48	45
05:00	0	0	0	0	3	23	55	45	9	0	1	0	0	136	47	43
06:00	0	0	0	0	27	137	243	88	11	0	0	0	0	506	45	41
07:00	59	53	72	52	89	338	236	28	0	0	0	0	0	927	41	33
08:00	170	107	147	128	111	153	40	0	0	0	0	0	0	856	36	24
09:00	63	51	70	47	100	200	184	25	2	0	0	0	0	742	41	32
10:00	0	1	0	2	27	162	186	35	3	0	0	0	0	416	43	40
11:00	0	0	1	10	56	136	175	34	5	1	0	0	1	419	43	39
12 PM	0	2	0	2	24	181	193	41	1	0	0	0	0	444	43	40
13:00	0	0	0	0	27	186	181	47	2	0	0	0	0	443	43	40
14:00	0	0	3	6	40	203	210	48	7	0	0	0	0	517	43	40
15:00	0	0	0	12	61	193	239	53	5	0	0	0	0	563	43	39
16:00	2	0	25	27	69	154	156	34	4	0	0	0	0	471	42	37
17:00	5	0	48	10	56	136	165	25	2	0	0	0	0	447	42	37
18:00	0	0	2	1	17	111	177	58	9	0	0	0	0	375	44	41
19:00	0	0	0	1	19	64	101	55	6	1	0	0	0	247	46	41
20:00	0	0	0	0	4	34	65	27	7	1	0	0	0	138	46	42
21:00	0	0	0	0	4	34	32	12	2	2	0	0	0	86	45	41
22:00	0	0	0	0	1	13	30	11	5	2	0	0	0	62	47	43
23:00	0	0	0	1	3	2	15	11	7	3	0	0	0	42	51	45
Total	299	214	368	299	741	2478	2700	715	104	16	2	0	1	7937		
%	3.8%	2.7%	4.6%	3.8%	9.3%	31.2%	34.0%	9.0%	1.3%	0.2%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	07:00	06:00	06:00	01:00	01:00	04:00		11:00	07:00		
Vol.	170	107	147	128	111	338	243	88	14	5	1		1	927		
PM Peak	17:00	12:00	17:00	16:00	16:00	14:00	15:00	18:00	18:00	23:00				15:00		
Vol.	5	2	48	27	69	203	239	58	9	3				563		

Stats

15th Percentile : 29 MPH
50th Percentile : 38 MPH
85th Percentile : 43 MPH
95th Percentile : 47 MPH

Mean Speed(Average) : 37 MPH
10 MPH Pace Speed : 35-44 MPH
Number in Pace : 5178
Percent in Pace : 65.2%
Number of Vehicles > 40 MPH : 2998
Percent of Vehicles > 40 MPH : 37.8%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

176038 A Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/05/																													
18	0	0	0	0	0	3	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	42	38	
01:00	0	0	0	0	0	3	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	41	37	
02:00	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	46	42	
03:00	0	0	0	0	0	0	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	43	42	
04:00	0	0	0	0	0	3	1	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	47	42	
05:00	0	0	0	0	0	13	77	105	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213	43	40	
06:00	0	1	6	19	81	246	152	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	515	41	37	
07:00	0	0	2	9	141	358	151	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	676	41	37	
08:00	4	1	21	24	105	333	146	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	648	41	36	
09:00	0	0	0	3	113	254	147	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	528	41	37	
10:00	0	0	0	7	75	199	122	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	428	42	38	
11:00	0	0	0	5	72	231	120	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	449	42	38	
12 PM	1	0	0	11	74	227	147	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	477	42	38	
13:00	0	0	2	7	68	199	140	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	443	42	38	
14:00	2	2	1	21	125	273	143	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	583	41	37	
15:00	0	0	0	49	216	449	167	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	900	40	36	
16:00	6	26	65	77	199	487	166	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1048	39	35	
17:00	6	8	49	114	357	404	117	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1059	38	34	
18:00	0	1	5	12	158	343	132	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	660	40	37	
19:00	0	0	2	7	49	177	118	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	364	42	38	
20:00	0	0	0	2	26	100	73	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	219	42	39	
21:00	0	0	0	0	24	74	62	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	42	39	
22:00	0	0	0	0	6	32	31	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	44	40	
23:00	0	0	0	0	8	17	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	42	38	
Total	19	39	153	367	1919	4496	2282	268	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9563			
%	0.2%	0.4%	1.6%	3.8%	20.1%	47.0%	23.9%	2.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	08:00	06:00	08:00	08:00	07:00	07:00	06:00	10:00	11:00																		07:00		
Vol.	4	1	21	24	141	358	152	24	3																		676		
PM Peak	16:00	16:00	16:00	17:00	17:00	16:00	15:00	13:00	13:00																		17:00		
Vol.	6	26	65	114	357	487	167	25	2																		1059		

Stats

15th Percentile : 31 MPH
50th Percentile : 36 MPH
85th Percentile : 41 MPH
95th Percentile : 43 MPH

Mean Speed(Average) : 37 MPH
10 MPH Pace Speed : 35-44 MPH
Number in Pace : 6778
Percent in Pace : 70.9%
Number of Vehicles > 40 MPH : 2114
Percent of Vehicles > 40 MPH : 22.1%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

176038 A Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
	14	19	24	29	34	39	44	49	54	59	64	69	9999			
04/06/																
18	0	0	0	0	1	10	6	3	0	0	0	0	0	20	44	40
01:00	0	0	0	0	1	2	8	1	1	0	0	0	0	13	44	42
02:00	0	0	0	2	0	6	2	1	0	0	0	0	0	11	42	37
03:00	0	0	0	0	1	2	1	3	1	0	0	0	0	8	48	43
04:00	0	0	0	0	6	5	5	2	1	0	0	0	0	19	44	39
05:00	0	0	0	0	13	66	73	26	3	1	0	0	0	182	44	40
06:00	0	12	9	6	40	185	162	33	3	0	0	0	0	450	43	38
07:00	0	0	0	4	87	304	203	27	2	0	0	0	0	627	42	38
08:00	0	1	0	12	106	324	216	12	1	0	0	0	0	672	41	38
09:00	0	0	7	9	60	249	121	21	1	0	0	1	0	469	42	38
10:00	0	0	0	3	52	188	129	16	1	0	0	0	0	389	42	38
11:00	0	0	2	12	87	212	111	10	0	0	0	0	0	434	41	37
12 PM	0	0	1	7	80	209	106	15	2	0	0	0	0	420	41	38
13:00	0	0	1	17	87	177	107	13	0	0	0	0	0	402	41	37
14:00	0	1	5	26	207	314	93	5	0	0	0	0	0	651	39	36
15:00	173	123	117	48	112	99	19	1	0	0	0	0	0	692	34	22
16:00	356	238	154	40	29	28	7	0	0	0	0	0	0	852	23	16
17:00	157	126	41	42	163	352	81	11	0	0	0	0	0	973	38	28
18:00	0	0	0	6	122	324	183	20	1	0	0	0	0	656	41	38
19:00	0	0	0	6	61	110	57	12	1	0	0	0	0	247	41	37
20:00	0	0	0	7	41	81	58	3	0	0	0	0	0	190	41	37
21:00	0	0	0	3	27	87	43	2	0	0	0	0	0	162	41	37
22:00	0	0	0	1	55	72	23	3	0	0	0	0	0	154	39	36
23:00	0	0	0	6	13	18	24	1	0	0	0	0	0	62	42	37
Total	686	501	337	257	1451	3424	1838	241	18	1	0	1	0	8755		
%	7.8%	5.7%	3.8%	2.9%	16.6%	39.1%	21.0%	2.8%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak		06:00	06:00	08:00	08:00	08:00	08:00	06:00	05:00	05:00			09:00		08:00	
Vol.		12	9	12	106	324	216	33	3	1			1		672	
PM Peak	16:00	16:00	16:00	15:00	14:00	17:00	18:00	18:00	12:00						17:00	
Vol.	356	238	154	48	207	352	183	20	2						973	

Stats

15th Percentile : 20 MPH
 50th Percentile : 35 MPH
 85th Percentile : 41 MPH
 95th Percentile : 43 MPH

Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 35-44 MPH
 Number in Pace : 5262
 Percent in Pace : 60.1%
 Number of Vehicles > 40 MPH : 1731
 Percent of Vehicles > 40 MPH : 19.8%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

176038 A Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/07/																													
18	0	0	0	0	0	5	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	39	37	
01:00	0	0	0	0	0	5	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	42	37	
02:00	0	0	0	0	0	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	42	39	
03:00	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	50	43		
04:00	0	0	0	0	0	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	47	43		
05:00	0	0	0	0	0	3	9	14	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	46	41		
06:00	0	0	0	0	2	12	35	42	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	44	40		
07:00	0	0	0	0	1	21	75	55	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	42	38		
08:00	0	0	1	4	37	106	63	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	219	42	38		
09:00	0	0	3	3	43	123	85	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	271	42	38		
10:00	0	0	0	9	50	168	113	13	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	355	42	38		
11:00	0	0	1	9	81	189	95	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	389	41	37		
12 PM	0	0	1	8	57	200	131	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	416	42	38		
13:00	0	0	4	29	108	226	106	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	489	41	37		
14:00	0	0	1	17	135	249	86	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	503	40	36		
15:00	0	2	2	13	66	192	117	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	411	42	38		
16:00	0	0	0	12	63	165	127	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	384	42	38		
17:00	0	0	1	2	35	147	109	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	315	42	39		
18:00	1	0	0	1	31	127	108	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	282	42	39		
19:00	0	0	1	2	38	121	60	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	241	42	38		
20:00	0	0	0	4	25	71	59	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	42	38		
21:00	0	0	0	8	15	79	50	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159	42	38		
22:00	0	0	0	1	22	54	58	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144	42	39		
23:00	0	1	0	0	11	37	20	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	42	38		
Total	1	3	15	125	863	2413	1521	241	18	1	0	1	0	1	1	1	1	1	0	0	0	0	0	0	5203				
%	0.0%	0.1%	0.3%	2.4%	16.6%	46.4%	29.2%	4.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak			09:00	10:00	11:00	11:00	10:00	06:00	08:00	09:00			10:00													11:00			
Vol.			3	9	81	189	113	16	3	1			1													389			
PM Peak	18:00	15:00	13:00	13:00	14:00	14:00	12:00	17:00	13:00																19:00	14:00			
Vol.	1	2	4	29	135	249	131	20	2															1	503				

Stats

- 15th Percentile : 32 MPH
- 50th Percentile : 37 MPH
- 85th Percentile : 42 MPH
- 95th Percentile : 44 MPH

- Mean Speed(Average) : 38 MPH
- 10 MPH Pace Speed : 35-44 MPH
- Number in Pace : 3934
- Percent in Pace : 75.6%
- Number of Vehicles > 40 MPH : 1479
- Percent of Vehicles > 40 MPH : 28.4%



PRECISION
D A T A
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3038-3076 Route 2A
east of Airport Road
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WB

176038 A Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/08/																													
18	0	0	0	0	0	1	11	21	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	43	41	
01:00	0	0	0	0	0	2	13	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	43	39	
02:00	0	0	0	0	0	2	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	38	37	
03:00	0	0	0	0	0	0	2	6	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	10	46	44	
04:00	0	0	0	0	0	0	3	3	5	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	13	49	45	
05:00	0	0	0	0	1	1	7	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	44	40	
06:00	0	0	0	0	0	7	27	31	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	45	41	
07:00	0	0	0	0	3	7	33	36	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92	43	40	
08:00	0	1	0	0	0	18	33	76	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146	43	40	
09:00	0	0	0	0	3	16	101	76	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	209	42	39	
10:00	0	0	0	2	11	55	129	98	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	310	42	38	
11:00	0	0	0	1	8	68	148	77	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	316	41	37	
12 PM	0	0	0	3	11	60	230	136	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	450	41	38	
13:00	0	0	0	0	3	71	220	127	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	449	42	38	
14:00	0	0	0	0	8	78	209	98	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	413	41	38	
15:00	0	0	0	3	9	62	211	111	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	404	41	37	
16:00	1	0	0	0	11	45	133	124	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	338	42	38	
17:00	0	1	1	1	1	45	116	94	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	272	42	38	
18:00	0	0	0	1	3	44	121	82	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273	42	38	
19:00	0	0	0	0	3	10	80	64	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167	42	39	
20:00	0	0	0	0	2	13	64	55	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143	42	39	
21:00	0	0	0	1	0	10	34	31	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	43	39	
22:00	0	0	0	0	0	6	23	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	44	39	
23:00	0	0	0	0	0	6	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	42	38	
Total	1	2	12	77	627	1968	1384	250	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4345			
%	0.0%	0.0%	0.3%	1.8%	14.4%	45.3%	31.9%	5.8%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak		08:00	10:00	10:00	11:00	11:00	10:00	08:00	05:00	00:00	03:00																11:00		
Vol.		1	2	11	68	148	98	18	2	1	1																316		
PM Peak	16:00	17:00	12:00	12:00	14:00	12:00	12:00	13:00	18:00																		12:00		
Vol.	1	1	3	11	78	230	136	26	3																		450		

Stats

- 15th Percentile : 33 MPH
- 50th Percentile : 37 MPH
- 85th Percentile : 42 MPH
- 95th Percentile : 45 MPH

- Mean Speed(Average) : 38 MPH
- 10 MPH Pace Speed : 35-44 MPH
- Number in Pace : 3352
- Percent in Pace : 77.1%
- Number of Vehicles > 40 MPH : 1381
- Percent of Vehicles > 40 MPH : 31.8%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

176038 A Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed		
04/09/																														
18	0	0	0	0	0	0	0	6	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	46	41		
01:00	0	0	0	0	0	1	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	42	38		
02:00	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	46	40		
03:00	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	51	43		
04:00	0	0	0	0	0	0	7	12	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	46	42		
05:00	0	0	0	0	0	13	89	91	29	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225	43	40		
06:00	0	0	5	7	43	226	179	34	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	495	42	39		
07:00	0	0	6	27	107	315	166	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	639	41	37		
08:00	7	2	58	29	175	221	96	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	593	39	34		
09:00	1	1	21	23	84	264	133	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	545	41	37		
10:00	0	1	2	7	65	205	95	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	383	41	37		
11:00	0	0	0	1	47	203	116	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	378	42	38		
12 PM	1	0	0	9	73	237	115	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	451	41	38		
13:00	0	0	0	14	77	180	114	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	405	42	38		
14:00	0	0	0	6	74	278	121	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	499	41	38		
15:00	0	0	0	11	119	396	216	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	768	41	38		
16:00	0	0	6	29	186	464	221	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	925	41	37		
17:00	0	0	7	56	304	423	157	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	965	39	36		
18:00	0	0	0	4	74	385	148	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	628	41	38		
19:00	0	0	0	2	36	143	117	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	307	42	39		
20:00	0	0	0	2	21	105	66	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208	42	39		
21:00	0	0	0	1	14	79	41	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147	42	39		
22:00	0	0	0	0	3	18	33	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	45	41		
23:00	0	0	0	0	2	11	31	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	43	40		
Total	9	4	105	228	1519	4262	2273	308	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8727				
%	0.1%	0.0%	1.2%	2.6%	17.4%	48.8%	26.0%	3.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	08:00	08:00	08:00	08:00	08:00	07:00	06:00	06:00	00:00	05:00																	07:00			
Vol.	7	2	58	29	175	315	179	34	1	2																	639			
PM Peak	12:00		17:00	17:00	17:00	16:00	16:00	15:00	17:00	17:00																		17:00		
Vol.	1		7	56	304	464	221	25	2	1																		965		

Stats

- 15th Percentile : 32 MPH
- 50th Percentile : 36 MPH
- 85th Percentile : 41 MPH
- 95th Percentile : 43 MPH

- Mean Speed(Average) : 37 MPH
- 10 MPH Pace Speed : 35-44 MPH
- Number in Pace : 6535
- Percent in Pace : 74.9%
- Number of Vehicles > 40 MPH : 2145
- Percent of Vehicles > 40 MPH : 24.6%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

176038 A Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
04/10/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	1	1	4	4	2	0	0	0	0	0	12	44	39
01:00	0	0	0	0	0	4	2	0	0	0	0	0	0	6	41	39
02:00	0	0	0	0	3	3	1	0	0	0	0	0	0	7	38	36
03:00	0	0	0	0	1	0	2	0	1	0	0	0	0	4	51	42
04:00	0	0	0	0	2	5	11	5	2	0	0	0	0	25	47	42
05:00	0	0	0	2	23	78	85	29	5	0	0	0	0	222	44	40
06:00	0	0	0	9	62	231	187	30	3	0	0	0	0	522	42	39
07:00	1	0	17	33	111	312	185	18	2	0	0	0	0	679	41	37
08:00	1	0	5	25	163	325	158	7	0	0	0	0	0	684	40	37
09:00	1	11	6	18	155	294	99	10	0	0	0	0	0	594	40	36
10:00	0	0	1	8	75	200	94	18	0	0	0	0	0	396	41	37
11:00	0	1	0	3	71	178	94	10	1	0	0	0	0	358	41	38
12 PM	0	1	5	19	116	230	96	9	0	0	0	0	0	476	40	36
13:00	1	0	0	10	63	215	117	12	0	0	0	0	0	418	41	38
14:00	0	0	3	11	116	299	114	9	0	0	0	0	0	552	40	37
15:00	0	0	4	37	238	432	144	7	0	0	0	0	0	862	39	36
16:00	8	24	18	38	279	528	129	12	0	0	0	0	0	1036	38	35
17:00	0	9	29	64	262	454	145	10	1	0	0	0	0	974	39	35
18:00	0	0	1	16	153	355	140	18	1	0	0	0	0	684	41	37
19:00	0	0	1	6	30	157	105	17	0	0	0	0	0	316	42	38
20:00	0	0	0	1	17	86	66	9	3	0	0	0	0	182	42	39
21:00	0	0	0	0	25	74	70	10	1	0	0	0	0	180	42	39
22:00	0	1	0	2	4	28	38	4	1	0	0	0	0	78	43	39
23:00	0	0	0	1	5	20	15	2	1	0	0	0	0	44	42	39
Total	12	47	90	304	1975	4512	2101	248	22	0	0	0	0	9311		
%	0.1%	0.5%	1.0%	3.3%	21.2%	48.5%	22.6%	2.7%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	07:00	07:00	08:00	08:00	06:00	06:00	05:00					08:00		
Vol.	1	11	17	33	163	325	187	30	5					684		
PM Peak	16:00	16:00	17:00	17:00	16:00	16:00	17:00	18:00	20:00					16:00		
Vol.	8	24	29	64	279	528	145	18	3					1036		

Stats

- 15th Percentile : 31 MPH
- 50th Percentile : 36 MPH
- 85th Percentile : 41 MPH
- 95th Percentile : 43 MPH

Mean Speed(Average) : 37 MPH

- 10 MPH Pace Speed : 35-44 MPH
- Number in Pace : 6613
- Percent in Pace : 71.0%
- Number of Vehicles > 40 MPH : 1951
- Percent of Vehicles > 40 MPH : 21.0%



PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

176038 A Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
04/11/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	0	3	9	8	2	0	0	0	0	0	22	43	39
01:00	0	0	0	0	1	2	3	1	0	0	0	0	0	7	43	40
02:00	0	0	0	0	1	2	0	0	0	0	0	0	0	3	37	35
03:00	0	0	0	0	2	3	1	1	0	0	0	0	0	7	43	38
04:00	0	0	0	1	4	7	8	3	0	0	0	0	0	23	43	39
05:00	0	0	2	2	19	78	85	21	3	1	0	0	0	211	43	40
06:00	0	0	0	11	50	248	171	31	0	0	0	0	0	511	42	39
07:00	6	0	21	44	113	298	146	14	1	0	0	0	0	643	41	36
08:00	8	0	60	46	192	246	63	0	0	0	0	0	0	615	38	33
09:00	4	9	38	26	110	247	115	20	2	0	0	0	0	571	41	35
10:00	0	0	2	8	50	190	137	20	3	0	0	0	0	410	42	38
11:00	0	0	1	21	76	206	127	13	2	0	0	0	0	446	41	37
12 PM	1	0	0	12	90	218	133	15	0	0	0	0	0	469	41	37
13:00	0	0	5	8	66	240	132	11	0	0	0	0	0	462	41	38
14:00	0	1	1	21	107	277	142	7	2	0	0	0	0	558	41	37
15:00	1	0	0	16	168	443	175	21	0	0	0	0	0	824	41	37
16:00	61	35	56	69	290	413	83	7	0	0	0	0	0	1014	38	32
17:00	92	147	76	26	165	343	89	7	0	0	0	0	0	945	38	29
18:00	0	0	3	14	136	353	141	11	0	0	0	0	0	658	40	37
19:00	0	0	0	3	44	178	101	14	1	0	0	0	0	341	42	38
20:00	0	0	0	4	36	102	72	13	0	0	0	0	0	227	42	38
21:00	0	0	0	2	12	85	57	9	1	0	0	0	0	166	42	39
22:00	0	0	0	0	15	37	27	9	1	0	0	0	0	89	43	39
23:00	0	0	0	3	5	24	22	6	0	1	0	0	0	61	43	39
Total	173	192	265	337	1755	4249	2038	256	16	2	0	0	0	9283		
%	1.9%	2.1%	2.9%	3.6%	18.9%	45.8%	22.0%	2.8%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	08:00	08:00	08:00	07:00	06:00	06:00	05:00	05:00				07:00		
Vol.	8	9	60	46	192	298	171	31	3	1				643		
PM Peak	17:00	17:00	17:00	16:00	16:00	15:00	15:00	15:00	14:00	23:00				16:00		
Vol.	92	147	76	69	290	443	175	21	2	1				1014		

Stats

15th Percentile : 30 MPH
 50th Percentile : 36 MPH
 85th Percentile : 41 MPH
 95th Percentile : 43 MPH

Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 35-44 MPH
 Number in Pace : 6287
 Percent in Pace : 67.7%
 Number of Vehicles > 40 MPH : 1904
 Percent of Vehicles > 40 MPH : 20.5%



PRECISION
D A T A
INDUSTRIES, LLC

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3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 A Volume
Site Code: TBA

Start Time	EB		WB		Combin ed		4/5/2018 Thu					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	3	136	7	97	10	233						
12:15	1	108	3	125	4	233						
12:30	1	104	4	134	5	238						
12:45	2	103	451	1	15	121	477					
01:00	0	106	7	119	7	224	928					
01:15	4	106	0	107	4	225						
01:30	31	102	2	102	33	213						
01:45	13	105	419	3	12	204	862					
02:00	2	135	1	135	3	270						
02:15	1	130	3	136	4	266						
02:30	0	138	1	152	1	290						
02:45	5	133	536	1	6	293	1119					
03:00	1	140	2	208	3	348						
03:15	0	144	0	216	0	360						
03:30	3	137	2	252	5	389						
03:45	3	151	572	3	7	375	1472					
04:00	5	130	5	248	10	378						
04:15	2	138	6	254	8	392						
04:30	12	111	1	260	13	371						
04:45	8	100	479	6	18	386	1527					
05:00	14	144	13	259	27	403						
05:15	34	114	30	267	64	381						
05:30	39	117	63	287	102	404						
05:45	70	109	484	107	213	355	1543					
06:00	62	81	97	200	159	281						
06:15	98	86	129	180	227	266						
06:30	125	93	144	170	269	263						
06:45	205	83	343	145	515	193	1003					
07:00	201	79	131	104	332	183						
07:15	215	53	156	110	371	163						
07:30	221	58	204	88	425	146						
07:45	233	870	45	235	185	676	62	364	418	1546	107	599
08:00	202	37	169	53	371	90						
08:15	234	35	139	46	373	81						
08:30	206	34	171	60	377	94						
08:45	233	875	26	132	169	648	60	219	402	1523	86	351
09:00	207	36	162	55	369	91						
09:15	203	29	151	50	354	79						
09:30	228	27	113	39	341	66						
09:45	202	840	22	114	102	528	24	168	304	1368	46	282
10:00	145	10	125	25	270	35						
10:15	121	22	105	22	226	44						
10:30	112	23	113	18	225	41						
10:45	75	453	11	66	85	428	17	82	160	881	28	148
11:00	84	18	113	16	197	34						
11:15	101	12	120	9	221	21						
11:30	91	3	119	10	210	13						
11:45	140	416	9	42	97	449	10	45	237	865	19	87
Total	4198		3873		3515		6048		7713		9921	
Percent	54.4%		39.0%		45.6%		61.0%					
Day Total		8071			9563				17634			
Peak	07:30	-	03:00	-	07:15	-	04:45	-	07:30	-	04:45	-
Vol.	890	-	572	-	714	-	1099	-	1587	-	1574	-
P.H.F.	0.951		0.947		0.875		0.957		0.934		0.974	



PRECISION
DATA
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3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 A Volume
Site Code: TBA

Start Time	EB		WB		Combin ed		4/6/2018 Fri			
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
12:00	3	102	5	114	8	216				
12:15	6	107	7	121	13	228				
12:30	0	93	8	98	8	191				
12:45	0	9	88	390	0	20	175 810			
01:00	0	87	2	108	2	195				
01:15	1	131	5	97	6	228				
01:30	4	106	2	99	6	205				
01:45	1	6	107	431	4	13	205 833			
02:00	4	130	4	148	8	278				
02:15	0	120	3	133	3	253				
02:30	3	131	1	169	4	300				
02:45	42	49	104	485	3	11	201 651 45 60 305 1136			
03:00	4	113	1	243	5	356				
03:15	1	126	1	122	2	248				
03:30	6	118	3	144	9	262				
03:45	3	14	117	474	3	8	183 692 6 22 300 1166			
04:00	3	89	7	205	10	294				
04:15	5	94	3	227	8	321				
04:30	3	101	1	201	4	302				
04:45	14	25	81	365	8	19	219 852 22 44 300 1217			
05:00	14	84	9	205	23	289				
05:15	24	87	31	244	55	331				
05:30	38	99	56	268	94	367				
05:45	48	124	87	357	86	182	256 973 134 306 343 1330			
06:00	60	80	97	247	157	327				
06:15	88	94	106	189	194	283				
06:30	134	70	117	131	251	201				
06:45	142	424	70	314	130	450	89 656 272 874 159 970			
07:00	166	75	124	82	290	157				
07:15	178	71	155	63	333	134				
07:30	170	50	173	52	343	102				
07:45	197	711	36	232	175	627	50 247 372 1338 86 479			
08:00	200	42	189	56	389	98				
08:15	191	35	158	46	349	81				
08:30	191	38	176	46	367	84				
08:45	218	800	32	147	149	672	42 190 367 1472 74 337			
09:00	168	27	143	47	311	74				
09:15	182	13	132	41	314	54				
09:30	120	24	109	34	229	58				
09:45	109	579	32	96	85	469	40 162 194 1048 72 258			
10:00	117	24	99	47	216	71				
10:15	106	23	93	47	199	70				
10:30	91	20	92	33	183	53				
10:45	106	420	19	86	105	389	27 154 211 809 46 240			
11:00	104	22	95	19	199	41				
11:15	123	17	97	8	220	25				
11:30	112	20	117	20	229	40				
11:45	105	444	11	70	125	434	15 62 230 878 26 132			
Total	3605	3447	3294	5461	6899	8908				
Percent	52.3%	38.7%	47.7%	61.3%						
Day Total		7052		8755		15807				
Peak	08:00	-	01:45	-	07:45	-	05:15	-	-	-
Vol.	800	-	488	-	698	-	1015	-	1477	-
P.H.F.	0.917	-	0.931	-	0.923	-	0.947	-	0.949	-



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 A Volume
Site Code: TBA

Start Time	EB		WB		Combin ed		4/7/2018 Sat
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	8	108	11	121	19	229	
12:15	11	93	6	93	17	186	
12:30	3	90	5	105	8	195	
12:45	2	105	7	97	9	202	812
01:00	2	98	9	118	11	216	
01:15	1	101	5	118	6	219	
01:30	5	114	0	106	5	220	
01:45	1	103	2	147	3	250	905
02:00	3	101	8	106	11	207	
02:15	2	106	5	133	7	239	
02:30	2	105	3	136	5	241	
02:45	2	125	2	128	4	253	940
03:00	0	105	0	93	0	198	
03:15	2	114	1	104	3	218	
03:30	0	91	2	99	2	190	
03:45	2	113	2	115	4	228	834
04:00	0	120	3	91	3	211	
04:15	2	129	4	98	6	227	
04:30	3	118	0	106	3	224	
04:45	3	98	3	89	6	187	849
05:00	5	94	6	85	11	179	
05:15	6	107	5	88	11	195	
05:30	9	75	10	67	19	142	
05:45	8	76	14	75	22	151	667
06:00	13	70	21	70	34	140	
06:15	12	75	26	65	38	140	
06:30	20	75	31	86	51	161	
06:45	14	58	30	61	44	119	560
07:00	30	62	36	73	66	135	
07:15	26	57	34	69	60	126	
07:30	43	44	46	55	89	99	
07:45	51	29	44	44	95	73	433
08:00	45	35	37	48	82	83	
08:15	62	19	58	40	120	59	
08:30	74	27	65	43	139	70	
08:45	82	24	59	37	141	61	273
09:00	68	28	62	36	130	64	
09:15	82	20	66	37	148	57	
09:30	77	19	78	41	155	60	
09:45	93	18	65	45	158	63	244
10:00	76	13	70	42	146	55	
10:15	104	32	88	45	192	77	
10:30	91	21	93	36	184	57	
10:45	91	17	104	21	195	38	227
11:00	91	26	80	18	171	44	
11:15	81	13	78	26	159	39	
11:30	91	19	107	19	198	38	
11:45	97	6	124	13	221	19	140
Total	1596	3296	1615	3588	3211	6884	
Percent	49.7%	47.9%	50.3%	52.1%			
Day Total		4892		5203		10095	
Peak	10:15	- 03:45	- 11:00	- 01:45	- 11:00	- 02:00	- - -
Vol.	377	- 480	- 389	- 522	- 749	- 940	- - -
P.H.F.	0.906	0.930	0.784	0.888	0.847	0.929	

3038-3076 Route 2A
 east of Airport Road
 City, State: Lexington, MA
 Client: Fitzgerald & Halliday, Inc. / M.Morehouse



176038 A Volume
 Site Code: TBA

Start Time	EB		WB		Combin ed		4/8/2018 Sun							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	6	94	11	91	17	185								
12:15	3	83	15	117	18	200								
12:30	6	95	6	126	12	221								
12:45	3	119	391	6	38	116	450							
01:00	1	83	8	120	9	235	841							
01:15	0	100	11	115	11	215								
01:30	3	127	2	107	5	234								
01:45	2	102	412	5	26	107	449							
02:00	5	101	5	98	10	199								
02:15	1	89	2	105	3	194								
02:30	1	87	6	97	7	184								
02:45	2	9	88	365	3	16	113	413						
03:00	2	76	3	111	5	187								
03:15	1	72	0	107	1	179								
03:30	1	101	4	102	5	203								
03:45	0	4	99	348	3	10	84	404						
04:00	0	91	3	89	3	180								
04:15	3	71	5	81	8	152								
04:30	1	94	2	83	3	177								
04:45	0	4	74	330	3	13	85	338						
05:00	1	73	2	78	3	151								
05:15	4	83	8	64	12	147								
05:30	5	67	6	63	11	130								
05:45	1	11	69	292	4	20	67	272						
06:00	4	55	8	69	12	124								
06:15	13	61	25	84	38	145								
06:30	10	55	29	56	39	111								
06:45	16	43	50	221	21	83	64	273						
07:00	23	64	16	49	39	113								
07:15	31	33	23	46	54	79								
07:30	27	42	21	38	48	80								
07:45	28	109	20	159	32	92	34	167						
08:00	25	24	27	33	52	57								
08:15	38	38	43	37	81	75								
08:30	46	23	36	35	82	58								
08:45	83	192	18	103	40	146	38	143						
09:00	60	21	41	22	101	43								
09:15	65	13	43	14	108	27								
09:30	67	18	57	21	124	39								
09:45	74	266	11	63	68	209	27	84						
10:00	56	22	45	16	101	38								
10:15	64	18	70	18	134	36								
10:30	72	11	98	13	170	24								
10:45	114	306	11	62	97	310	6	53						
11:00	83	10	72	5	155	15								
11:15	72	11	78	4	150	15								
11:30	74	14	78	4	152	18								
11:45	106	335	9	44	88	316	7	20						
Total	1303	2790	1279	3066	2582	5856								
Percent	50.5%	47.6%	49.5%	52.4%										
Day Total		4093		4345		8438								
Peak	10:45	-	01:15	-	10:30	-	00:15	-	10:30	-	00:45	-	-	-
Vol.	343	-	430	-	345	-	479	-	686	-	887	-	-	-
P.H.F.	0.752	-	0.846	-	0.880	-	0.950	-	0.813	-	0.944	-	-	-

3038-3076 Route 2A
 east of Airport Road
 City, State: Lexington, MA
 Client: Fitzgerald & Halliday, Inc. / M.Morehouse



176038 A Volume
 Site Code: TBA

Start Time	EB		WB		Combin ed		4/9/2018 Mon
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	7	86	6	97	13	183	
12:15	5	101	4	113	9	214	
12:30	6	100	2	110	8	210	
12:45	5	23 87	374	0	12 131	451	5 218 825
01:00	3	101	2	75	5	176	
01:15	5	98	2	101	7	199	
01:30	1	85	2	114	3	199	
01:45	0	9 87	371	2	8 115	405	2 17 202 776
02:00	1	126	0	110	1	236	
02:15	0	108	1	117	1	225	
02:30	1	150	2	137	3	287	
02:45	2	4 131	515	0	3 135	499	2 7 266 1014
03:00	0	153	2	174	2	327	
03:15	1	143	2	196	3	339	
03:30	1	108	0	195	1	303	
03:45	1	3 140	544	0	4 203	768	1 7 343 1312
04:00	4	131	3	222	7	353	
04:15	5	128	9	263	14	391	
04:30	6	129	3	195	9	324	
04:45	16	31 106	494	13	28 245	925	29 59 351 1419
05:00	12	97	11	281	23	378	
05:15	33	123	40	246	73	369	
05:30	39	117	73	244	112	361	
05:45	56	140 116	453	101	225 194	965	157 365 310 1418
06:00	80	86	102	191	182	277	
06:15	88	87	125	165	213	252	
06:30	159	74	130	145	289	219	
06:45	206	533 81	328	138	495 127	628	344 1028 208 956
07:00	217	69	122	112	339	181	
07:15	214	64	137	75	351	139	
07:30	219	53	205	71	424	124	
07:45	191	841 49	235	175	639 49	307	366 1480 98 542
08:00	216	31	158	63	374	94	
08:15	219	24	153	52	372	76	
08:30	193	20	130	48	323	68	
08:45	232	860 33	108	152	593 45	208	384 1453 78 316
09:00	185	31	155	58	340	89	
09:15	171	37	120	32	291	69	
09:30	152	22	138	30	290	52	
09:45	135	643 14	104	132	545 27	147	267 1188 41 251
10:00	104	16	105	23	209	39	
10:15	92	13	102	14	194	27	
10:30	112	10	80	16	192	26	
10:45	78	386 6	45	96	383 13	66	174 769 19 111
11:00	92	15	97	12	189	27	
11:15	102	16	91	16	193	32	
11:30	87	5	95	9	182	14	
11:45	99	380 3	39	95	378 8	45	194 758 11 84
Total	3853	3610	3313	5414	7166	9024	
Percent	53.8%	40.0%	46.2%	60.0%			
Day Total		7463		8727		16190	
Peak	08:00	- 02:30	- 07:30	- 04:45	- 07:30	- 04:45	- - -
Vol.	860	- 577	- 691	- 1016	- 1536	- 1459	- - -
P.H.F.	0.927	0.943	0.843	0.904	0.906	0.965	



PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 A Volume
Site Code: TBA

Start Time	EB		WB		Combin ed		4/10/2018 Tue			
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
12:00	4	89	3	140	7	229				
12:15	3	119	3	130	6	249				
12:30	4	103	2	112	6	215				
12:45	6	112	4	94	10	206	899			
01:00	2	102	1	113	3	215				
01:15	1	110	1	91	2	201				
01:30	4	92	0	96	4	188				
01:45	1	115	4	118	5	233	837			
02:00	1	121	1	131	2	252				
02:15	3	127	0	127	3	254				
02:30	0	129	4	153	4	282				
02:45	4	119	2	141	6	260	1048			
03:00	1	155	0	170	1	325				
03:15	0	127	0	204	0	331				
03:30	3	103	1	240	4	343				
03:45	0	141	3	248	3	389	1388			
04:00	2	128	2	253	4	381				
04:15	7	137	5	236	12	373				
04:30	9	120	8	274	17	394				
04:45	17	108	10	273	27	381	1529			
05:00	13	101	18	265	31	366				
05:15	33	116	38	247	71	363				
05:30	46	99	70	245	116	344				
05:45	65	113	96	217	161	330	1403			
06:00	66	88	114	227	180	315				
06:15	99	90	130	178	229	268				
06:30	150	92	140	166	290	258				
06:45	207	89	138	113	345	202	1043			
07:00	253	69	163	119	416	188				
07:15	237	55	170	73	407	128				
07:30	249	41	172	73	421	114				
07:45	221	47	174	51	395	98	528			
08:00	192	31	181	55	373	86				
08:15	242	32	159	43	401	75				
08:30	211	40	170	40	381	80				
08:45	196	24	174	44	370	68	309			
09:00	202	25	164	54	366	79				
09:15	223	25	133	50	356	75				
09:30	154	20	136	41	290	61				
09:45	135	23	161	35	296	58	273			
10:00	110	22	104	26	214	48				
10:15	101	18	95	23	196	41				
10:30	106	15	96	18	202	33				
10:45	95	11	101	11	196	22	144			
11:00	94	15	95	16	189	31				
11:15	103	11	93	9	196	20				
11:30	101	5	91	8	192	13				
11:45	114	3	79	11	193	14	78			
Total	4090	3677	3509	5802	7599	9479				
Percent	53.8%	38.8%	46.2%	61.2%						
Day Total		7767		9311		17078				
Peak	07:00	-	02:15	-	07:15	-	03:45	-	-	-
Vol.	960	-	530	-	697	-	1059	-	1639	-
P.H.F.	0.949	-	0.855	-	0.963	-	0.966	-	0.973	-



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

3038-3076 Route 2A
east of Airport Road
City, State: Lexington, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 A Volume
Site Code: TBA

Start Time	EB		WB		Combin ed		4/11/2018 Wed
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	3	107	5	127	8	234	
12:15	2	112	4	111	6	223	
12:30	2	114	8	110	10	224	
12:45	4	111	444	5	22	121	469
01:00	1	98		2		124	
01:15	2	105		3		124	
01:30	0	126		0		115	
01:45	31	34	114	443	2	7	99
02:00	11		133		1		129
02:15	1		121		1		135
02:30	4		130		0		129
02:45	3	19	133	517	1	3	165
03:00	2		146		1		180
03:15	3		138		1		196
03:30	1		144		1		233
03:45	1	7	135	563	4	7	215
04:00	4		129		3		225
04:15	6		114		7		261
04:30	11		109		4		264
04:45	8	29	119	471	9	23	264
05:00	22		99		13		258
05:15	29		105		27		212
05:30	36		124		68		239
05:45	49	136	119	447	103	211	236
06:00	79		100		110		216
06:15	90		94		114		155
06:30	134		86		132		166
06:45	203	506	95	375	155	511	121
07:00	233		63		150		112
07:15	234		61		167		80
07:30	240		63		163		79
07:45	220	927	60	247	163	643	70
08:00	220		50		163		62
08:15	223		35		159		62
08:30	232		28		149		52
08:45	181	856	25	138	144	615	51
09:00	232		29		117		49
09:15	195		23		161		48
09:30	173		21		151		35
09:45	142	742	13	86	142	571	34
10:00	114		26		99		28
10:15	113		13		110		19
10:30	93		13		117		19
10:45	96	416	10	62	84	410	23
11:00	111		16		103		16
11:15	100		10		101		14
11:30	108		9		106		16
11:45	100	419	7	42	136	446	15
Total	4102		3835		3469		5814
Percent	54.2%		39.7%		45.8%		60.3%
Day Total		7937			9283		17220
Peak	07:00	-	03:00	-	07:15	-	04:15
Vol.	927	-	563	-	656	-	1047
P.H.F.	0.966		0.964		0.982		0.991



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

165-183 Bedford Road
south of Route 2A
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
NB

176038 B Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/05/1														
8	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
06:00	0	61	5	0	1	0	0	0	0	0	0	0	0	67
07:00	0	134	10	5	2	0	0	0	0	0	0	0	0	151
08:00	0	179	15	1	3	1	0	1	0	0	0	0	0	200
09:00	0	96	17	0	5	0	0	0	1	0	0	0	0	119
10:00	0	47	10	1	1	0	0	1	0	0	0	0	0	60
11:00	0	52	9	0	3	1	0	0	0	0	0	0	0	65
12 PM	0	63	16	1	0	0	1	0	0	0	0	0	0	81
13:00	0	52	10	0	4	0	0	0	0	0	0	0	0	66
14:00	0	69	13	2	1	0	0	0	0	0	0	0	0	85
15:00	0	107	16	2	1	0	0	0	0	0	0	0	0	126
16:00	1	118	14	0	1	0	0	0	0	0	0	0	0	134
17:00	0	105	14	0	2	1	0	1	0	0	0	0	0	123
18:00	0	70	10	1	2	0	0	0	0	0	0	0	0	83
19:00	0	51	3	0	0	0	0	0	0	0	0	0	0	54
20:00	0	31	4	0	0	0	0	0	0	0	0	0	0	35
21:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19
22:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Total	1	1292	171	13	26	3	1	3	1	0	0	0	0	1511
Percent	0.1%	85.5%	11.3%	0.9%	1.7%	0.2%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	09:00	07:00	09:00	08:00		08:00	09:00					08:00
Vol.		179	17	5	5	1		1	1					200
PM Peak	16:00	16:00	12:00	14:00	13:00	17:00	12:00	17:00						16:00
Vol.	1	118	16	2	4	1	1	1						134



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
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165-183 Bedford Road
south of Route 2A
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
NB

176038 B Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/06/1														
8	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
06:00	0	42	5	1	1	0	0	0	0	0	0	0	0	49
07:00	1	151	12	4	1	0	0	0	0	0	0	0	0	169
08:00	0	146	13	1	3	0	0	0	0	0	0	0	0	163
09:00	0	89	16	0	1	0	0	0	0	0	0	0	0	106
10:00	0	56	7	0	2	1	0	0	0	0	0	0	0	66
11:00	0	45	9	2	2	0	0	0	0	0	0	0	0	58
12 PM	0	66	10	1	3	1	0	1	1	0	0	0	0	83
13:00	0	50	14	0	2	1	0	0	0	0	0	0	0	67
14:00	0	90	15	2	2	0	0	0	0	0	0	0	0	109
15:00	2	114	28	3	1	1	0	1	0	0	0	0	0	150
16:00	0	95	16	0	2	0	0	0	0	0	0	0	0	113
17:00	0	103	11	0	0	0	0	0	0	0	0	0	0	114
18:00	0	72	7	0	2	1	0	0	0	0	0	0	0	82
19:00	0	32	3	0	0	0	0	0	0	0	0	0	0	35
20:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26
21:00	0	24	0	0	0	0	0	0	0	0	0	0	0	24
22:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Total	3	1252	173	14	22	5	0	2	1	0	0	0	0	1472
Percent	0.2%	85.1%	11.8%	1.0%	1.5%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	09:00	07:00	08:00	10:00								07:00
Vol.	1	151	16	4	3	1								169
PM Peak	15:00	15:00	15:00	15:00	12:00	12:00		12:00	12:00					15:00
Vol.	2	114	28	3	3	1		1	1					150



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

165-183 Bedford Road
south of Route 2A
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
NB

176038 B Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/07/1														
8	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
07:00	0	22	4	0	2	0	0	0	0	0	0	0	0	28
08:00	1	46	12	0	1	0	0	0	0	0	0	0	0	60
09:00	0	71	6	0	1	0	0	0	0	0	0	0	0	78
10:00	0	117	15	0	3	0	0	0	0	0	0	0	0	135
11:00	0	104	22	0	4	0	0	0	0	0	0	0	0	130
12 PM	0	115	7	0	2	0	0	0	0	0	0	0	0	124
13:00	0	118	10	0	2	0	0	0	0	0	0	0	0	130
14:00	0	115	10	0	3	0	0	2	0	0	0	0	0	130
15:00	1	92	8	0	0	0	0	0	0	0	0	0	0	101
16:00	0	55	6	0	2	0	0	0	0	0	0	0	0	63
17:00	1	52	0	0	1	0	0	0	0	0	0	0	0	54
18:00	0	42	2	0	0	0	0	0	0	0	0	0	0	44
19:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
20:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
21:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
22:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
23:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
Total	3	1057	111	0	21	0	0	2	0	0	0	0	0	1194
Percent	0.3%	88.5%	9.3%	0.0%	1.8%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	10:00	11:00		11:00									10:00
Vol.	1	117	22		4									135
PM Peak	15:00	13:00	13:00		14:00			14:00						13:00
Vol.	1	118	10		3			2						130



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NB

176038 B Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/09/1														
8	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
06:00	0	50	6	0	2	0	0	0	0	0	0	0	0	58
07:00	2	174	12	5	1	0	0	0	0	0	0	0	0	194
08:00	0	177	20	0	2	0	0	0	0	0	0	0	0	199
09:00	1	81	16	0	4	0	0	0	0	0	0	0	0	102
10:00	0	45	11	0	2	0	0	0	0	0	0	0	0	58
11:00	0	43	8	0	4	0	0	1	0	0	0	0	0	56
12 PM	0	69	9	1	1	0	0	1	0	0	0	0	0	81
13:00	1	53	9	0	0	0	0	0	0	0	0	0	0	63
14:00	0	57	15	3	1	0	0	0	0	1	0	0	0	77
15:00	0	71	18	2	1	1	0	0	0	0	0	0	0	93
16:00	1	110	17	0	3	0	0	0	0	0	0	0	0	131
17:00	0	111	12	0	0	0	0	0	0	0	0	0	0	123
18:00	0	81	6	0	1	0	0	0	0	0	0	0	0	88
19:00	0	46	4	0	1	0	0	0	0	0	0	0	0	51
20:00	0	16	5	0	1	0	0	0	0	0	0	0	0	22
21:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
22:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Total	5	1238	176	11	24	1	0	2	0	1	0	0	0	1458
Percent	0.3%	84.9%	12.1%	0.8%	1.6%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	07:00	09:00			11:00						08:00
Vol.	2	177	20	5	4			1						199
PM Peak	13:00	17:00	15:00	14:00	16:00	15:00		12:00		14:00				16:00
Vol.	1	111	18	3	3	1		1		1				131



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165-183 Bedford Road
south of Route 2A
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NB

176038 B Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/10/1														
8	0	7	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
06:00	0	69	9	0	0	0	0	0	0	0	0	0	0	78
07:00	0	159	12	5	2	0	0	2	0	0	0	0	0	180
08:00	0	175	21	0	2	0	0	1	0	0	0	0	0	199
09:00	0	97	18	2	4	0	0	1	0	0	0	0	0	122
10:00	0	49	9	0	2	1	0	0	1	0	0	0	0	62
11:00	0	54	9	1	3	0	0	0	0	0	0	0	0	67
12 PM	0	62	13	0	3	0	0	0	1	0	0	0	0	79
13:00	0	45	15	1	1	0	0	0	0	1	0	0	0	63
14:00	0	58	13	1	3	0	0	0	0	0	0	0	0	75
15:00	0	94	25	3	6	2	0	0	0	0	0	0	0	130
16:00	0	121	16	0	0	0	0	0	0	0	0	0	0	137
17:00	0	98	16	2	2	0	0	0	0	0	0	0	0	118
18:00	0	79	9	1	3	0	0	1	0	0	0	0	0	93
19:00	0	38	6	0	2	0	0	0	0	0	0	0	0	46
20:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
21:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
22:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	1278	199	16	34	3	0	5	2	1	0	0	0	1538
Percent	0.0%	83.1%	12.9%	1.0%	2.2%	0.2%	0.0%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak		08:00	08:00	07:00	09:00	10:00		07:00	10:00					08:00
Vol.		175	21	5	4	1		2	1					199
PM Peak		16:00	15:00	15:00	15:00	15:00		18:00	12:00	13:00				16:00
Vol.		121	25	3	6	2		1	1	1				137



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176038 B Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/1														
8	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
06:00	0	60	10	1	0	0	0	0	0	0	0	0	0	71
07:00	0	162	16	6	3	0	0	0	0	0	0	0	0	187
08:00	0	156	14	0	2	2	0	0	0	0	0	0	0	174
09:00	1	139	24	2	4	1	0	0	0	0	0	0	0	171
10:00	0	87	16	0	0	0	0	0	0	0	0	0	0	103
11:00	0	85	11	0	0	0	0	0	0	0	0	0	0	96
12 PM	0	118	16	1	3	1	0	0	0	1	0	0	0	140
13:00	0	88	12	1	2	0	0	1	0	0	0	0	0	104
14:00	1	99	18	0	1	1	1	0	0	0	0	0	0	121
15:00	1	107	24	0	1	2	0	0	0	0	0	0	0	135
16:00	3	103	10	0	1	0	0	1	0	0	0	0	0	118
17:00	0	97	11	0	2	1	0	2	0	0	0	0	0	113
18:00	0	83	9	0	4	0	0	0	0	0	0	0	0	96
19:00	0	50	5	0	0	0	0	0	0	0	0	0	0	55
20:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
21:00	0	23	1	0	0	0	0	0	0	0	0	0	0	24
22:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	6	1518	203	11	23	8	1	4	0	1	0	0	0	1775
Percent	0.3%	85.5%	11.4%	0.6%	1.3%	0.5%	0.1%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	09:00	07:00	09:00	08:00								07:00
Vol.	1	162	24	6	4	2								187
PM Peak	16:00	12:00	15:00	12:00	18:00	15:00	14:00	17:00		12:00				12:00
Vol.	3	118	24	1	4	2	1	2		1				140



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SB

176038 B Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/06/1														
8	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
05:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
06:00	0	108	13	0	5	0	0	0	0	0	0	0	0	126
07:00	0	193	28	3	2	2	0	2	0	0	0	0	0	230
08:00	1	190	27	3	1	0	0	0	0	0	0	0	0	222
09:00	1	80	21	0	4	0	0	0	0	0	0	0	0	106
10:00	0	57	13	0	2	0	0	0	0	0	0	0	0	72
11:00	0	80	5	1	2	1	0	0	0	0	0	0	0	89
12 PM	0	59	12	1	1	0	0	0	0	0	0	0	0	73
13:00	0	53	7	0	0	0	0	1	0	0	0	0	0	61
14:00	0	150	27	2	3	0	0	0	0	0	0	0	0	182
15:00	2	257	41	3	3	1	0	1	0	0	0	0	0	308
16:00	0	327	36	1	2	0	0	0	0	0	0	0	0	366
17:00	0	205	22	1	0	0	0	0	0	0	0	0	0	228
18:00	0	91	8	0	0	0	0	0	0	0	0	0	0	99
19:00	0	39	6	0	1	0	0	0	0	0	0	0	0	46
20:00	0	22	5	0	0	0	0	0	0	0	0	0	0	27
21:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23
22:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Total	4	1982	280	15	26	4	0	4	0	0	0	0	0	2315
Percent	0.2%	85.6%	12.1%	0.6%	1.1%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	07:00	06:00	07:00		07:00						07:00
Vol.	1	193	28	3	5	2		2						230
PM Peak	15:00	16:00	15:00	15:00	14:00	15:00		13:00						16:00
Vol.	2	327	41	3	3	1		1						366



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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/09/1														
8	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:00	0	22	7	0	1	0	0	0	0	0	0	0	0	30
06:00	0	156	15	0	3	0	0	0	0	0	0	0	0	174
07:00	0	263	41	1	5	0	0	3	0	0	0	0	0	313
08:00	0	297	36	1	5	0	0	3	0	0	0	0	0	342
09:00	0	130	26	1	5	1	0	0	0	0	0	0	0	163
10:00	0	48	7	0	3	0	0	0	0	0	0	0	0	58
11:00	0	46	11	1	3	0	0	0	0	0	0	0	0	61
12 PM	0	54	11	1	2	0	0	0	0	0	0	0	0	68
13:00	0	47	8	1	5	0	0	0	0	0	0	0	0	61
14:00	0	81	13	3	3	0	0	0	0	0	0	0	0	100
15:00	0	135	35	1	1	0	0	0	0	0	0	0	0	172
16:00	0	262	25	0	0	1	0	1	0	0	0	0	0	289
17:00	1	228	19	0	1	0	0	0	0	0	0	0	0	249
18:00	0	113	10	0	0	0	0	0	0	0	0	0	0	123
19:00	0	35	2	0	0	0	0	0	0	0	0	0	0	37
20:00	0	31	4	0	0	0	0	0	0	0	0	0	0	35
21:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22
22:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Total	1	1992	272	10	37	2	0	7	0	0	0	0	0	2321
Percent	0.0%	85.8%	11.7%	0.4%	1.6%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	07:00	07:00	07:00	09:00		07:00						08:00
Vol.		297	41	1	5	1		3						342
PM Peak	17:00	16:00	15:00	14:00	13:00	16:00		16:00						16:00
Vol.	1	262	35	3	5	1		1						289



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

165-183 Bedford Road
south of Route 2A
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
SB

176038 B Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/1														
8	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
05:00	0	16	8	0	0	0	0	0	0	0	0	0	0	24
06:00	0	156	26	0	2	0	0	0	0	0	0	0	0	184
07:00	0	278	37	1	5	0	0	0	0	0	0	0	0	321
08:00	0	252	32	0	4	3	0	0	0	0	0	0	0	291
09:00	1	161	30	1	5	0	0	0	0	0	0	0	0	198
10:00	0	88	14	1	0	0	0	0	0	0	0	0	0	103
11:00	0	76	18	1	3	0	0	0	0	0	0	0	0	98
12 PM	0	102	23	3	1	0	0	1	0	0	0	0	0	130
13:00	0	85	15	2	1	1	0	0	0	0	0	0	0	104
14:00	0	130	19	3	1	1	0	1	0	0	0	0	0	155
15:00	0	220	43	2	4	0	0	0	0	0	0	0	0	269
16:00	0	276	27	1	1	1	0	0	0	0	0	0	0	306
17:00	0	268	19	0	3	0	0	0	0	0	0	0	0	290
18:00	0	119	10	0	3	0	0	0	0	0	0	0	0	132
19:00	0	54	3	0	0	0	0	0	0	0	0	0	0	57
20:00	0	26	5	0	0	0	0	0	0	0	0	0	0	31
21:00	0	20	0	0	0	0	0	0	0	0	0	0	0	20
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Total	1	2352	331	15	33	6	0	2	0	0	0	0	0	2740
Percent	0.0%	85.8%	12.1%	0.5%	1.2%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	07:00	07:00	08:00								07:00
Vol.	1	278	37	1	5	3								321
PM Peak		16:00	15:00	12:00	15:00	13:00		12:00						16:00
Vol.		276	43	3	4	1		1						306



PRECISION
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165-183 Bedford Road
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NB

176038 B Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/05/																													
18	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	36	34	
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	33	32	
02:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	47	45	
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	37	
04:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	42	37	
05:00	0	0	0	0	1	3	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	41	37	
06:00	0	0	0	0	6	19	25	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	41	36	
07:00	0	0	0	0	5	28	80	33	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151	41	37	
08:00	0	0	0	0	7	49	99	39	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	40	37	
09:00	1	0	1	4	35	59	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	39	36	
10:00	0	0	0	0	6	20	22	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	40	35	
11:00	0	0	0	0	1	16	26	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	41	37	
12 PM	0	0	0	1	0	16	42	16	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	42	38	
13:00	0	0	0	0	2	15	32	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	41	37	
14:00	1	0	0	0	1	13	46	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	41	37	
15:00	0	0	0	0	5	33	59	26	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	40	37	
16:00	1	0	0	0	4	25	79	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134	40	37	
17:00	0	0	0	0	2	26	67	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	40	37	
18:00	0	0	0	0	1	24	40	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	40	37	
19:00	0	0	0	0	0	17	23	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	41	37	
20:00	0	0	0	0	4	11	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	40	35	
21:00	0	0	0	0	2	4	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	41	37	
22:00	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	38	35	
23:00	0	0	0	0	1	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	42	36	
Total	3	0	2	52	365	736	310	38	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1511			
%	0.2%	0.0%	0.1%	3.4%	24.2%	48.7%	20.5%	2.5%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	09:00		09:00	08:00	08:00	08:00	08:00	08:00	08:00																		08:00		
Vol.	1		1	7	49	99	39	6																			200		
PM Peak	14:00		12:00	15:00	15:00	16:00	15:00	12:00	12:00	15:00																	16:00		
Vol.	1		1	5	33	79	26	4	2	1																	134		

Stats

15th Percentile :	31 MPH
50th Percentile :	36 MPH
85th Percentile :	41 MPH
95th Percentile :	43 MPH
Mean Speed(Average) :	37 MPH
10 MPH Pace Speed :	30-39 MPH
Number in Pace :	1101
Percent in Pace :	72.9%
Number of Vehicles > 35 MPH :	942
Percent of Vehicles > 35 MPH :	62.3%



PRECISION
D A T A
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165-183 Bedford Road
south of Route 2A
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NB

176038 B Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/06/																													
18	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	47	42	
01:00	0	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	51	40	
02:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	43	42	
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	37	
04:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	42	38	
05:00	0	0	0	0	1	4	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	41	37	
06:00	0	0	1	5	12	17	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	42	36	
07:00	0	0	0	2	46	94	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169	39	36	
08:00	1	0	0	3	45	81	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	40	36	
09:00	1	3	1	6	26	50	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106	39	35	
10:00	1	0	0	1	19	32	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	40	36	
11:00	0	0	0	2	22	23	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	40	36	
12 PM	0	0	1	5	34	34	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	38	35	
13:00	0	0	0	5	15	37	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	38	36	
14:00	0	0	0	5	43	43	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	39	35	
15:00	0	3	1	7	56	73	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150	38	34	
16:00	0	0	0	10	37	50	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	38	35	
17:00	0	0	0	6	30	58	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114	39	36	
18:00	1	0	0	2	16	42	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	41	37	
19:00	1	0	0	2	11	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	38	35	
20:00	0	0	0	0	7	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	41	37	
21:00	0	0	1	2	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	37	33	
22:00	0	0	0	1	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	37	34	
23:00	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	38	36	
Total	5	6	5	66	449	696	215	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1472			
%	0.3%	0.4%	0.3%	4.5%	30.5%	47.3%	14.6%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	08:00	09:00	06:00	09:00	07:00	07:00	08:00	08:00	01:00																		07:00		
Vol.	1	3	1	6	46	94	28	5	1																		169		
PM Peak	18:00	15:00	12:00	16:00	15:00	15:00	18:00	17:00																			15:00		
Vol.	1	3	1	10	56	73	19	3																			150		

Stats

15th Percentile : 30 MPH
50th Percentile : 35 MPH
85th Percentile : 39 MPH
95th Percentile : 42 MPH

Mean Speed(Average) : 36 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 1145
Percent in Pace : 77.8%
Number of Vehicles > 35 MPH : 802
Percent of Vehicles > 35 MPH : 54.5%



PRECISION
DATA
INDUSTRIES, LLC

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165-183 Bedford Road
south of Route 2A
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NB

176038 B Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed		
04/07/																														
18	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	2	32	30		
01:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	41	37		
02:00	0	0	1	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	42	34		
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*		
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	33	32		
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*		
06:00	0	0	0	0	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	40	36		
07:00	0	0	0	0	1	11	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	41	36		
08:00	0	0	0	0	3	26	22	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	38	35		
09:00	0	0	0	0	3	34	31	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	38	35		
10:00	0	0	0	1	15	50	58	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135	38	34		
11:00	0	0	0	0	5	57	49	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130	38	35		
12 PM	0	0	0	0	3	34	62	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124	40	37		
13:00	0	0	0	0	2	37	67	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130	39	36		
14:00	0	0	0	0	2	44	58	23	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130	40	36		
15:00	0	0	0	0	7	34	46	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	38	35		
16:00	0	0	0	0	1	11	37	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	40	37		
17:00	0	0	0	0	3	14	24	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	41	36		
18:00	0	0	0	0	0	12	18	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	44	38		
19:00	0	0	0	0	2	4	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	40	37		
20:00	0	0	0	0	0	5	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	41	37		
21:00	0	0	0	0	0	4	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	43	38		
22:00	0	0	0	0	1	5	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	39	36		
23:00	0	0	0	0	0	8	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	38	35		
Total	0	0	2	51	396	532	188	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1194				
%	0.0%	0.0%	0.2%	4.3%	33.2%	44.6%	15.7%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak			02:00	10:00	11:00	10:00	11:00	09:00																			10:00			
Vol.			1	15	57	58	19	2																			135			
PM Peak				15:00	14:00	13:00	13:00	18:00	12:00																			13:00		
Vol.				7	44	67	23	7	1																			130		

Stats

15th Percentile : 30 MPH
50th Percentile : 35 MPH
85th Percentile : 39 MPH
95th Percentile : 43 MPH

Mean Speed(Average) : 36 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 928
Percent in Pace : 77.7%
Number of Vehicles > 35 MPH : 639
Percent of Vehicles > 35 MPH : 53.5%



PRECISION
D A T A
INDUSTRIES, LLC

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NB

176038 B Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/08/																													
18	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	39	36	
01:00	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	2	42	40	
02:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	43	42	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	48	47	
05:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	41	37	
06:00	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	40	38	
07:00	1	0	0	0	0	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	42	36	
08:00	0	0	1	2	6	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	42	35	
09:00	0	1	0	3	5	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	39	35	
10:00	0	0	1	3	16	21	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	41	36	
11:00	0	0	0	4	17	30	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	40	36	
12 PM	0	0	0	1	17	37	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	41	37	
13:00	0	0	0	0	15	36	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	41	38	
14:00	0	0	0	1	14	34	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	41	37	
15:00	0	0	0	1	17	20	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	41	37	
16:00	0	0	1	1	13	36	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	39	36	
17:00	0	0	0	2	11	26	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	40	37	
18:00	0	0	0	1	7	13	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	42	37	
19:00	0	0	0	4	10	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	39	35	
20:00	0	0	0	0	6	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	41	37	
21:00	0	0	0	0	5	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	42	37	
22:00	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	41	36	
23:00	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	42	38	
Total	1	1	3	24	168	312	139	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	673			
%	0.1%	0.1%	0.4%	3.6%	25.0%	46.4%	20.7%	3.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	07:00	09:00	08:00	11:00	11:00	11:00	10:00	10:00																			11:00		
Vol.	1	1	1	4	17	30	11	2																			63		
PM Peak			16:00	19:00	12:00	12:00	14:00	12:00	12:00																		12:00		
Vol.			1	4	17	37	20	4	1																		70		

Stats

- 15th Percentile : 31 MPH
- 50th Percentile : 36 MPH
- 85th Percentile : 41 MPH
- 95th Percentile : 43 MPH

- Mean Speed(Average) : 37 MPH
- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 480
- Percent in Pace : 71.3%
- Number of Vehicles > 35 MPH : 414
- Percent of Vehicles > 35 MPH : 61.5%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

165-183 Bedford Road
south of Route 2A
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
NB

176038 B Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/09/																													
18	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	47	42	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
02:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	38	37		
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
04:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	42	40		
05:00	0	0	0	0	1	9	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	38	35		
06:00	0	0	0	0	7	9	23	16	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	58	42	37		
07:00	2	0	0	8	52	104	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	194	38	36		
08:00	0	0	0	6	55	109	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199	38	36		
09:00	0	0	1	4	26	45	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	41	36		
10:00	0	0	0	3	14	29	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	40	36		
11:00	0	0	0	1	19	22	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	41	37		
12 PM	0	0	0	0	27	44	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	38	36		
13:00	2	0	0	1	9	32	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	41	37		
14:00	0	0	0	2	29	35	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77	38	36		
15:00	0	0	0	2	13	55	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	41	37		
16:00	0	0	0	2	32	68	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131	40	37		
17:00	0	0	0	0	24	74	22	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	40	37		
18:00	0	0	0	0	17	53	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	40	37		
19:00	0	0	0	1	14	28	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	39	36		
20:00	0	0	0	2	9	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	39	35		
21:00	0	0	1	0	4	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	42	37		
22:00	0	0	0	1	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	42	37		
23:00	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	50	40		
Total	4	0	2	41	365	754	257	28	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1458				
%	0.3%	0.0%	0.1%	2.8%	25.0%	51.7%	17.6%	1.9%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	07:00		09:00	07:00	08:00	08:00	07:00	08:00	11:00	06:00																08:00			
Vol.	2		1	8	55	109	26	3	2	1																199			
PM Peak	13:00		21:00	14:00	16:00	17:00	16:00	16:00	13:00																		16:00		
Vol.	2		1	2	32	74	24	4	1																		131		

Stats

15th Percentile : 31 MPH
50th Percentile : 36 MPH
85th Percentile : 40 MPH
95th Percentile : 43 MPH

Mean Speed(Average) : 37 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 1119
Percent in Pace : 76.7%
Number of Vehicles > 35 MPH : 895
Percent of Vehicles > 35 MPH : 61.4%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

165-183 Bedford Road
south of Route 2A
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
NB

176038 B Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/11/																													
18	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	36	34	
01:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	43	42	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	33	32		
04:00	0	0	0	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	42	40		
05:00	0	0	0	0	2	3	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	42	37		
06:00	0	0	0	0	2	13	37	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	41	37		
07:00	1	0	2	7	61	96	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187	38	35		
08:00	0	0	0	6	49	88	30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174	39	36		
09:00	0	0	0	13	76	70	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171	38	34		
10:00	0	0	0	6	37	48	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103	38	35		
11:00	0	0	1	4	33	46	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96	38	35		
12 PM	0	0	0	1	53	69	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	38	36		
13:00	0	0	0	0	38	52	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	38	36		
14:00	1	0	0	4	37	63	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	121	38	36		
15:00	0	0	1	12	30	73	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135	38	36		
16:00	0	0	0	3	30	60	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	40	37		
17:00	0	0	0	7	38	58	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	38	35		
18:00	0	0	0	1	28	38	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96	41	37		
19:00	0	0	0	1	18	20	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	41	37		
20:00	0	0	0	2	3	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	41	37		
21:00	0	0	1	1	4	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	41	37		
22:00	0	0	0	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	38	34		
23:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	38	36		
Total	2	0	5	74	559	860	249	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1775				
%	0.1%	0.0%	0.3%	4.2%	31.5%	48.5%	14.0%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	07:00		07:00	09:00	09:00	07:00	08:00	05:00	11:00																	07:00			
Vol.	1		2	13	76	96	30	2	1																	187			
PM Peak	14:00		15:00	15:00	12:00	15:00	18:00	19:00																			12:00		
Vol.	1		1	12	53	73	27	3																			140		

Stats

15th Percentile : 30 MPH
 50th Percentile : 35 MPH
 85th Percentile : 39 MPH
 95th Percentile : 42 MPH

Mean Speed(Average) : 36 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 1419
 Percent in Pace : 79.9%
 Number of Vehicles > 35 MPH : 963
 Percent of Vehicles > 35 MPH : 54.3%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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165-183 Bedford Road
south of Route 2A
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
SB

176038 B Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/05/																													
18	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	37	33	
01:00	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	2	32	30	
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	37	
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	33	32	
04:00	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	36	31	
05:00	0	0	0	0	1	8	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	41	36	
06:00	0	0	0	1	5	34	106	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174	39	37	
07:00	1	0	0	0	8	84	179	49	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	326	39	36	
08:00	0	0	0	0	8	77	193	44	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	326	38	36	
09:00	1	0	0	1	11	70	109	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234	39	36	
10:00	0	0	0	0	5	26	37	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	38	35	
11:00	1	0	0	0	4	33	28	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	38	34	
12 PM	0	0	0	1	10	39	30	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	38	34	
13:00	0	0	1	0	4	27	30	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	38	35	
14:00	0	0	0	2	5	34	54	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	38	35	
15:00	0	0	0	0	5	116	152	38	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	316	38	36	
16:00	0	0	1	0	10	89	169	24	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	38	36	
17:00	1	0	0	0	6	96	195	48	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	351	39	36	
18:00	1	0	0	2	6	41	52	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117	38	35	
19:00	0	0	0	1	1	30	15	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	52	38	34	
20:00	0	0	0	0	2	18	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	37	34	
21:00	0	0	0	0	1	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	38	35	
22:00	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	43	38	
23:00	0	0	0	0	2	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	40	34	
Total	5	2	9	96	837	1382	345	31	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2712			
%	0.2%	0.1%	0.3%	3.5%	30.9%	51.0%	12.7%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	07:00			04:00	09:00	07:00	08:00	07:00	07:00	07:00																	07:00		
Vol.	1			1	11	84	193	49	4	1																	326		
PM Peak	17:00	13:00	14:00	12:00	15:00	17:00	17:00	16:00	19:00	17:00	15:00																17:00		
Vol.	1	1	2	10	116	195	48	7	1	1	1																351		

Stats

- 15th Percentile : 30 MPH
- 50th Percentile : 35 MPH
- 85th Percentile : 38 MPH
- 95th Percentile : 42 MPH

- Mean Speed(Average) : 36 MPH
- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 2219
- Percent in Pace : 81.8%
- Number of Vehicles > 35 MPH : 1487
- Percent of Vehicles > 35 MPH : 54.8%



PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

165-183 Bedford Road
south of Route 2A
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
SB

176038 B Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/06/																													
18	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	51	45	
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	43	42	
02:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	48	47	
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	37	
04:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	36	30	
05:00	0	0	1	3	4	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	40	35	
06:00	0	0	0	3	25	68	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	41	37	
07:00	0	1	1	11	52	120	40	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230	40	36	
08:00	0	0	2	4	77	107	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	222	38	36	
09:00	0	0	4	8	40	37	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106	39	35	
10:00	0	1	0	2	33	28	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	38	35	
11:00	0	0	1	9	32	40	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	38	34	
12 PM	0	1	1	4	28	27	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	39	35	
13:00	0	0	1	3	21	29	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	38	35	
14:00	1	0	1	18	63	81	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182	38	35	
15:00	0	0	2	32	120	126	27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	308	38	34	
16:00	1	0	1	27	150	159	25	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	366	38	35	
17:00	0	1	0	8	81	117	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228	38	35	
18:00	0	0	1	2	34	49	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	38	36	
19:00	1	0	1	3	17	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	37	34	
20:00	0	0	0	2	12	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	38	35	
21:00	0	0	0	1	10	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	37	35	
22:00	0	0	0	5	6	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	37	33	
23:00	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	36	32	
Total	3	4	19	145	809	1052	254	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2315			
%	0.1%	0.2%	0.8%	6.3%	34.9%	45.4%	11.0%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak		07:00	09:00	07:00	08:00	07:00	07:00	07:00	00:00																		07:00		
Vol.		1	4	11	77	120	40	5	1																		230		
PM Peak	14:00	12:00	15:00	15:00	16:00	16:00	15:00	16:00	16:00																		16:00		
Vol.	1	1	2	32	150	159	27	2	1																		366		

Stats

- 15th Percentile : 30 MPH
- 50th Percentile : 34 MPH
- 85th Percentile : 38 MPH
- 95th Percentile : 42 MPH

Mean Speed(Average) : 35 MPH

- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 1861
- Percent in Pace : 80.4%
- Number of Vehicles > 35 MPH : 1125
- Percent of Vehicles > 35 MPH : 48.6%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
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165-183 Bedford Road
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SB

176038 B Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/07/																													
18	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	37	35	
01:00	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	36	26	
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	37	
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	37	
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	33	32	
05:00	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	4	46	39	
06:00	0	1	0	0	0	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	37	33	
07:00	0	0	0	0	0	7	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	39	37	
08:00	0	0	1	3	13	24	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	38	35	
09:00	0	0	1	13	36	31	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	38	34	
10:00	0	0	0	12	46	35	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	38	34	
11:00	0	0	2	11	37	34	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94	38	34	
12 PM	0	1	1	10	46	51	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	37	34	
13:00	1	0	1	12	55	47	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	38	34	
14:00	0	0	0	9	40	37	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92	37	34	
15:00	0	0	0	11	49	47	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114	37	34	
16:00	0	0	0	10	37	40	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92	37	34	
17:00	0	1	2	2	24	28	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	38	34	
18:00	0	0	1	3	16	28	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	38	35	
19:00	0	0	0	2	16	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	38	35	
20:00	0	0	0	4	4	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	41	36	
21:00	0	0	0	3	8	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	38	35	
22:00	0	0	0	2	8	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	39	35	
23:00	0	0	0	0	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	39	37	
Total	2	3	9	107	455	475	96	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1158			
%	0.2%	0.3%	0.8%	9.2%	39.3%	41.0%	8.3%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	01:00	06:00	11:00	09:00	10:00	10:00	11:00	05:00																			10:00		
Vol.	1	1	2	13	46	35	10	1																			102		
PM Peak	13:00	12:00	17:00	13:00	13:00	12:00	12:00	13:00	13:00																		13:00		
Vol.	1	1	2	12	55	51	7	2	1																		126		

Stats

- 15th Percentile : 29 MPH
- 50th Percentile : 34 MPH
- 85th Percentile : 38 MPH
- 95th Percentile : 41 MPH

- Mean Speed(Average) : 34 MPH
- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 930
- Percent in Pace : 80.3%
- Number of Vehicles > 35 MPH : 487
- Percent of Vehicles > 35 MPH : 42.1%



PRECISION
D A T A
INDUSTRIES, LLC

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165-183 Bedford Road
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City, State: Lincoln, MA
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SB

176038 B Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/08/																													
18	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	37	
01:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	33	32	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	53	52	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	48	47	
04:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	43	42	
05:00	0	0	0	0	1	2	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6	44	36	
06:00	0	0	1	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	35	30	
07:00	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	39	37	
08:00	0	0	0	0	1	9	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	38	36	
09:00	0	1	0	0	0	13	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	39	36	
10:00	0	0	0	0	6	21	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	38	35	
11:00	0	0	1	4	4	14	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	38	35	
12 PM	1	0	2	9	36	26	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	39	34	
13:00	0	0	0	7	36	37	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	38	35	
14:00	0	0	0	9	21	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	38	34	
15:00	0	0	1	5	23	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	38	34	
16:00	0	0	0	0	22	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	38	35	
17:00	0	1	0	9	19	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	37	33	
18:00	0	0	0	3	14	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	38	35	
19:00	1	0	0	5	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	37	32	
20:00	0	0	0	3	6	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	40	35	
21:00	0	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	40	36	
22:00	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	39	35	
23:00	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	39	35	
Total	2	2	5	66	251	284	69	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	687			
%	0.3%	0.3%	0.7%	9.6%	36.5%	41.3%	10.0%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak		09:00	06:00	10:00	10:00	11:00	09:00	03:00	02:00																		10:00		
Vol.		1	1	6	21	26	5	1	1																		56		
PM Peak	12:00	17:00	12:00	12:00	12:00	13:00	12:00	12:00	20:00																		13:00		
Vol.	1	1	2	9	36	37	12	2	1																		90		

Stats

- 15th Percentile : 29 MPH
- 50th Percentile : 34 MPH
- 85th Percentile : 38 MPH
- 95th Percentile : 42 MPH

- Mean Speed(Average) : 35 MPH
- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 535
- Percent in Pace : 77.9%
- Number of Vehicles > 35 MPH : 304
- Percent of Vehicles > 35 MPH : 44.3%



PRECISION
D A T A
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176038 B Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/09/																													
18	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	43	42	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	28	27	
03:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	43	42	
04:00	0	0	0	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	37	33	
05:00	0	0	0	1	1	12	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	40	36	
06:00	0	0	0	0	1	44	85	37	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174	41	37	
07:00	3	6	0	3	78	177	44	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	313	38	36	
08:00	0	0	0	5	97	186	48	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	342	39	36	
09:00	0	0	0	6	35	85	32	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	40	37	
10:00	0	0	0	1	7	20	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	37	34	
11:00	0	0	3	12	25	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	37	33	
12 PM	1	0	0	5	33	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	38	34	
13:00	0	0	0	4	22	27	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	38	35	
14:00	0	0	1	8	41	38	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	38	35	
15:00	0	0	0	8	48	97	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172	38	36	
16:00	0	1	0	9	94	137	45	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	289	39	36	
17:00	0	1	0	8	69	139	31	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	249	38	36	
18:00	0	1	0	4	44	51	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	40	36	
19:00	1	0	0	4	12	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	38	34	
20:00	0	0	0	0	15	13	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	40	36	
21:00	0	0	0	1	6	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	41	37	
22:00	0	0	0	0	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	41	36	
23:00	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	36	33	
Total	5	9	7	87	706	1147	322	36	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2321			
%	0.2%	0.4%	0.3%	3.7%	30.4%	49.4%	13.9%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	07:00	07:00	11:00	11:00	08:00	08:00	08:00	06:00																			08:00		
Vol.	3	6	3	12	97	186	48	7																			342		
PM Peak	12:00	16:00	14:00	16:00	16:00	17:00	16:00	18:00	16:00																		16:00		
Vol.	1	1	1	9	94	139	45	3	1																		289		

Stats

- 15th Percentile : 30 MPH
- 50th Percentile : 35 MPH
- 85th Percentile : 39 MPH
- 95th Percentile : 42 MPH

- Mean Speed(Average) : 36 MPH
- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 1853
- Percent in Pace : 79.8%
- Number of Vehicles > 35 MPH : 1278
- Percent of Vehicles > 35 MPH : 55.0%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

165-183 Bedford Road
south of Route 2A
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
SB

176038 B Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/10/																													
18	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	33	32	
01:00	0	0	1	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	46	32	
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	32	30		
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
04:00	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	37	31		
05:00	0	0	0	2	11	10	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	41	36		
06:00	0	0	0	4	44	105	40	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	196	40	37		
07:00	0	0	0	9	76	176	52	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	325	40	37		
08:00	0	0	3	9	83	153	31	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	286	38	36		
09:00	0	0	1	12	58	93	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189	38	35		
10:00	1	1	0	7	22	35	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	39	35		
11:00	0	0	1	3	29	31	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	38	34		
12 PM	0	0	0	3	24	32	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	39	36		
13:00	0	1	0	4	20	25	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	38	35		
14:00	1	0	1	5	44	45	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	39	35		
15:00	0	0	0	6	72	131	42	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	256	40	36		
16:00	0	0	1	30	148	165	46	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	393	38	35		
17:00	0	0	0	1	75	142	39	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	258	39	36		
18:00	0	0	1	3	34	57	27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	40	36		
19:00	1	0	0	6	19	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	38	34		
20:00	0	0	0	3	15	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	38	34		
21:00	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	36	33		
22:00	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	37	32		
23:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	37	35		
Total	3	3	9	111	788	1235	365	36	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2555				
%	0.1%	0.1%	0.4%	4.3%	30.8%	48.3%	14.3%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	10:00	04:00	08:00	09:00	08:00	07:00	07:00	07:00	08:00																	07:00			
Vol.	1	1	3	12	83	176	52	12	2																	325			
PM Peak	14:00	13:00	14:00	16:00	16:00	16:00	16:00	15:00	12:00	17:00																16:00			
Vol.	1	1	1	30	148	165	46	4	1	1																393			

Stats

- 15th Percentile : 30 MPH
- 50th Percentile : 35 MPH
- 85th Percentile : 39 MPH
- 95th Percentile : 42 MPH

- Mean Speed(Average) : 36 MPH
- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 2023
- Percent in Pace : 79.2%
- Number of Vehicles > 35 MPH : 1394
- Percent of Vehicles > 35 MPH : 54.6%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

165-183 Bedford Road
south of Route 2A
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
SB

176038 B Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/11/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	0	2	1	0	0	0	0	0	0	0	3	36	34
01:00	0	0	0	1	1	2	0	0	0	0	0	0	0	4	37	33
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
04:00	0	0	0	2	2	2	0	0	0	0	0	0	0	6	36	32
05:00	0	0	1	2	9	7	4	1	0	0	0	0	0	24	40	35
06:00	0	0	0	3	44	99	35	3	0	0	0	0	0	184	40	37
07:00	0	0	0	13	104	162	39	3	0	0	0	0	0	321	38	36
08:00	0	0	2	13	87	157	28	3	1	0	0	0	0	291	38	36
09:00	0	0	1	5	71	98	19	4	0	0	0	0	0	198	38	36
10:00	0	0	1	10	53	30	8	1	0	0	0	0	0	103	37	34
11:00	0	0	2	8	48	34	5	1	0	0	0	0	0	98	37	34
12 PM	0	1	3	10	49	53	13	0	1	0	0	0	0	130	38	34
13:00	0	0	1	8	33	48	13	1	0	0	0	0	0	104	38	35
14:00	2	0	0	15	60	63	13	2	0	0	0	0	0	155	38	34
15:00	0	0	4	17	89	119	35	3	2	0	0	0	0	269	38	35
16:00	0	0	0	7	98	166	32	3	0	0	0	0	0	306	38	36
17:00	0	0	1	10	114	132	31	2	0	0	0	0	0	290	38	35
18:00	0	0	0	9	46	58	18	0	1	0	0	0	0	132	38	35
19:00	1	0	0	1	22	24	9	0	0	0	0	0	0	57	39	35
20:00	0	0	1	2	11	11	5	1	0	0	0	0	0	31	40	35
21:00	0	0	0	0	5	12	3	0	0	0	0	0	0	20	39	36
22:00	0	0	0	0	2	3	0	0	1	0	0	0	0	6	49	38
23:00	0	0	0	1	2	4	0	0	0	0	0	0	0	7	37	34
Total	3	1	17	138	952	1285	310	28	6	0	0	0	0	2740		
%	0.1%	0.0%	0.6%	5.0%	34.7%	46.9%	11.3%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.			08:00	07:00	07:00	07:00	07:00	09:00	08:00						07:00	
			2	13	104	162	39	4	1						321	
PM Peak Vol.	14:00	12:00	15:00	15:00	17:00	16:00	15:00	15:00	15:00						16:00	
	2	1	4	17	114	166	35	3	2						306	

Stats

15th Percentile : 30 MPH
 50th Percentile : 35 MPH
 85th Percentile : 38 MPH
 95th Percentile : 42 MPH

Mean Speed(Average) : 35 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 2237
 Percent in Pace : 81.6%
 Number of Vehicles > 35 MPH : 1372
 Percent of Vehicles > 35 MPH : 50.1%



PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

165-183 Bedford Road
south of Route 2A
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 B Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/5/2018 Thu
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	1	20	3	23	4	43	
12:15	0	16	0	28	0	44	
12:30	2	29	1	15	3	44	
12:45	0	3 16	81	0	4 22	88	0 7 38 169
01:00	0	19	0	18	0	37	
01:15	0	23	1	24	1	47	
01:30	1	12	1	12	2	24	
01:45	0	1 12	66	0	2 18	72	0 3 30 138
02:00	0	15	0	23	0	38	
02:15	1	24	0	16	1	40	
02:30	1	24	1	31	2	55	
02:45	0	2 22	85	0	1 40	110	0 3 62 195
03:00	0	35	0	76	0	111	
03:15	0	38	0	60	0	98	
03:30	0	25	1	100	1	125	
03:45	1	1 28	126	0	1 80	316	1 2 108 442
04:00	0	27	0	66	0	93	
04:15	0	32	1	80	1	112	
04:30	0	33	0	72	0	105	
04:45	2	2 42	134	3	4 82	300	5 6 124 434
05:00	2	26	1	83	3	109	
05:15	1	26	4	98	5	124	
05:30	4	29	9	97	13	126	
05:45	9	16 42	123	7	21 73	351	16 37 115 474
06:00	9	32	17	37	26	69	
06:15	17	21	31	41	48	62	
06:30	15	15	52	18	67	33	
06:45	26	67 15	83	74	174 21	117	100 241 36 200
07:00	28	19	88	22	116	41	
07:15	42	7	79	17	121	24	
07:30	39	13	87	10	126	23	
07:45	42	151 15	54	72	326 3	52	114 477 18 106
08:00	51	10	103	6	154	16	
08:15	42	7	111	13	153	20	
08:30	53	10	57	7	110	17	
08:45	54	200 8	35	55	326 6	32	109 526 14 67
09:00	30	5	68	6	98	11	
09:15	29	3	66	3	95	6	
09:30	33	9	58	4	91	13	
09:45	27	119 2	19	42	234 2	15	69 353 4 34
10:00	12	2	19	1	31	3	
10:15	18	3	20	2	38	5	
10:30	13	2	24	3	37	5	
10:45	17	60 2	9	15	78 1	7	32 138 3 16
11:00	15	3	17	3	32	6	
11:15	12	2	13	3	25	5	
11:30	13	0	23	2	36	2	
11:45	25	65 4	9	19	72 1	9	44 137 5 18
Total	687	824	1243	1469	1930	2293	
Percent	35.6%	35.9%	64.4%	64.1%			
Day Total		1511		2712		4223	
Peak	08:00	- 04:00	- 07:30	- 04:45	- 07:30	- 04:45	- - -
Vol.	200	- 134	- 373	- 360	- 547	- 483	- - -
P.H.F.	0.926	0.798	0.840	0.918	0.888	0.958	

165-183 Bedford Road
 south of Route 2A
 City, State: Lincoln, MA
 Client: Fitzgerald & Halliday, Inc. / M.Morehouse



176038 B Volume
 Site Code: TBA

Start Time	NB		SB		Combin ed		4/6/2018 Fri
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	3	19	1	15	4	34	
12:15	2	21	1	18	3	39	
12:30	0	23	0	21	0	44	
12:45	0	5 20	83 1	3 19	73 1	8 39	156
01:00	2	14	0	18	2	32	
01:15	0	16	0	9	0	25	
01:30	0	21	0	16	0	37	
01:45	1	3 16	67 1	1 18	61 2	4 34	128
02:00	0	28	0	29	0	57	
02:15	0	29	1	27	1	56	
02:30	1	30	0	51	1	81	
02:45	1	2 22	109 0	1 75	182 1	3 97	291
03:00	0	32	0	67	0	99	
03:15	1	57	0	80	1	137	
03:30	0	23	0	86	0	109	
03:45	0	1 38	150 1	1 75	308 1	2 113	458
04:00	0	27	0	83	0	110	
04:15	1	21	1	88	2	109	
04:30	0	30	0	98	0	128	
04:45	3	4 35	113 2	3 97	366 5	7 132	479
05:00	4	20	2	56	6	76	
05:15	0	25	4	67	4	92	
05:30	3	36	6	63	9	99	
05:45	10	17 33	114 11	23 42	228 21	40 75	342
06:00	8	23	16	36	24	59	
06:15	4	20	23	26	27	46	
06:30	15	21	40	25	55	46	
06:45	22	49 18	82 47	126 12	99 69	175 30	181
07:00	21	8	71	16	92	24	
07:15	53	8	50	9	103	17	
07:30	42	12	59	14	101	26	
07:45	53	169 7	35 50	230 7	46 103	399 14	81
08:00	34	6	54	6	88	12	
08:15	42	6	69	7	111	13	
08:30	35	8	47	5	82	13	
08:45	52	163 6	26 52	222 9	27 104	385 15	53
09:00	28	9	32	4	60	13	
09:15	35	7	28	8	63	15	
09:30	26	6	28	2	54	8	
09:45	17	106 2	24 18	106 9	23 35	212 11	47
10:00	11	8	27	7	38	15	
10:15	18	4	15	7	33	11	
10:30	18	3	18	1	36	4	
10:45	19	66 2	17 12	72 4	19 31	138 6	36
11:00	11	1	12	2	23	3	
11:15	10	0	24	3	34	3	
11:30	18	4	26	1	44	5	
11:45	19	58 4	9 27	89 0	6 46	147 4	15
Total	643	829	877	1438	1520	2267	
Percent	42.3%	36.6%	57.7%	63.4%			
Day Total		1472		2315		3787	
Peak	07:15	- 03:00	- 07:30	- 04:00	- 07:30	- 04:00	- - -
Vol.	182	- 150	- 232	- 366	- 403	- 479	- - -
P.H.F.	0.858	0.658	0.841	0.934	0.908	0.907	

165-183 Bedford Road
 south of Route 2A
 City, State: Lincoln, MA
 Client: Fitzgerald & Halliday, Inc. / M.Morehouse



176038 B Volume
 Site Code: TBA

Start Time	NB		SB		Combin ed		4/7/2018 Sat					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	0	35	2	29	2	64						
12:15	1	33	1	31	2	64						
12:30	1	24	0	28	1	52						
12:45	0	2	32	124	0	3	28	116	0	5	60	240
01:00	1	28	0	24	1	52						
01:15	0	31	1	35	1	66						
01:30	1	33	2	30	3	63						
01:45	2	4	38	130	0	3	37	126	2	7	75	256
02:00	0	31	1	18	1	49						
02:15	0	35	0	18	0	53						
02:30	3	35	0	37	3	72						
02:45	2	5	29	130	0	1	19	92	2	6	48	222
03:00	0	38	1	20	1	58						
03:15	0	28	0	35	0	63						
03:30	0	18	0	37	0	55						
03:45	0	0	17	101	0	1	22	114	0	1	39	215
04:00	0	18	1	22	1	40						
04:15	0	15	0	17	0	32						
04:30	1	16	0	27	1	43						
04:45	0	1	14	63	0	1	26	92	0	2	40	155
05:00	0	12	3	15	3	27						
05:15	0	21	0	14	0	35						
05:30	0	7	1	18	1	25						
05:45	0	0	14	54	0	4	15	62	0	4	29	116
06:00	2	9	1	15	3	24						
06:15	3	10	1	16	4	26						
06:30	2	12	5	19	7	31						
06:45	3	10	13	44	4	11	5	55	7	21	18	99
07:00	4	9	5	14	9	23						
07:15	4	3	4	13	8	16						
07:30	12	9	6	6	18	15						
07:45	8	28	5	26	14	29	6	39	22	57	11	65
08:00	5	4	8	5	13	9						
08:15	16	5	11	5	27	10						
08:30	17	4	16	8	33	12						
08:45	22	60	5	18	13	48	3	21	35	108	8	39
09:00	22	2	20	8	42	10						
09:15	25	4	22	4	47	8						
09:30	15	4	22	4	37	8						
09:45	16	78	4	14	26	90	7	23	42	168	11	37
10:00	29	5	21	5	50	10						
10:15	32	6	26	6	58	12						
10:30	38	2	24	7	62	9						
10:45	36	135	7	20	31	102	2	20	67	237	9	40
11:00	29	8	25	5	54	13						
11:15	23	5	18	4	41	9						
11:30	38	2	23	2	61	4						
11:45	40	130	2	17	28	94	0	11	68	224	2	28
Total	453	741	387	771	840	1512						
Percent	53.9%	49.0%	46.1%	51.0%								
Day Total		1194		1158		2352						
Peak	10:00	-	01:45	-	10:15	-	01:00	-	10:15	-	01:00	-
Vol.	135	-	139	-	106	-	126	-	241	-	256	-
P.H.F.	0.888		0.914		0.855		0.851		0.899		0.853	

165-183 Bedford Road
 south of Route 2A
 City, State: Lincoln, MA
 Client: Fitzgerald & Halliday, Inc. / M.Morehouse



176038 B Volume
 Site Code: TBA

Start Time	NB		SB		Combin ed		4/8/2018 Sun
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	2	22	0	19	2	41	
12:15	3	17	0	19	3	36	
12:30	0	14	0	21	0	35	
12:45	1	17	70	1	1	29	88
01:00	1	19		1	21	2	7
01:15	0	17		1	27	1	46
01:30	1	15		0	20	1	40
01:45	0	17	68	0	22	90	4
02:00	0	13		0	11	0	39
02:15	1	22		0	16	1	24
02:30	0	18		1	8	1	38
02:45	1	17	70	0	1	21	56
03:00	0	12		0	7	0	3
03:15	0	9		0	16	0	38
03:30	0	15		0	16	0	25
03:45	0	17	53	1	1	17	56
04:00	0	15		1	12	1	1
04:15	0	11		0	17	0	34
04:30	0	17		0	12	0	27
04:45	1	17	60	0	1	9	50
05:00	0	14		1	14	1	2
05:15	0	12		4	12	4	28
05:30	2	8		0	14	2	24
05:45	1	16	50	1	6	13	53
06:00	0	6		1	14	1	9
06:15	0	7		2	8	2	29
06:30	2	8		1	8	3	20
06:45	3	9	30	1	5	12	42
07:00	3	11		1	7	4	10
07:15	6	13		1	6	7	21
07:30	2	4		2	5	4	18
07:45	0	11	5	33	2	6	1
08:00	4	8		5	6	9	19
08:15	3	2		8	4	11	2
08:30	6	7		12	5	18	17
08:45	7	20	2	19	5	30	4
09:00	9	1		8	3	17	19
09:15	9	8		9	1	18	50
09:30	3	0		9	2	12	6
09:45	7	28	4	13	11	37	3
10:00	11	2		7	1	18	9
10:15	12	2		19	1	31	65
10:30	15	1		10	4	25	7
10:45	16	54	2	7	20	56	0
11:00	16	1		8	1	24	6
11:15	12	1		14	2	26	110
11:30	16	2		12	2	28	2
11:45	19	63	1	5	13	47	1
Total	195	478	193	494	388	972	11
Percent	50.3%	49.2%	49.7%	50.8%			
Day Total		673		687		1360	
Peak	11:00	-	12:00	-	10:15	-	00:30
Vol.	63	-	70	-	57	-	98
P.H.F.	0.829	-	0.795	-	0.713	-	0.845

165-183 Bedford Road
 south of Route 2A
 City, State: Lincoln, MA
 Client: Fitzgerald & Halliday, Inc. / M.Morehouse



176038 B Volume
 Site Code: TBA

Start Time	NB		SB		Combin ed		4/9/2018 Mon					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	1	16	0	14	1	30						
12:15	1	22	1	12	2	34						
12:30	1	23	1	24	2	47						
12:45	1	4	20	81	0	2	18	68	1	6	38	149
01:00	0	19	0	17	0	36						
01:15	0	12	0	11	0	23						
01:30	0	17	0	16	0	33						
01:45	0	0	15	63	0	0	17	61	0	0	32	124
02:00	1	19	1	20	2	39						
02:15	0	18	0	21	0	39						
02:30	1	17	0	27	1	44						
02:45	0	2	23	77	0	1	32	100	0	3	55	177
03:00	0	28	1	46	1	74						
03:15	0	21	0	40	0	61						
03:30	0	20	0	44	0	64						
03:45	0	0	24	93	0	1	42	172	0	1	66	265
04:00	0	30	0	82	0	112						
04:15	1	39	1	82	2	121						
04:30	0	19	1	67	1	86						
04:45	1	2	43	131	3	5	58	289	4	7	101	420
05:00	4	31	1	58	5	89						
05:15	1	25	9	79	10	104						
05:30	4	23	11	61	15	84						
05:45	14	23	44	123	9	30	51	249	23	53	95	372
06:00	9	30	14	34	23	64						
06:15	8	24	29	35	37	59						
06:30	12	14	54	22	66	36						
06:45	29	58	20	88	77	174	32	123	106	232	52	211
07:00	36	19	96	13	132	32						
07:15	48	15	95	13	143	28						
07:30	50	6	61	8	111	14						
07:45	60	194	11	51	61	313	3	37	121	507	14	88
08:00	43	9	92	15	135	24						
08:15	46	4	124	4	170	8						
08:30	58	5	58	9	116	14						
08:45	52	199	4	22	68	342	7	35	120	541	11	57
09:00	39	5	53	7	92	12						
09:15	19	4	42	5	61	9						
09:30	21	3	42	6	63	9						
09:45	23	102	3	15	26	163	4	22	49	265	7	37
10:00	13	3	21	3	34	6						
10:15	13	2	17	3	30	5						
10:30	21	3	9	0	30	3						
10:45	11	58	3	11	11	58	1	7	22	116	4	18
11:00	14	1	17	1	31	2						
11:15	13	2	13	4	26	6						
11:30	12	1	18	1	30	2						
11:45	17	56	1	5	13	61	2	8	30	117	3	13
Total	698	760	1150	1171	1848	1931						
Percent	37.8%	39.4%	62.2%	60.6%								
Day Total		1458		2321		3779						
Peak	07:45	-	04:15	-	08:00	-	04:00	-	07:45	-	04:00	-
Vol.	207	-	132	-	342	-	289	-	542	-	420	-
P.H.F.	0.863		0.767		0.690		0.881		0.797		0.868	



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

165-183 Bedford Road
south of Route 2A
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 B Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/10/2018 Tue					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	5	18	2	24	7	42						
12:15	0	27	0	23	0	50						
12:30	0	18	0	14	0	32						
12:45	2	7	16	79	0	2	9	25	149			
01:00	1	16	1	17	2	33						
01:15	0	13	1	17	1	30						
01:30	1	13	1	11	2	24						
01:45	0	2	21	63	0	3	13	58	0	5	34	121
02:00	0	18	0	22	0	40						
02:15	0	16	0	23	0	39						
02:30	0	16	2	27	2	43						
02:45	2	2	25	75	0	2	41	113	2	4	66	188
03:00	1	36	0	54	1	90						
03:15	0	28	0	50	0	78						
03:30	0	37	0	85	0	122						
03:45	0	1	29	130	0	0	67	256	0	1	96	386
04:00	0	31	1	111	1	142						
04:15	0	40	1	96	1	136						
04:30	3	37	1	105	4	142						
04:45	0	3	29	137	2	5	81	393	2	8	110	530
05:00	1	30	1	85	2	115						
05:15	5	35	4	67	9	102						
05:30	2	22	14	64	16	86						
05:45	10	18	31	118	12	31	42	258	22	49	73	376
06:00	10	32	17	60	27	79						
06:15	11	29	26	31	37	60						
06:30	22	23	63	26	85	49						
06:45	35	78	9	93	90	196	19	123	125	274	28	216
07:00	31	13	86	17	117	30						
07:15	44	15	95	13	139	28						
07:30	58	6	84	16	142	22						
07:45	47	180	12	46	60	325	6	52	107	505	18	98
08:00	36	2	92	6	128	8						
08:15	58	6	65	10	123	16						
08:30	46	3	68	4	114	7						
08:45	59	199	8	19	61	286	8	28	120	485	16	47
09:00	39	9	65	2	104	11						
09:15	33	1	47	3	80	4						
09:30	28	3	44	3	72	6						
09:45	22	122	2	15	33	189	0	8	55	311	2	23
10:00	16	6	15	1	31	7						
10:15	11	6	14	1	25	7						
10:30	19	0	22	2	41	2						
10:45	16	62	3	15	29	80	1	5	45	142	4	20
11:00	18	3	14	2	32	5						
11:15	18	1	15	1	33	2						
11:30	18	2	19	0	37	2						
11:45	13	67	1	7	20	68	1	4	33	135	2	11
Total	741		797		1187		1368		1928		2165	
Percent	38.4%		36.8%		61.6%		63.2%					
Day Total		1538		2555		4093						
Peak	08:15	-	03:30	-	06:45	-	04:00	-	06:45	-	04:00	-
Vol.	202	-	137	-	355	-	393	-	523	-	530	-
P.H.F.	0.856		0.856		0.934		0.885		0.921		0.933	



PRECISION
DATA
INDUSTRIES, LLC

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Email: datarequests@pdillc.com

165-183 Bedford Road
south of Route 2A
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 B Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/11/2018 Wed						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	2	39	2	41	4	80							
12:15	0	32	0	30	0	62							
12:30	1	23	1	20	2	43							
12:45	0	3	46	140	0	3	39	130	0	6	85	270	
01:00	0	24	1	26	1	50							
01:15	0	23	2	26	2	49							
01:30	0	23	1	20	1	43							
01:45	1	1	34	104	0	4	32	104	1	5	66	208	
02:00	0	33	0	44	0	77							
02:15	0	27	0	35	0	62							
02:30	0	31	0	32	0	63							
02:45	0	0	30	121	0	0	44	155	0	0	74	276	
03:00	0	44	1	53	1	97							
03:15	1	27	0	65	1	92							
03:30	0	32	0	79	0	111							
03:45	0	1	32	135	0	1	72	269	0	2	104	404	
04:00	0	34	2	76	2	110							
04:15	0	31	1	67	1	98							
04:30	1	25	1	74	2	99							
04:45	2	3	28	118	2	6	89	306	4	9	117	424	
05:00	5	36	0	70	5	106							
05:15	3	31	5	92	8	123							
05:30	2	21	8	67	10	88							
05:45	8	18	25	113	11	24	61	290	19	42	86	403	
06:00	12	19	17	45	29	64							
06:15	7	32	31	41	38	73							
06:30	21	27	52	25	73	52							
06:45	31	71	18	96	84	184	21	132	115	255	39	228	
07:00	35	12	102	14	137	26							
07:15	41	15	84	19	125	34							
07:30	56	17	64	14	120	31							
07:45	55	187	11	55	71	321	10	57	126	508	21	112	
08:00	41	7	79	6	120	13							
08:15	51	9	60	12	111	21							
08:30	43	6	86	2	129	8							
08:45	39	174	4	26	66	291	11	31	105	465	15	57	
09:00	60	4	62	7	122	11							
09:15	43	5	50	8	93	13							
09:30	38	7	42	2	80	9							
09:45	30	171	8	24	44	198	3	20	74	369	11	44	
10:00	33	4	33	2	66	6							
10:15	23	4	18	2	41	6							
10:30	25	2	28	1	53	3							
10:45	22	103	1	11	24	103	1	6	46	206	2	17	
11:00	19	1	15	2	34	3							
11:15	30	2	29	0	59	2							
11:30	26	1	33	3	59	4							
11:45	21	96	0	4	21	98	2	7	42	194	2	11	
Total	828	947	1233	1507	2061	2454							
Percent	40.2%	38.6%	59.8%	61.4%									
Day Total		1775		2740		4515							
Peak	07:30	-	12:00	-	06:45	-	04:30	-	07:00	-	04:30	-	-
Vol.	203	-	140	-	334	-	325	-	508	-	445	-	-
P.H.F.	0.906	-	0.761	-	0.819	-	0.883	-	0.927	-	0.904	-	-



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

11 Cambridge Turnpike Cutoff
south of Lexington Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
NB

176038 C Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/05/1														
8	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
03:00	0	3	2	1	1	0	0	0	0	0	0	0	0	7
04:00	0	15	3	0	3	0	0	0	0	0	0	0	0	21
05:00	0	133	26	1	27	0	0	0	0	0	0	0	0	187
06:00	4	234	86	2	35	3	1	1	0	0	0	0	0	366
07:00	1	544	157	10	34	2	0	5	1	0	0	0	0	754
08:00	3	545	182	3	40	2	1	0	0	0	0	0	0	776
09:00	0	378	113	5	24	2	0	1	0	0	0	0	0	523
10:00	0	179	43	0	16	1	0	2	0	0	0	0	0	241
11:00	0	153	49	3	16	0	0	0	0	0	0	0	0	221
12 PM	1	132	48	1	16	1	0	0	1	0	0	0	0	200
13:00	1	124	34	1	9	0	2	0	1	1	0	0	0	173
14:00	0	136	55	3	13	1	0	1	0	0	0	0	0	209
15:00	0	205	68	6	17	2	0	0	0	0	0	0	0	298
16:00	0	221	60	3	12	0	0	0	0	0	0	0	0	296
17:00	0	260	69	1	13	1	0	0	0	0	0	0	0	344
18:00	0	190	37	0	5	1	0	0	0	0	0	0	0	233
19:00	0	100	26	2	3	0	0	0	0	0	0	0	0	131
20:00	0	56	24	0	0	0	0	0	0	0	0	0	0	80
21:00	0	45	12	0	2	0	0	0	0	0	0	0	0	59
22:00	0	19	7	0	1	0	0	0	0	0	0	0	0	27
23:00	0	28	3	0	1	0	0	0	0	0	0	0	0	32
Total	10	3711	1106	42	289	16	4	10	3	1	0	0	0	5192
Percent	0.2%	71.5%	21.3%	0.8%	5.6%	0.3%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	08:00	07:00	08:00	06:00	06:00	07:00	07:00					08:00
Vol.	4	545	182	10	40	3	1	5	1					776
PM Peak	12:00	17:00	17:00	15:00	15:00	15:00	13:00	14:00	12:00	13:00				17:00
Vol.	1	260	69	6	17	2	2	1	1	1				344



PRECISION
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11 Cambridge Turnpike Cutoff
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NB

176038 C Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/06/1														
8	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	5	0	0	0	0	0	0	0	1	0	0	0	6
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	4	1	2	1	0	0	0	0	0	0	0	0	8
04:00	1	12	2	0	3	1	0	1	0	0	0	0	0	20
05:00	0	118	32	0	14	0	0	0	0	0	0	0	0	164
06:00	0	223	50	5	35	0	0	0	0	0	0	0	0	313
07:00	0	420	109	8	36	3	0	1	0	0	0	0	0	577
08:00	1	436	124	1	23	2	1	2	0	0	0	0	0	590
09:00	2	290	63	0	14	2	0	2	2	0	0	0	0	375
10:00	0	172	44	1	8	0	0	0	2	0	0	0	0	227
11:00	1	142	25	1	7	0	1	2	1	0	0	0	0	180
12 PM	0	114	36	1	4	0	0	1	0	0	0	0	0	156
13:00	2	127	35	2	14	2	0	1	0	0	0	0	0	183
14:00	0	148	35	0	8	0	0	0	0	0	0	0	0	191
15:00	0	235	52	2	14	0	0	0	1	0	0	0	0	304
16:00	1	197	35	5	5	2	0	0	0	0	0	0	0	245
17:00	0	229	27	1	5	0	0	1	0	0	0	0	0	263
18:00	2	172	27	0	2	0	0	0	0	0	0	0	0	203
19:00	0	84	15	0	3	0	0	0	0	1	0	0	0	103
20:00	0	65	7	0	1	0	0	0	0	0	0	0	0	73
21:00	0	43	13	0	0	0	0	0	0	0	0	0	0	56
22:00	0	31	8	0	1	0	0	0	0	0	0	0	0	40
23:00	0	32	2	0	1	0	0	0	0	0	0	0	0	35
Total	10	3306	744	29	199	12	2	11	6	2	0	0	0	4321
Percent	0.2%	76.5%	17.2%	0.7%	4.6%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	08:00	07:00	07:00	07:00	08:00	08:00	09:00	01:00				08:00
Vol.	2	436	124	8	36	3	1	2	2	1				590
PM Peak	13:00	15:00	15:00	16:00	13:00	13:00		12:00	15:00	19:00				15:00
Vol.	2	235	52	5	14	2		1	1	1				304



PRECISION
D A T A
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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/08/1														
8	0	15	0	0	0	0	0	0	0	0	0	0	0	15
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
05:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
06:00	0	21	2	0	1	0	0	0	0	0	0	0	0	24
07:00	0	48	10	0	5	0	0	0	0	0	0	0	0	63
08:00	0	107	12	0	1	0	0	0	0	0	0	0	0	120
09:00	0	120	20	0	0	0	0	0	0	0	0	0	0	140
10:00	0	165	14	0	1	1	0	0	0	0	0	0	0	181
11:00	0	122	22	0	7	0	0	0	0	0	0	0	0	151
12 PM	1	158	35	0	6	1	0	1	0	0	0	0	0	202
13:00	0	178	27	0	4	0	0	1	0	0	0	0	0	210
14:00	0	146	14	0	4	0	0	0	0	0	0	0	0	164
15:00	1	128	17	0	0	0	0	1	0	0	0	0	0	147
16:00	1	119	17	0	2	1	0	0	0	0	0	0	0	140
17:00	0	110	18	0	5	0	0	0	0	0	0	0	0	133
18:00	0	100	21	0	3	0	0	0	0	1	0	0	0	125
19:00	0	82	7	0	2	0	0	0	0	0	0	0	0	91
20:00	0	55	13	0	0	0	0	0	0	0	0	0	0	68
21:00	0	34	2	0	1	0	0	0	0	0	0	0	0	37
22:00	0	16	10	0	0	0	0	0	0	0	0	0	0	26
23:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
Total	3	1761	269	0	43	3	0	3	0	1	0	0	0	2083
Percent	0.1%	84.5%	12.9%	0.0%	2.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	11:00		11:00	10:00								10:00
Vol.		165	22		7	1								181
PM Peak	12:00	13:00	12:00		12:00	12:00		12:00		18:00				13:00
Vol.	1	178	35		6	1		1		1				210



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

11 Cambridge Turnpike Cutoff
south of Lexington Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
NB

176038 C Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/09/1														
8	0	9	0	1	0	0	0	0	0	0	0	0	0	10
01:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	16	2	0	2	0	0	0	0	0	0	0	0	20
05:00	0	144	28	0	12	1	0	0	1	0	0	0	0	186
06:00	1	278	60	3	20	1	2	2	0	0	0	0	0	367
07:00	0	628	82	8	16	3	1	2	1	0	0	0	0	741
08:00	1	663	99	4	23	3	0	1	3	0	0	0	0	797
09:00	2	325	44	2	13	1	1	0	0	0	0	0	0	388
10:00	0	135	47	2	12	0	0	0	3	0	0	0	0	199
11:00	0	138	25	2	7	0	1	1	1	0	0	0	0	175
12 PM	1	138	32	1	8	2	0	0	1	0	0	0	0	183
13:00	0	119	27	2	4	1	1	2	1	0	0	0	0	157
14:00	0	123	27	3	11	0	0	0	1	0	0	0	0	165
15:00	0	206	32	5	8	2	0	0	0	0	0	0	0	253
16:00	1	211	47	4	8	2	0	0	0	0	0	0	0	273
17:00	1	256	42	3	8	2	0	0	0	0	0	0	0	312
18:00	2	155	20	0	4	1	0	0	0	0	0	0	0	182
19:00	2	98	16	1	0	0	0	0	0	0	0	0	0	117
20:00	0	60	3	1	1	0	0	0	0	0	0	0	0	65
21:00	0	45	7	0	1	0	0	0	0	0	0	0	0	53
22:00	0	14	6	0	1	0	0	0	0	0	0	0	0	21
23:00	0	22	3	0	0	0	0	0	0	0	0	0	0	25
Total	11	3790	650	42	160	19	6	8	12	0	0	0	0	4698
Percent	0.2%	80.7%	13.8%	0.9%	3.4%	0.4%	0.1%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	08:00	07:00	08:00	07:00	06:00	06:00	08:00					08:00
Vol.	2	663	99	8	23	3	2	2	3					797
PM Peak	18:00	17:00	16:00	15:00	14:00	12:00	13:00	13:00	12:00					17:00
Vol.	2	256	47	5	11	2	1	2	1					312



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NB

176038 C Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/10/1														
8	0	5	1	0	0	0	0	0	0	0	0	0	0	6
01:00	0	4	0	0	0	0	0	0	1	0	0	0	0	5
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:00	0	18	5	0	2	0	0	1	1	0	0	0	0	27
05:00	0	157	31	0	14	1	0	0	0	0	0	0	0	203
06:00	1	327	72	1	22	3	2	0	3	0	0	0	0	431
07:00	1	698	93	7	19	5	2	0	1	0	0	0	0	826
08:00	0	573	75	3	15	3	0	1	2	0	0	0	0	672
09:00	0	380	54	0	12	3	1	1	0	0	0	0	0	451
10:00	0	185	30	4	7	1	0	0	1	0	0	0	0	228
11:00	0	137	26	4	6	1	1	0	0	0	0	0	0	175
12 PM	0	161	25	2	10	1	0	0	2	0	0	0	0	201
13:00	0	124	35	1	6	0	0	0	0	0	0	0	0	166
14:00	0	131	30	0	6	1	0	1	1	0	0	0	0	170
15:00	0	210	36	7	17	3	0	1	0	0	0	0	0	274
16:00	0	246	57	4	7	0	0	1	0	0	0	0	0	315
17:00	0	259	42	2	5	0	0	1	0	0	0	0	0	309
18:00	0	179	31	2	4	1	0	0	0	0	0	0	0	217
19:00	0	81	12	1	3	0	0	0	0	0	0	0	0	97
20:00	1	52	16	1	1	0	0	0	0	0	0	0	0	71
21:00	0	46	7	0	0	0	0	0	0	0	0	0	0	53
22:00	0	26	4	0	2	0	0	0	0	0	0	0	0	32
23:00	0	16	1	0	1	0	0	0	0	0	0	0	0	18
Total	3	4019	687	39	159	23	6	7	12	0	0	0	0	4955
Percent	0.1%	81.1%	13.9%	0.8%	3.2%	0.5%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	07:00	06:00	07:00	06:00	04:00	06:00					07:00
Vol.	1	698	93	7	22	5	2	1	3					826
PM Peak	20:00	17:00	16:00	15:00	15:00	15:00		14:00	12:00					16:00
Vol.	1	259	57	7	17	3		1	2					315



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176038 C Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/1														
8	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
03:00	1	5	0	1	0	0	0	0	0	0	0	0	0	7
04:00	0	21	4	0	1	0	0	0	0	0	0	0	0	26
05:00	0	135	35	0	15	0	0	0	0	0	0	0	0	185
06:00	1	287	59	4	22	3	1	1	0	0	0	0	0	378
07:00	5	704	89	6	27	2	0	3	1	0	0	0	0	837
08:00	2	609	79	2	10	2	0	1	0	0	0	0	0	705
09:00	0	346	46	0	9	1	1	0	0	0	0	0	0	403
10:00	0	178	37	4	14	2	0	1	1	0	0	0	0	237
11:00	0	152	26	1	4	0	0	0	1	0	0	0	0	184
12 PM	1	165	32	3	10	1	0	1	0	0	0	0	0	213
13:00	0	131	40	6	13	3	0	2	0	0	0	0	0	195
14:00	1	138	24	5	7	1	0	0	0	0	0	0	0	176
15:00	0	213	60	6	10	0	0	0	0	0	0	0	0	289
16:00	4	211	34	1	6	1	1	1	0	0	0	0	0	259
17:00	1	288	52	0	3	1	0	1	0	0	0	0	0	346
18:00	1	191	30	0	8	0	0	0	0	0	0	0	0	230
19:00	1	107	16	1	4	0	0	1	0	0	0	0	0	130
20:00	0	78	10	0	3	0	0	0	0	0	0	0	0	91
21:00	1	49	4	0	1	0	0	0	0	0	0	0	0	55
22:00	0	34	9	0	0	0	0	0	0	0	0	0	0	43
23:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
Total	19	4071	688	40	168	17	3	12	3	0	0	0	0	5021
Percent	0.4%	81.1%	13.7%	0.8%	3.3%	0.3%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	06:00	06:00	07:00	07:00					07:00
Vol.	5	704	89	6	27	3	1	3	1					837
PM Peak	16:00	17:00	15:00	13:00	13:00	13:00	16:00	13:00						17:00
Vol.	4	288	60	6	13	3	1	2						346



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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/05/1														
8	0	5	3	0	0	0	0	0	0	0	0	0	0	8
01:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13
02:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	4	4	0	1	0	0	0	0	0	0	0	0	9
05:00	0	23	10	6	1	0	0	0	0	0	0	0	0	40
06:00	0	107	36	0	5	1	0	1	1	0	0	0	0	151
07:00	0	212	46	3	11	4	0	2	0	0	0	0	0	278
08:00	0	297	56	4	4	2	0	0	0	0	0	0	0	363
09:00	1	192	40	0	3	2	0	0	3	0	0	0	0	241
10:00	0	151	30	1	5	3	0	1	2	0	0	0	0	193
11:00	3	154	39	0	13	2	0	1	4	2	0	0	0	218
12 PM	0	214	28	2	6	2	1	1	1	0	0	0	0	255
13:00	1	176	44	0	11	0	0	0	0	1	0	0	0	233
14:00	0	268	62	7	8	1	0	0	0	0	0	0	0	346
15:00	3	384	91	4	13	4	0	2	0	0	0	0	0	501
16:00	0	447	75	0	10	2	0	0	0	0	0	0	0	534
17:00	1	494	44	0	5	2	0	0	1	0	0	0	0	547
18:00	0	312	32	2	1	1	0	0	1	0	0	0	0	349
19:00	0	189	19	0	2	0	0	0	0	0	0	0	0	210
20:00	0	127	10	0	1	0	0	0	0	0	0	0	0	138
21:00	0	106	13	0	0	0	0	0	0	0	0	0	0	119
22:00	1	38	7	0	0	1	0	0	0	0	0	0	0	47
23:00	0	25	4	0	1	0	0	0	0	0	0	0	0	30
Total	10	3945	695	29	103	27	1	8	13	3	0	0	0	4834
Percent	0.2%	81.6%	14.4%	0.6%	2.1%	0.6%	0.0%	0.2%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	08:00	05:00	11:00	07:00		07:00	11:00	11:00				08:00
Vol.	3	297	56	6	13	4		2	4	2				363
PM Peak	15:00	17:00	15:00	14:00	15:00	15:00	12:00	15:00	12:00	13:00				17:00
Vol.	3	494	91	7	13	4	1	2	1	1				547



PRECISION
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176038 C Class
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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/06/1														
8	0	14	0	1	1	0	0	0	0	0	0	0	0	16
01:00	0	8	1	0	1	0	0	0	1	0	0	0	0	11
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	3	0	0	0	1	0	0	0	0	0	0	0	4
04:00	0	2	4	0	1	0	0	0	0	0	0	0	0	7
05:00	0	28	10	6	1	0	0	0	0	0	0	0	0	45
06:00	1	102	30	4	5	0	0	1	0	0	0	0	0	143
07:00	0	217	50	1	3	1	0	0	0	0	0	0	0	272
08:00	0	270	38	0	9	0	0	0	0	0	0	0	0	317
09:00	1	167	41	2	7	2	0	1	0	0	0	0	0	221
10:00	1	128	29	0	10	1	0	0	4	1	0	0	0	174
11:00	0	159	23	0	7	0	0	3	0	1	0	0	0	193
12 PM	0	171	32	1	7	4	1	0	1	0	0	0	0	217
13:00	1	176	45	3	7	3	1	1	1	1	0	0	0	239
14:00	1	325	59	6	9	0	0	0	0	0	0	0	0	400
15:00	0	372	62	0	6	0	0	0	2	0	0	0	0	442
16:00	1	506	43	1	9	0	0	0	0	0	0	0	0	560
17:00	1	574	40	0	4	0	0	1	0	0	0	0	0	620
18:00	0	314	17	0	4	0	0	0	0	0	0	0	0	335
19:00	0	140	13	0	3	0	0	0	0	0	0	0	0	156
20:00	0	87	3	0	0	0	0	0	0	0	0	0	0	90
21:00	1	74	7	0	2	0	0	0	0	0	0	0	0	84
22:00	0	79	12	0	0	0	0	0	0	0	0	0	0	91
23:00	0	46	2	0	1	0	0	0	0	0	0	0	0	49
Total	8	3969	561	25	97	12	2	7	9	3	0	0	0	4693
Percent	0.2%	84.6%	12.0%	0.5%	2.1%	0.3%	0.0%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	07:00	05:00	10:00	09:00		11:00	10:00	10:00				08:00
Vol.	1	270	50	6	10	2		3	4	1				317
PM Peak	13:00	17:00	15:00	14:00	14:00	12:00	12:00	13:00	15:00	13:00				17:00
Vol.	1	574	62	6	9	4	1	1	2	1				620



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04/07/1														
8	0	20	2	0	1	0	0	0	0	0	0	0	0	23
01:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
02:00	0	10	1	0	2	1	0	0	0	0	0	0	0	14
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
05:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
06:00	0	60	13	0	1	0	0	0	0	0	0	0	0	74
07:00	0	44	18	0	3	0	0	1	0	0	0	0	0	66
08:00	0	92	12	2	5	1	0	0	1	0	0	0	0	113
09:00	0	102	12	0	3	0	0	0	0	0	0	0	0	117
10:00	0	162	12	0	2	0	0	0	0	0	0	0	0	178
11:00	0	182	18	0	5	0	0	1	0	0	0	0	0	206
12 PM	0	192	23	0	1	0	0	0	1	0	0	0	0	217
13:00	1	212	13	1	4	0	0	0	1	0	0	0	0	232
14:00	1	220	24	1	3	0	0	0	0	0	0	0	0	249
15:00	0	222	22	0	3	0	0	0	0	0	0	0	0	247
16:00	1	213	15	0	2	0	0	0	0	0	0	0	0	231
17:00	1	137	19	0	1	0	0	0	0	0	0	0	0	158
18:00	0	150	10	0	3	0	0	0	0	0	0	0	0	163
19:00	0	128	8	0	0	0	0	0	0	0	0	0	0	136
20:00	0	78	12	1	2	0	0	0	0	0	0	0	0	93
21:00	1	67	6	0	0	0	0	0	0	0	0	0	0	74
22:00	0	92	1	0	0	0	0	0	0	0	0	0	0	93
23:00	0	36	1	0	0	0	0	0	0	0	0	0	0	37
Total	5	2441	247	5	41	4	0	2	3	0	0	0	0	2748
Percent	0.2%	88.8%	9.0%	0.2%	1.5%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	07:00	08:00	08:00	10:00		07:00	08:00					11:00
Vol.		182	18	2	5	2		1	1					206
PM Peak	13:00	15:00	14:00	13:00	13:00				12:00					14:00
Vol.	1	222	24	1	4				1					249



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04/08/1														
8	0	24	1	0	0	0	0	0	0	0	0	0	0	25
01:00	0	20	0	0	0	0	0	0	0	0	0	0	0	20
02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
05:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
06:00	0	42	7	0	0	0	0	0	0	0	0	0	0	49
07:00	0	45	7	0	0	0	0	0	0	0	0	0	0	52
08:00	0	69	6	1	1	0	0	0	0	0	0	0	0	77
09:00	0	90	4	0	2	0	0	0	0	0	0	0	0	96
10:00	1	137	18	0	2	0	0	0	0	1	0	0	0	159
11:00	0	142	18	0	1	0	0	0	0	0	0	0	0	161
12 PM	3	225	19	0	0	0	0	0	0	0	0	0	0	247
13:00	0	215	23	0	1	0	0	0	0	0	0	0	0	239
14:00	0	181	15	0	1	0	0	0	0	0	0	0	0	197
15:00	0	188	19	0	1	0	0	1	0	0	0	0	0	209
16:00	1	139	16	0	0	0	0	0	0	0	0	0	0	156
17:00	0	136	9	0	1	0	0	0	0	0	0	0	0	146
18:00	0	125	7	0	1	0	0	0	0	0	0	0	0	133
19:00	0	98	7	0	1	0	0	0	0	0	0	0	0	106
20:00	0	78	8	0	1	0	0	0	0	0	0	0	0	87
21:00	1	46	1	0	0	0	0	0	0	0	0	0	0	48
22:00	0	39	4	0	1	0	0	0	0	0	0	0	0	44
23:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
Total	6	2077	196	1	14	0	0	1	0	1	0	0	0	2296
Percent	0.3%	90.5%	8.5%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	08:00	09:00					10:00				11:00
Vol.	1	142	18	1	2					1				161
PM Peak	12:00	12:00	13:00		13:00			15:00						12:00
Vol.	3	225	23		1			1						247



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
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Email: datarequests@pdillc.com

11 Cambridge Turnpike Cutoff
south of Lexington Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
SB

176038 C Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/09/1														
8	0	10	3	0	0	0	0	0	0	0	0	0	0	13
01:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	4	1	0	0	1	0	0	0	0	0	0	0	6
05:00	1	31	5	5	0	1	0	0	0	0	0	0	0	43
06:00	0	119	29	0	1	0	0	0	0	0	0	0	0	149
07:00	2	238	44	0	3	3	0	2	0	0	0	0	0	292
08:00	3	283	47	0	7	6	0	0	0	0	0	0	0	346
09:00	0	229	44	1	11	3	0	1	2	0	0	0	0	291
10:00	2	143	26	1	2	1	0	0	4	0	0	0	0	179
11:00	1	136	31	1	13	2	0	2	2	0	0	0	0	188
12 PM	2	167	22	0	8	4	0	1	4	0	0	0	0	208
13:00	0	178	36	0	13	4	1	1	2	0	0	0	0	235
14:00	0	247	54	8	4	2	0	2	2	0	0	0	0	319
15:00	1	335	65	2	7	2	0	2	0	0	0	0	0	414
16:00	1	424	54	0	10	0	0	1	1	0	0	0	0	491
17:00	0	442	36	1	2	0	0	0	0	0	0	0	0	481
18:00	0	316	32	0	2	0	0	0	0	0	0	0	0	350
19:00	0	169	14	2	4	0	0	0	0	0	0	0	0	189
20:00	0	106	11	0	1	0	0	0	0	0	0	0	0	118
21:00	1	71	9	0	0	0	0	0	0	0	0	0	0	81
22:00	0	44	2	0	0	0	0	0	0	0	0	0	0	46
23:00	0	29	2	0	1	0	0	0	0	0	0	0	0	32
Total	14	3730	570	21	90	29	1	12	17	0	0	0	0	4484
Percent	0.3%	83.2%	12.7%	0.5%	2.0%	0.6%	0.0%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	05:00	11:00	08:00		07:00	10:00					08:00
Vol.	3	283	47	5	13	6		2	4					346
PM Peak	12:00	17:00	15:00	14:00	13:00	12:00	13:00	14:00	12:00					16:00
Vol.	2	442	65	8	13	4	1	2	4					491



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SB

176038 C Class
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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/10/1														
8	0	7	2	0	0	0	0	0	0	0	0	0	0	9
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	1	3	0	0	1	1	0	0	0	0	0	0	0	6
03:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
04:00	0	4	4	0	0	1	1	0	0	0	0	0	0	10
05:00	1	30	6	6	1	0	0	1	0	0	0	0	0	45
06:00	0	121	27	0	2	1	1	0	1	0	0	0	0	153
07:00	3	227	44	0	11	2	0	0	1	0	0	0	0	288
08:00	2	270	45	2	8	7	0	3	1	1	0	0	0	339
09:00	0	216	49	4	5	2	0	0	3	0	0	0	0	279
10:00	0	155	23	1	10	1	1	1	1	1	0	0	0	194
11:00	0	139	30	5	3	1	0	0	1	0	0	0	0	179
12 PM	1	174	34	4	5	2	0	1	3	0	0	0	0	224
13:00	1	157	33	2	11	5	0	1	1	0	0	0	0	211
14:00	0	263	60	10	14	6	0	1	2	0	0	0	0	356
15:00	1	417	64	3	12	1	0	1	1	0	0	0	0	500
16:00	2	490	48	1	8	1	0	1	0	0	0	0	0	551
17:00	4	464	47	0	3	2	0	0	1	0	0	0	0	521
18:00	2	320	21	2	1	1	0	0	0	1	0	0	0	348
19:00	0	170	11	1	3	0	0	0	0	0	0	0	0	185
20:00	0	112	5	1	1	0	0	0	0	0	0	0	0	119
21:00	0	100	12	0	0	0	0	0	0	1	0	0	0	113
22:00	0	35	4	0	0	0	0	0	0	0	0	0	0	39
23:00	0	28	2	0	1	0	0	0	0	0	0	0	0	31
Total	18	3904	572	42	101	34	3	10	16	4	0	0	0	4704
Percent	0.4%	83.0%	12.2%	0.9%	2.1%	0.7%	0.1%	0.2%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	09:00	05:00	07:00	08:00	04:00	08:00	09:00	08:00				08:00
Vol.	3	270	49	6	11	7	1	3	3	1				339
PM Peak	17:00	16:00	15:00	14:00	14:00	14:00		12:00	12:00	18:00				16:00
Vol.	4	490	64	10	14	6		1	3	1				551



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176038 C Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/1														
8	0	10	2	0	0	0	0	0	0	0	0	0	0	12
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	5	1	0	0	1	0	0	0	0	0	0	0	7
05:00	1	34	12	5	1	1	0	0	0	0	0	0	0	54
06:00	1	112	30	3	4	1	1	1	0	0	0	0	0	153
07:00	0	230	37	3	11	1	0	1	0	0	0	0	0	283
08:00	1	289	38	3	12	4	0	0	2	0	0	0	0	349
09:00	0	240	44	1	7	4	1	0	1	0	0	0	0	298
10:00	1	155	26	1	6	2	0	2	2	0	0	0	0	195
11:00	0	167	39	2	7	4	0	0	1	0	0	0	0	220
12 PM	0	210	25	2	5	1	0	1	2	0	0	0	0	246
13:00	0	176	51	6	12	2	1	1	1	0	0	0	0	250
14:00	0	280	67	2	7	1	0	2	1	0	0	0	0	360
15:00	1	365	77	2	10	1	0	1	0	0	0	0	0	457
16:00	1	496	50	1	9	1	0	0	0	0	0	0	0	558
17:00	1	510	61	0	7	0	0	0	1	0	0	0	0	580
18:00	1	340	32	1	4	0	0	0	0	0	0	0	0	378
19:00	1	219	20	0	6	0	0	0	0	0	0	0	0	246
20:00	0	132	10	0	1	0	0	0	0	0	0	0	0	143
21:00	0	99	11	0	0	0	0	0	0	0	0	0	0	110
22:00	0	55	4	0	0	0	0	0	1	1	0	0	0	61
23:00	0	30	3	0	1	0	0	0	0	0	0	0	0	34
Total	9	4167	640	32	110	24	3	9	12	1	0	0	0	5007
Percent	0.2%	83.2%	12.8%	0.6%	2.2%	0.5%	0.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	08:00	09:00	05:00	08:00	08:00	06:00	10:00	08:00					08:00
Vol.	1	289	44	5	12	4	1	2	2					349
PM Peak	15:00	17:00	15:00	13:00	13:00	13:00	13:00	14:00	12:00	22:00				17:00
Vol.	1	510	77	6	12	2	1	2	2	1				580



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NB

176038 C Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th %ile	Ave Speed	
04/05/																													
18	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	43	41	
01:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	43	42	
02:00	0	0	0	0	0	0	0	0	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6	51	47	
03:00	0	0	0	0	1	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	43	40	
04:00	0	0	0	0	0	0	0	6	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	52	47	
05:00	0	0	1	0	1	2	31	95	43	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187	52	48	
06:00	0	0	0	2	4	19	95	154	77	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	366	51	46	
07:00	0	0	1	3	22	94	310	254	63	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	754	48	44	
08:00	0	2	0	5	9	76	327	261	85	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	776	48	44	
09:00	1	0	1	0	5	72	206	193	38	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	523	48	44	
10:00	0	0	0	2	4	25	82	98	23	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	241	48	45	
11:00	1	0	1	0	2	15	70	98	29	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	221	49	45	
12 PM	0	0	2	1	0	16	49	85	41	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	51	46	
13:00	0	2	0	1	7	18	54	66	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	173	48	44	
14:00	0	0	0	0	1	22	56	82	41	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	209	51	46	
15:00	0	0	0	1	10	24	80	134	46	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	298	49	45	
16:00	0	0	0	1	4	29	127	101	28	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	296	48	44	
17:00	0	0	0	1	6	33	135	126	33	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	344	48	45	
18:00	0	0	0	1	4	31	85	93	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	233	48	44	
19:00	0	0	0	1	6	20	44	42	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131	48	44	
20:00	0	0	0	4	1	17	25	24	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	48	43	
21:00	0	0	0	1	2	6	18	20	9	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	59	50	45	
22:00	0	0	0	1	3	1	10	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	51	44	
23:00	0	0	0	0	0	5	17	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	50	44	
Total	2	4	6	26	91	528	1839	1945	636	100	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5192			
%	0.0%	0.1%	0.1%	0.5%	1.8%	10.2%	35.4%	37.5%	12.2%	1.9%	0.2%	0.1%	0.0%																
AM Peak	09:00	08:00	05:00	08:00	07:00	07:00	08:00	08:00	08:00	05:00	07:00	06:00															08:00		
Vol.	1	2	1	5	22	94	327	261	85	13	2	1															776		
PM Peak		13:00	12:00	20:00	15:00	17:00	17:00	15:00	15:00	17:00	14:00	21:00															17:00		
Vol.		2	2	4	10	33	135	134	46	10	2	2															344		

Stats

- 15th Percentile : 39 MPH
- 50th Percentile : 44 MPH
- 85th Percentile : 48 MPH
- 95th Percentile : 52 MPH

- Mean Speed(Average) : 45 MPH
- 10 MPH Pace Speed : 40-49 MPH
- Number in Pace : 3784
- Percent in Pace : 72.9%
- Number of Vehicles > 45 MPH : 2307
- Percent of Vehicles > 45 MPH : 44.4%



PRECISION
DATA
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Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/06/																													
18	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	46	42	
01:00	0	0	0	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6	51	47	
02:00	0	0	0	0	0	1	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	50	41		
03:00	0	0	0	0	1	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	51	44		
04:00	0	1	0	0	0	0	1	1	4	5	6	2	0	1	0	0	0	0	0	0	0	0	0	0	20	54	47		
05:00	0	0	0	0	0	1	14	14	34	78	31	6	0	0	0	0	0	0	0	0	0	0	0	0	164	50	46		
06:00	0	0	0	0	1	7	22	76	76	143	58	5	1	0	0	0	0	0	0	0	0	0	0	0	313	50	46		
07:00	0	0	0	0	0	14	50	231	213	63	5	1	0	0	0	0	0	0	0	0	0	0	0	0	577	48	44		
08:00	0	0	1	0	6	84	255	189	47	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	590	48	44		
09:00	0	0	2	8	20	65	138	113	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	375	47	43		
10:00	0	0	4	6	17	42	94	52	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	227	46	41		
11:00	0	0	1	2	9	17	78	55	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	180	48	43		
12 PM	0	1	1	2	10	22	66	41	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156	47	42		
13:00	0	0	1	0	3	34	74	57	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	183	47	43		
14:00	0	0	0	0	8	38	73	52	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	191	48	43		
15:00	1	0	1	0	17	63	138	60	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	304	47	42		
16:00	1	0	1	2	8	69	109	41	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	245	46	41		
17:00	0	0	0	0	7	51	138	52	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	263	46	42		
18:00	0	0	0	0	6	44	90	50	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	203	47	43		
19:00	0	0	0	1	1	16	36	40	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	103	48	44		
20:00	0	0	0	0	0	15	41	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	47	43		
21:00	0	0	0	0	3	16	24	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	45	41		
22:00	0	0	0	0	2	10	13	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	49	43		
23:00	1	0	0	2	3	6	8	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35	48	42		
Total	3	2	12	25	143	681	1729	1287	379	48	7	4	1	4	1	4	1	4	1	4	1	4	1	4	1	4321			
%	0.1%	0.0%	0.3%	0.6%	3.3%	15.8%	40.0%	29.8%	8.8%	1.1%	0.2%	0.1%	0.0%																
AM Peak		04:00	10:00	09:00	09:00	08:00	08:00	07:00	07:00	05:00	06:00	04:00	08:00	08:00															
Vol.		1	4	8	20	84	255	213	63	6	1	1	1	590															
PM Peak	15:00	12:00	12:00	12:00	15:00	16:00	15:00	15:00	15:00	14:00	15:00	17:00																	
Vol.	1	1	1	2	17	69	138	60	19	4	1	2																	

Stats

- 15th Percentile : 37 MPH
- 50th Percentile : 42 MPH
- 85th Percentile : 48 MPH
- 95th Percentile : 51 MPH

- Mean Speed(Average) : 43 MPH
- 10 MPH Pace Speed : 40-49 MPH
- Number in Pace : 3016
- Percent in Pace : 69.8%
- Number of Vehicles > 45 MPH : 1469
- Percent of Vehicles > 45 MPH : 34.0%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

11 Cambridge Turnpike Cutoff
south of Lexington Road

City, State: Lincoln, MA

Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 C Speed

Site Code: TBA

NB

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/07/																													
18	0	0	0	0	0	1	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	49	42	
01:00	0	0	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	49	42	
02:00	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	50	45		
03:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	41	39		
04:00	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	49	44		
05:00	0	1	0	0	0	0	2	8	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	48	44		
06:00	0	0	0	0	0	1	3	13	15	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	45	52	46		
07:00	0	0	0	0	0	0	9	39	37	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	101	49	45		
08:00	0	0	0	0	1	4	11	56	45	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	138	49	44		
09:00	0	1	0	0	1	2	22	55	60	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	164	48	44		
10:00	0	0	0	0	2	6	21	97	41	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	180	47	43		
11:00	0	0	0	0	1	9	42	82	47	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	208	48	43		
12 PM	0	0	0	0	2	2	31	83	74	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	219	48	44		
13:00	0	0	0	0	1	8	14	76	64	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	185	48	44		
14:00	1	0	1	2	2	25	81	61	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192	48	43		
15:00	0	0	0	0	1	0	13	84	46	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	169	48	44		
16:00	0	0	0	0	1	2	21	57	69	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	169	48	44		
17:00	0	0	0	0	0	1	14	59	54	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	150	48	45		
18:00	0	0	0	0	4	7	10	56	35	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	129	48	43		
19:00	0	1	0	0	0	4	10	36	22	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	82	48	43		
20:00	0	0	0	0	1	5	10	27	16	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	62	47	42		
21:00	0	0	0	0	0	2	10	22	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	46	42		
22:00	0	0	0	0	0	1	10	20	8	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	43	47	43		
23:00	0	0	0	0	0	0	6	15	10	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	37	49	45		
Total	1	3	1	17	57	295	973	727	268	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2371				
%	0.0%	0.1%	0.0%	0.7%	2.4%	12.4%	41.0%	30.7%	11.3%	1.1%	0.2%	0.0%	0.0%																
AM Peak		05:00		10:00	11:00	11:00	10:00	09:00	11:00	06:00																11:00			
Vol.		1		2	9	42	97	60	26	4																208			
PM Peak	14:00	19:00	14:00	18:00	13:00	12:00	15:00	12:00	12:00	17:00	22:00															12:00			
Vol.	1	1	1	4	8	31	84	74	27	3	2															219			

Stats

- 15th Percentile : 38 MPH
- 50th Percentile : 43 MPH
- 85th Percentile : 48 MPH
- 95th Percentile : 52 MPH

- Mean Speed(Average) : 44 MPH
- 10 MPH Pace Speed : 40-49 MPH
- Number in Pace : 1700
- Percent in Pace : 71.7%
- Number of Vehicles > 45 MPH : 879
- Percent of Vehicles > 45 MPH : 37.1%



PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

11 Cambridge Turnpike Cutoff
south of Lexington Road

City, State: Lincoln, MA

Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 C Speed

Site Code: TBA

NB

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/08/																													
18	0	0	0	0	0	1	3	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	47	43	
01:00	0	0	0	0	0	1	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	48	43	
02:00	0	0	0	0	0	0	3	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	47	43	
03:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	52	47	
04:00	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	57	50	
05:00	0	1	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	47	41	
06:00	0	0	0	0	0	0	1	8	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	50	46	
07:00	0	0	1	0	0	0	8	18	28	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	48	45	
08:00	0	0	0	2	5	19	43	40	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	48	43	
09:00	0	0	0	0	0	3	23	67	41	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	47	43	
10:00	0	0	0	2	4	20	83	61	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	181	47	43	
11:00	0	2	4	2	6	10	70	48	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151	47	42	
12 PM	0	0	0	1	9	26	96	50	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	202	47	43	
13:00	0	0	0	4	7	24	76	80	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210	48	44	
14:00	0	0	1	0	4	34	58	54	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	164	47	43	
15:00	0	0	1	3	5	16	56	52	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147	48	43	
16:00	0	0	0	0	0	7	17	64	43	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	47	43	
17:00	0	0	0	1	0	14	55	49	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	48	44	
18:00	0	0	0	0	2	17	59	37	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	47	43	
19:00	0	0	0	0	2	17	41	22	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	47	43	
20:00	0	0	0	2	3	11	27	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	47	42	
21:00	0	0	0	1	0	8	16	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	48	43	
22:00	0	0	0	0	3	7	6	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	52	44	
23:00	0	0	0	1	1	2	7	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	47	43	
Total	0	3	7	19	63	282	864	668	142	31	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2083			
%	0.0%	0.1%	0.3%	0.9%	3.0%	13.5%	41.5%	32.1%	6.8%	1.5%	0.2%	0.0%	0.0%																
AM Peak Vol.		11:00	11:00	08:00	11:00	09:00	10:00	10:00	08:00	10:00	08:00																10:00		
PM Peak Vol.			14:00	13:00	12:00	14:00	12:00	13:00	12:00	13:00	19:00																13:00		
			1	4	9	34	96	80	18	3	1															210			

Stats

15th Percentile : 37 MPH
50th Percentile : 42 MPH
85th Percentile : 47 MPH
95th Percentile : 51 MPH

Mean Speed(Average) : 43 MPH
10 MPH Pace Speed : 40-49 MPH
Number in Pace : 1532
Percent in Pace : 73.5%
Number of Vehicles > 45 MPH : 711
Percent of Vehicles > 45 MPH : 34.2%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

11 Cambridge Turnpike Cutoff
south of Lexington Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
NB

176038 C Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed
04/09/18	0	0	0	0	0	1	3	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	50	42	
01:00	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	51	43	
02:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	47	45	
03:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	46	44	
04:00	0	0	0	0	0	0	2	3	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20	49	46	
05:00	0	1	0	0	0	2	17	41	80	35	9	1	0	0	0	0	0	0	0	0	0	0	0	0	186	51	46	
06:00	0	0	0	0	0	3	45	145	144	26	3	1	0	0	0	0	0	0	0	0	0	0	0	0	367	48	44	
07:00	0	0	1	3	19	157	369	171	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	741	46	42	
08:00	0	0	0	13	24	217	347	155	38	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	797	46	42	
09:00	0	0	0	1	19	91	172	84	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	388	46	42	
10:00	0	0	0	1	3	20	71	80	17	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	199	48	45	
11:00	0	0	0	1	3	22	62	63	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175	48	44	
12 PM	0	0	0	1	4	10	73	74	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	183	48	45	
13:00	0	0	2	2	3	22	47	58	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157	48	44	
14:00	0	0	0	0	0	22	53	66	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165	48	45	
15:00	0	0	1	1	1	25	104	87	32	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	253	48	44	
16:00	1	0	0	3	2	20	139	92	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	273	47	44	
17:00	0	0	0	0	3	35	166	94	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	312	47	43	
18:00	0	1	0	0	4	20	99	49	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182	47	43	
19:00	0	0	0	1	5	16	42	42	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117	48	44	
20:00	0	0	0	1	4	15	28	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	47	42	
21:00	0	0	1	0	0	9	24	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	48	43	
22:00	0	0	0	0	0	7	5	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21	48	44	
23:00	0	0	0	1	1	6	7	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25	54	44	
Total	1	2	5	29	101	782	2005	1386	327	51	6	2	1	4698														
%	0.0%	0.0%	0.1%	0.6%	2.1%	16.6%	42.7%	29.5%	7.0%	1.1%	0.1%	0.0%	0.0%															
AM Peak		05:00	07:00	08:00	08:00	08:00	07:00	07:00	08:00	05:00	05:00	10:00	08:00															
Vol.		1	1	13	24	217	369	171	38	9	1	1	797															
PM Peak	16:00	18:00	13:00	16:00	19:00	17:00	17:00	17:00	15:00	14:00	16:00	15:00	15:00	17:00														
Vol.	1	1	2	3	5	35	166	94	32	8	1	1	312															

Stats

- 15th Percentile : 37 MPH
- 50th Percentile : 42 MPH
- 85th Percentile : 47 MPH
- 95th Percentile : 51 MPH

Mean Speed(Average) : 43 MPH

10 MPH Pace Speed : 40-49 MPH

Number in Pace : 3391

Percent in Pace : 72.2%

Number of Vehicles > 45 MPH : 1496

Percent of Vehicles > 45 MPH : 31.8%



PRECISION
D A T A
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176038 C Speed

Site Code: TBA

NB

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th %ile	Ave Speed	
04/10/																													
18	0	0	0	0	0	1	0	4	1	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6	44	41	
01:00	0	0	0	0	0	0	0	2	2	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5	50	46	
02:00	0	0	0	0	0	0	0	1	2	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5	52	48	
03:00	0	0	0	0	0	0	0	1	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	47	45	
04:00	0	0	0	0	0	0	2	5	15	3	2	5	15	3	2	0	0	0	0	0	0	0	0	0	0	27	50	47	
05:00	0	1	0	1	0	6	61	87	39	7	0	1	0	1	0	203	51	46											
06:00	0	0	0	4	35	96	161	112	19	4	0	0	0	0	431	47	42												
07:00	0	0	0	4	41	169	397	187	24	3	1	0	0	826	46	42													
08:00	0	0	1	2	11	140	339	154	21	2	2	0	0	672	46	42													
09:00	0	0	0	0	6	59	265	106	15	0	0	0	0	451	46	43													
10:00	0	0	0	0	3	31	91	85	16	2	0	0	0	228	48	44													
11:00	0	0	0	0	3	35	86	44	4	3	0	0	0	175	46	43													
12 PM	0	0	0	1	9	20	91	63	16	1	0	0	0	201	47	43													
13:00	0	0	1	2	1	32	78	37	15	0	0	0	0	166	47	43													
14:00	0	0	0	0	3	18	77	59	12	1	0	0	0	170	47	44													
15:00	0	0	0	0	13	65	121	57	15	3	0	0	0	274	46	42													
16:00	0	0	2	4	5	52	151	83	17	1	0	0	0	315	47	43													
17:00	0	0	0	0	8	47	162	73	18	1	0	0	0	309	47	43													
18:00	0	0	0	0	4	27	108	64	11	1	2	0	0	217	47	43													
19:00	0	0	0	1	5	27	34	25	4	0	1	0	0	97	47	42													
20:00	0	0	0	0	4	14	38	10	4	1	0	0	0	71	46	42													
21:00	0	0	0	0	5	13	19	14	2	0	0	0	0	53	46	42													
22:00	0	0	0	0	1	5	14	11	1	0	0	0	0	32	47	43													
23:00	0	1	0	1	0	2	6	6	1	1	0	0	0	18	48	42													
Total	0	2	4	20	158	860	2312	1299	260	33	6	1	0	4955															
%	0.0%	0.0%	0.1%	0.4%	3.2%	17.4%	46.7%	26.2%	5.2%	0.7%	0.1%	0.0%	0.0%																
AM Peak		05:00	08:00	06:00	07:00	07:00	07:00	07:00	05:00	05:00	08:00	05:00	07:00																
Vol.		1	1	4	41	169	397	187	39	7	2	1	826																
PM Peak		23:00	16:00	16:00	15:00	15:00	17:00	16:00	17:00	15:00	18:00	16:00																	
Vol.		1	2	4	13	65	162	83	18	3	2	315																	

Stats

- 15th Percentile : 37 MPH
- 50th Percentile : 42 MPH
- 85th Percentile : 47 MPH
- 95th Percentile : 50 MPH

- Mean Speed(Average) : 43 MPH
- 10 MPH Pace Speed : 40-49 MPH
- Number in Pace : 3611
- Percent in Pace : 72.9%
- Number of Vehicles > 45 MPH : 1339
- Percent of Vehicles > 45 MPH : 27.0%



PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

11 Cambridge Turnpike Cutoff
south of Lexington Road

City, State: Lincoln, MA

Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 C Speed

Site Code: TBA

NB

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th %ile	Ave Speed	
04/11/																													
18	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	42	39	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	53	52	
02:00	0	0	0	0	0	0	0	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	48	45		
03:00	0	0	1	1	0	0	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	48	38		
04:00	0	0	1	0	0	0	0	9	8	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	26	54	47		
05:00	0	0	0	0	0	2	8	43	97	33	2	0	0	0	0	0	0	0	0	0	0	0	0	0	185	50	46		
06:00	0	0	0	0	0	22	42	157	130	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	378	47	43		
07:00	0	0	0	0	0	16	177	448	170	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	837	46	42		
08:00	0	0	0	5	25	128	314	195	28	8	1	0	1	0	0	0	0	0	0	0	0	0	0	1	705	47	43		
09:00	0	0	0	4	5	48	184	133	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	403	47	44		
10:00	0	0	0	0	3	41	112	69	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	237	47	43		
11:00	0	1	0	2	3	33	59	68	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	184	48	43		
12 PM	0	0	1	0	9	43	88	57	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213	47	43		
13:00	0	0	0	0	3	28	95	58	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195	47	43		
14:00	0	0	1	1	5	20	56	74	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176	48	44		
15:00	0	0	1	2	4	47	136	89	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	289	47	43		
16:00	1	0	0	4	7	57	102	78	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	259	47	42		
17:00	0	0	2	1	5	38	179	107	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	346	47	43		
18:00	0	0	0	3	12	42	87	70	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	230	47	43		
19:00	0	0	0	0	8	23	54	37	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130	47	43		
20:00	0	0	0	1	8	18	40	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	46	42		
21:00	0	0	0	0	4	11	19	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	48	43		
22:00	0	0	0	0	1	10	15	11	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43	48	44		
23:00	0	0	0	0	0	4	3	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16	50	45		
Total	1	1	7	24	142	824	2206	1497	276	35	6	0	2	5021															
%	0.0%	0.0%	0.1%	0.5%	2.8%	16.4%	43.9%	29.8%	5.5%	0.7%	0.1%	0.0%	0.0%																
AM Peak		11:00	03:00	08:00	08:00	07:00	07:00	08:00	05:00	08:00	04:00			08:00	07:00														
Vol.		1	1	5	25	177	448	195	33	8	1			1	837														
PM Peak	16:00		17:00	16:00	18:00	16:00	17:00	17:00	14:00	22:00	17:00			18:00	17:00														
Vol.	1		2	4	12	57	179	107	17	3	1			1	346														

Stats

15th Percentile : 37 MPH
50th Percentile : 42 MPH
85th Percentile : 47 MPH
95th Percentile : 50 MPH

Mean Speed(Average) : 43 MPH
10 MPH Pace Speed : 40-49 MPH
Number in Pace : 3703
Percent in Pace : 73.8%
Number of Vehicles > 45 MPH : 1517
Percent of Vehicles > 45 MPH : 30.2%



11 Cambridge Turnpike Cutoff
south of Lexington Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
SB

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

176038 C Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/05/																													
18	0	0	0	0	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	46	41	
01:00	0	0	0	0	0	1	3	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	45	41	
02:00	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	47	44	
03:00	0	0	0	0	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	55	44	
04:00	0	0	0	0	0	1	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	48	42	
05:00	0	0	0	0	0	1	5	16	10	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	50	44	
06:00	0	0	0	0	0	3	35	64	44	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	151	46	42	
07:00	0	1	5	2	11	62	133	56	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	278	45	41	
08:00	0	0	0	2	14	83	179	74	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	363	46	42	
09:00	0	0	0	0	4	50	136	46	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	241	45	42	
10:00	0	0	0	1	5	43	95	41	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	193	46	42	
11:00	0	0	0	2	3	65	99	39	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	218	46	42	
12 PM	0	0	0	2	6	54	124	58	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	255	46	42	
13:00	0	0	0	4	8	57	106	55	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	233	46	42	
14:00	0	0	0	1	7	55	175	89	16	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	346	47	43	
15:00	0	0	0	5	24	136	216	112	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	501	46	41	
16:00	0	0	0	0	17	107	283	109	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	534	46	42	
17:00	0	0	0	2	22	152	285	77	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	547	44	41	
18:00	0	0	0	2	9	58	193	81	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	349	46	42	
19:00	0	0	2	3	15	54	103	29	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210	44	40	
20:00	0	0	0	5	5	47	59	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138	44	40	
21:00	0	0	1	1	7	41	47	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	44	40	
22:00	0	0	0	1	3	8	17	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	48	43	
23:00	0	0	0	0	1	6	8	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	50	44	
Total	0	1	8	33	168	1129	2352	989	136	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4834			
%	0.0%	0.0%	0.2%	0.7%	3.5%	23.4%	48.7%	20.5%	2.8%	0.3%	0.1%	0.0%	0.0%																
AM Peak		07:00	07:00	07:00	08:00	08:00	08:00	08:00	08:00	08:00	03:00	06:00															08:00		
Vol.		1	5	2	14	83	179	74	10	1	1																363		
PM Peak			19:00	15:00	15:00	17:00	17:00	15:00	16:00	14:00	15:00	14:00															17:00		
Vol.			2	5	24	152	285	112	18	2	1	1															547		

Stats

- 15th Percentile : 36 MPH
- 50th Percentile : 41 MPH
- 85th Percentile : 46 MPH
- 95th Percentile : 48 MPH

- Mean Speed(Average) : 42 MPH
- 10 MPH Pace Speed : 35-44 MPH
- Number in Pace : 3481
- Percent in Pace : 72.0%
- Number of Vehicles > 45 MPH : 945
- Percent of Vehicles > 45 MPH : 19.6%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

11 Cambridge Turnpike Cutoff
south of Lexington Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
SB

176038 C Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/06/																													
18	0	0	0	0	0	1	4	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	47	42	
01:00	0	0	0	0	0	0	4	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	49	43	
02:00	0	0	0	0	0	0	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	48	42	
03:00	0	0	0	0	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	51	41	
04:00	0	0	0	0	0	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	48	46	
05:00	0	0	0	0	1	7	19	14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	48	44	
06:00	0	0	0	0	3	30	63	37	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	143	47	43	
07:00	0	0	0	0	5	59	130	74	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	272	46	42	
08:00	0	0	1	2	16	56	151	81	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	317	46	42	
09:00	0	1	1	0	6	63	111	36	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	221	44	41	
10:00	1	1	2	4	19	46	77	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174	43	39	
11:00	0	0	1	1	17	61	87	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	193	43	40	
12 PM	0	0	0	8	14	70	94	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	217	43	40	
13:00	0	0	2	2	14	77	109	33	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	239	43	40	
14:00	0	2	0	3	21	132	189	51	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	43	40	
15:00	0	0	0	2	19	136	229	50	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	442	43	41	
16:00	0	0	4	1	20	180	264	75	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	560	44	41	
17:00	0	0	1	2	21	198	316	76	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	620	43	41	
18:00	0	0	0	2	18	81	181	44	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	335	44	41	
19:00	0	0	1	1	14	61	67	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156	43	39	
20:00	0	0	0	1	14	35	35	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	42	39	
21:00	0	0	0	0	21	27	28	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	43	38	
22:00	0	0	0	1	5	41	39	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	42	39	
23:00	0	0	0	1	5	19	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	43	39	
Total	1	4	13	31	255	1392	2221	686	78	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4693			
%	0.0%	0.1%	0.3%	0.7%	5.4%	29.7%	47.3%	14.6%	1.7%	0.2%	0.1%	0.0%	0.0%																
AM Peak	10:00	09:00	10:00	10:00	10:00	09:00	08:00	08:00	06:00	05:00																			
Vol.	1	1	2	4	19	63	151	81	9	2																			
PM Peak		14:00	16:00	12:00	14:00	17:00	17:00	17:00	16:00	16:00	15:00																		
Vol.		2	4	8	21	198	316	76	13	2	1																		

Stats

15th Percentile : 35 MPH
50th Percentile : 40 MPH
85th Percentile : 44 MPH
95th Percentile : 47 MPH

Mean Speed(Average) : 41 MPH
10 MPH Pace Speed : 35-44 MPH
Number in Pace : 3613
Percent in Pace : 77.0%
Number of Vehicles > 45 MPH : 639
Percent of Vehicles > 45 MPH : 13.6%



PRECISION
D A T A
INDUSTRIES, LLC

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11 Cambridge Turnpike Cutoff
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SB

176038 C Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
	14	19	24	29	34	39	44	49	54	59	64	69	9999			
04/07/																
18	0	0	0	0	1	10	8	4	0	0	0	0	0	23	44	40
01:00	0	0	0	0	3	3	4	0	0	0	0	0	0	10	42	38
02:00	0	0	0	0	0	8	6	0	0	0	0	0	0	14	42	39
03:00	0	0	0	0	0	0	1	0	1	0	0	0	0	2	52	47
04:00	0	0	0	0	0	2	2	0	1	0	0	0	0	5	50	42
05:00	0	0	0	0	1	1	1	4	2	1	0	0	0	10	52	46
06:00	0	0	0	0	1	21	29	19	4	0	0	0	0	74	47	42
07:00	0	0	0	1	4	22	24	10	4	0	1	0	0	66	46	41
08:00	0	0	0	0	5	29	62	15	2	0	0	0	0	113	44	41
09:00	0	0	0	1	6	30	48	28	4	0	0	0	0	117	46	42
10:00	0	0	1	2	7	39	100	28	1	0	0	0	0	178	44	41
11:00	0	0	0	1	11	56	102	32	4	0	0	0	0	206	44	41
12 PM	0	0	0	2	10	59	109	34	1	1	1	0	0	217	44	41
13:00	0	0	0	0	9	57	95	66	2	3	0	0	0	232	46	42
14:00	0	0	0	1	7	61	135	41	4	0	0	0	0	249	44	41
15:00	0	0	2	3	7	66	127	39	2	0	1	0	0	247	44	41
16:00	0	0	0	1	13	61	115	39	2	0	0	0	0	231	44	41
17:00	0	0	1	2	9	40	74	31	1	0	0	0	0	158	45	41
18:00	0	0	0	4	13	48	67	27	3	1	0	0	0	163	45	40
19:00	0	1	0	1	7	59	53	15	0	0	0	0	0	136	43	40
20:00	0	0	0	0	5	27	50	10	1	0	0	0	0	93	43	41
21:00	0	0	0	0	9	20	35	9	1	0	0	0	0	74	43	40
22:00	0	0	0	0	3	31	43	16	0	0	0	0	0	93	44	41
23:00	0	0	0	0	0	12	18	6	1	0	0	0	0	37	45	41
Total	0	1	4	19	131	762	1308	473	41	6	3	0	0	2748		
%	0.0%	0.0%	0.1%	0.7%	4.8%	27.7%	47.6%	17.2%	1.5%	0.2%	0.1%	0.0%	0.0%			
AM Peak			10:00	10:00	11:00	11:00	11:00	11:00	06:00	05:00	07:00			11:00		
Vol.			1	2	11	56	102	32	4	1	1			206		
PM Peak		19:00	15:00	18:00	16:00	15:00	14:00	13:00	14:00	13:00	12:00			14:00		
Vol.		1	2	4	13	66	135	66	4	3	1			249		

Stats

- 15th Percentile : 35 MPH
- 50th Percentile : 40 MPH
- 85th Percentile : 45 MPH
- 95th Percentile : 48 MPH

- Mean Speed(Average) : 41 MPH
- 10 MPH Pace Speed : 35-44 MPH
- Number in Pace : 2070
- Percent in Pace : 75.3%
- Number of Vehicles > 45 MPH : 428
- Percent of Vehicles > 45 MPH : 15.6%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

11 Cambridge Turnpike Cutoff
south of Lexington Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
SB

176038 C Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/08/																													
18	0	0	0	0	1	0	4	10	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	47	43	
01:00	0	0	0	0	0	0	6	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	45	42	
02:00	0	0	0	0	0	1	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	45	41	
03:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	46	44	
04:00	0	0	0	0	0	0	0	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	56	49	
05:00	0	0	0	0	1	1	2	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	50	42	
06:00	0	2	0	1	1	1	8	24	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	47	41	
07:00	0	0	0	0	2	2	5	32	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	46	43	
08:00	0	0	2	1	6	17	27	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77	47	41	
09:00	0	0	0	1	4	19	44	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96	46	42	
10:00	0	0	0	0	6	39	84	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159	45	42	
11:00	0	0	0	1	15	46	69	27	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161	45	41	
12 PM	0	0	0	0	13	57	134	38	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	247	44	41	
13:00	0	0	0	0	9	66	124	36	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	239	44	41	
14:00	0	0	1	2	11	68	91	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	197	43	40	
15:00	0	1	1	3	8	64	101	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	209	43	40	
16:00	0	0	0	0	9	51	67	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156	45	41	
17:00	0	0	0	0	5	36	76	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146	45	42	
18:00	0	0	0	0	7	39	60	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	45	41	
19:00	0	0	1	2	5	32	47	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106	44	41	
20:00	0	0	0	0	9	27	41	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	43	40	
21:00	0	0	0	2	0	15	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	43	41	
22:00	0	0	1	2	1	13	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	44	40	
23:00	0	0	0	1	0	5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	46	41	
Total	0	3	6	18	113	621	1102	369	52	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2296			
%	0.0%	0.1%	0.3%	0.8%	4.9%	27.0%	48.0%	16.1%	2.3%	0.3%	0.1%	0.1%	0.0%																
AM Peak		06:00	08:00	00:00	11:00	11:00	10:00	11:00	06:00	04:00	05:00	10:00															11:00		
Vol.		2	2	1	15	46	84	27	4	2	1	1															161		
PM Peak		15:00	14:00	15:00	12:00	14:00	12:00	12:00	16:00	12:00	19:00	21:00															12:00		
Vol.		1	1	3	13	68	134	38	5	1	1	1															247		

Stats

- 15th Percentile : 35 MPH
- 50th Percentile : 40 MPH
- 85th Percentile : 45 MPH
- 95th Percentile : 48 MPH

- Mean Speed(Average) : 41 MPH
- 10 MPH Pace Speed : 35-44 MPH
- Number in Pace : 1723
- Percent in Pace : 75.0%
- Number of Vehicles > 45 MPH : 359
- Percent of Vehicles > 45 MPH : 15.6%



PRECISION
DATA
INDUSTRIES, LLC

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11 Cambridge Turnpike Cutoff
south of Lexington Road
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SB

176038 C Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/09/																													
18	0	0	0	0	0	0	0	0	3	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	46	42	
01:00	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	43	41	
02:00	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	51	42	
03:00	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	51	43	
04:00	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	43	42	
05:00	0	0	0	0	0	1	16	14	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	47	42	
06:00	0	0	0	0	0	1	22	79	39	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149	47	43	
07:00	0	0	0	8	15	83	136	46	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	292	44	41	
08:00	0	0	0	4	19	122	153	45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	346	43	40	
09:00	0	0	0	0	5	75	154	53	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	291	45	42	
10:00	0	1	0	5	7	40	94	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179	44	41	
11:00	0	0	1	2	9	53	87	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188	45	41	
12 PM	0	0	1	1	7	54	107	32	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208	45	41	
13:00	0	1	1	0	5	62	120	45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	235	45	41	
14:00	0	0	2	7	9	45	173	72	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	319	46	42	
15:00	0	1	1	1	8	94	215	81	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	414	45	42	
16:00	0	1	4	8	14	108	253	93	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	491	45	41	
17:00	0	0	0	0	14	106	270	84	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	481	45	42	
18:00	0	0	0	2	8	74	175	80	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350	46	42	
19:00	0	0	0	2	6	55	108	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189	43	41	
20:00	0	0	0	1	2	35	54	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	45	41	
21:00	0	0	0	0	4	31	38	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	43	40	
22:00	0	0	0	0	4	8	22	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	47	42	
23:00	0	0	0	1	1	2	14	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	48	44	
Total	0	4	10	42	139	1093	2284	814	87	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4484			
%	0.0%	0.1%	0.2%	0.9%	3.1%	24.4%	50.9%	18.2%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak		10:00	11:00	07:00	08:00	08:00	09:00	09:00	06:00	07:00																	08:00		
Vol.		1	1	8	19	122	154	53	8	2																	346		
PM Peak		13:00	16:00	16:00	16:00	16:00	17:00	16:00	15:00	12:00	14:00																16:00		
Vol.		1	4	8	14	108	270	93	12	2	1																491		

Stats

- 15th Percentile : 36 MPH
- 50th Percentile : 41 MPH
- 85th Percentile : 45 MPH
- 95th Percentile : 48 MPH

- Mean Speed(Average) : 41 MPH
- 10 MPH Pace Speed : 35-44 MPH
- Number in Pace : 3377
- Percent in Pace : 75.3%
- Number of Vehicles > 45 MPH : 749
- Percent of Vehicles > 45 MPH : 16.7%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
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11 Cambridge Turnpike Cutoff
south of Lexington Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
SB

176038 C Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/10/																													
18	0	0	0	0	0	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	43	41	
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	37	
02:00	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	39	36	
03:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	42	40	
04:00	0	0	0	0	1	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	10	48	44	
05:00	0	0	0	0	1	1	12	14	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	47	42	
06:00	0	0	0	1	2	11	37	60	35	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153	46	41	
07:00	0	0	0	2	3	9	89	131	48	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	288	45	41	
08:00	0	0	0	1	4	44	118	137	33	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	339	43	39	
09:00	0	0	0	0	2	12	74	136	49	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	279	45	41	
10:00	0	0	0	0	0	7	57	94	33	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	194	45	41	
11:00	0	0	0	0	1	7	51	89	30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179	44	41	
12 PM	0	0	0	1	1	2	64	131	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224	43	41	
13:00	0	0	0	2	5	8	67	95	29	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	211	44	40	
14:00	0	0	0	3	5	7	90	180	63	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	356	45	41	
15:00	0	0	0	4	4	17	174	254	44	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500	43	40	
16:00	1	0	0	0	2	19	146	300	79	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	551	44	41	
17:00	0	1	1	1	3	8	121	297	82	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	521	44	41	
18:00	0	0	0	0	0	7	90	184	64	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	348	45	42	
19:00	0	0	0	0	0	5	66	79	32	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	185	45	41	
20:00	0	0	0	0	0	6	34	62	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	43	41	
21:00	0	0	0	0	0	4	32	58	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	44	41	
22:00	0	0	0	0	0	1	12	19	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	45	41	
23:00	0	0	0	0	0	2	7	12	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	47	42	
Total	1	1	15	34	179	1350	2343	710	61	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4704			
%	0.0%	0.0%	0.3%	0.7%	3.8%	28.7%	49.8%	15.1%	1.3%	0.1%	0.1%	0.0%	0.0%																
AM Peak			07:00	08:00	08:00	08:00	08:00	08:00	09:00	06:00	06:00	04:00															08:00		
Vol.			2	4	44	118	137	49	6	1	1																339		
PM Peak	16:00	17:00	15:00	13:00	16:00	15:00	16:00	17:00	14:00	14:00	13:00																16:00		
Vol.	1	1	4	5	19	174	300	82	7	1	1																551		

Stats

- 15th Percentile : 35 MPH
- 50th Percentile : 40 MPH
- 85th Percentile : 44 MPH
- 95th Percentile : 47 MPH

- Mean Speed(Average) : 41 MPH
- 10 MPH Pace Speed : 35-44 MPH
- Number in Pace : 3693
- Percent in Pace : 78.5%
- Number of Vehicles > 45 MPH : 639
- Percent of Vehicles > 45 MPH : 13.6%



PRECISION
DATA
INDUSTRIES, LLC

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11 Cambridge Turnpike Cutoff
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176038 C Speed

Site Code: TBA

SB

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/11/18	0	0	0	0	0	0	0	2	6	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12	51	44		
01:00	0	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	46	41		
02:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	42	40		
03:00	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	41	36		
04:00	0	0	0	0	0	0	1	9	26	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	43	43		
05:00	0	0	0	0	0	1	9	26	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	47	43		
06:00	0	0	1	3	8	38	63	32	7	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	153	46	41		
07:00	0	0	0	1	14	84	141	41	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	283	44	41		
08:00	0	0	0	2	17	159	139	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	349	43	40		
09:00	0	0	0	8	20	72	148	48	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	298	44	41		
10:00	0	0	1	1	13	42	87	46	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195	46	42		
11:00	0	0	0	5	17	54	106	36	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220	44	41		
12 PM	0	0	1	0	13	69	110	47	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	246	45	41		
13:00	0	0	1	1	9	48	140	44	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250	45	42		
14:00	0	0	0	0	7	81	195	71	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	360	45	42		
15:00	0	0	2	7	11	96	242	90	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	457	45	42		
16:00	0	0	1	5	15	129	291	105	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	558	45	42		
17:00	0	1	3	3	27	149	298	91	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	580	44	41		
18:00	0	0	1	1	9	82	203	75	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	378	45	42		
19:00	0	0	5	5	21	80	113	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246	43	39		
20:00	0	0	0	0	9	69	50	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143	43	40		
21:00	0	0	0	0	4	29	59	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	44	41		
22:00	0	0	0	0	5	19	28	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	43	40		
23:00	0	0	0	0	2	5	19	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	46	42		
Total	0	1	16	42	224	1322	2473	839	82	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5007				
%	0.0%	0.0%	0.3%	0.8%	4.5%	26.4%	49.4%	16.8%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak Vol.			06:00	09:00	09:00	08:00	09:00	09:00	06:00												06:00					08:00			
PM Peak Vol.		17:00	19:00	15:00	17:00	17:00	17:00	16:00	16:00	14:00	12:00																17:00		

Stats

15th Percentile :	35 MPH
50th Percentile :	40 MPH
85th Percentile :	45 MPH
95th Percentile :	48 MPH
Mean Speed(Average) :	41 MPH
10 MPH Pace Speed :	35-44 MPH
Number in Pace :	3795
Percent in Pace :	75.8%
Number of Vehicles > 45 MPH :	761
Percent of Vehicles > 45 MPH :	15.2%



PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
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11 Cambridge Turnpike Cutoff
south of Lexington Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 C Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/5/2018 Thu						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	0	55	1	62	1	117							
12:15	2	53	4	52	6	105							
12:30	2	51	2	78	4	129							
12:45	1	41	1	63	2	104	455						
01:00	1	30	5	52	6	82							
01:15	0	56	0	54	0	110							
01:30	1	47	1	66	2	113							
01:45	1	40	173	7	13	61	233	8	16	101	406		
02:00	2	40	0	78	2	118							
02:15	1	60	2	75	3	135							
02:30	0	58	2	108	2	166							
02:45	3	51	209	2	6	85	346	5	12	136	555		
03:00	1	50	1	129	2	179							
03:15	0	75	1	113	1	188							
03:30	3	90	2	123	5	213							
03:45	3	83	298	1	5	136	501	4	12	219	799		
04:00	2	74	2	122	4	196							
04:15	4	66	4	139	8	205							
04:30	7	78	1	121	8	199							
04:45	8	78	296	2	9	152	534	10	30	230	830		
05:00	11	91	4	139	15	230							
05:15	44	84	6	140	50	224							
05:30	48	97	13	127	61	224							
05:45	84	187	72	344	17	40	141	547	101	227	213	891	
06:00	64	74	23	121	87	195							
06:15	68	67	26	83	94	150							
06:30	105	49	51	78	156	127							
06:45	129	366	43	233	51	151	67	349	180	517	110	582	
07:00	148	49	42	49	190	98							
07:15	198	32	61	58	259	90							
07:30	220	28	75	51	295	79							
07:45	188	754	22	131	100	278	52	210	288	1032	74	341	
08:00	195	23	99	37	294	60							
08:15	236	14	86	29	322	43							
08:30	163	24	86	39	249	63							
08:45	182	776	19	80	92	363	33	138	274	1139	52	218	
09:00	145	18	90	41	235	59							
09:15	134	13	69	34	203	47							
09:30	134	13	49	31	183	44							
09:45	110	523	15	59	33	241	13	119	143	764	28	178	
10:00	66	5	46	12	112	17							
10:15	67	12	52	10	119	22							
10:30	55	5	51	16	106	21							
10:45	53	241	5	27	44	193	9	47	97	434	14	74	
11:00	39	15	45	12	84	27							
11:15	63	4	60	6	123	10							
11:30	56	9	62	7	118	16							
11:45	63	221	4	32	51	218	5	30	114	439	9	62	
Total	3110		2082		1525		3309		4635		5391		
Percent	67.1%		38.6%		32.9%		61.4%						
Day Total		5192		4834		10026							
Peak	07:30	-	04:45	-	07:45	-	04:45	-	07:30	-	04:45	-	-
Vol.	839	-	350	-	371	-	558	-	1199	-	908	-	-
P.H.F.	0.889		0.902		0.928		0.918		0.931		0.987		



PRECISION
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INDUSTRIES, LLC

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11 Cambridge Turnpike Cutoff
south of Lexington Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 C Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/6/2018 Fri						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	3	32	4	59	7	91							
12:15	1	42	5	51	6	93							
12:30	0	44	6	59	6	103							
12:45	0	4	38	156	1	16	48	217	1	20	86	373	
01:00	1	39	1	53	2	92							
01:15	1	61	4	67	5	128							
01:30	2	43	3	47	5	90							
01:45	2	6	40	183	3	11	72	239	5	17	112	422	
02:00	2	54	2	80	4	134							
02:15	1	32	1	87	2	119							
02:30	1	48	0	126	1	174							
02:45	1	5	57	191	4	7	107	400	5	12	164	591	
03:00	1	87	3	123	4	210							
03:15	0	82	0	99	0	181							
03:30	3	83	0	105	3	188							
03:45	4	8	52	304	1	4	115	442	5	12	167	746	
04:00	2	53	2	154	4	207							
04:15	6	69	1	158	7	227							
04:30	2	62	1	127	3	189							
04:45	10	20	61	245	3	7	121	560	13	27	182	805	
05:00	14	77	6	120	20	197							
05:15	29	76	10	162	39	238							
05:30	43	57	16	167	59	224							
05:45	78	164	53	263	13	45	171	620	91	209	224	883	
06:00	62	57	26	122	88	179							
06:15	71	41	26	96	97	137							
06:30	89	50	45	65	134	115							
06:45	91	313	55	203	46	143	52	335	137	456	107	538	
07:00	137	43	40	44	177	87							
07:15	146	30	47	51	193	81							
07:30	156	19	92	24	248	43							
07:45	138	577	11	103	93	272	37	156	231	849	48	259	
08:00	155	19	92	29	247	48							
08:15	147	16	80	20	227	36							
08:30	149	20	80	22	229	42							
08:45	139	590	18	73	65	317	19	90	204	907	37	163	
09:00	122	14	61	27	183	41							
09:15	101	10	62	18	163	28							
09:30	73	17	55	24	128	41							
09:45	79	375	15	56	43	221	15	84	122	596	30	140	
10:00	60	9	43	24	103	33							
10:15	50	11	39	29	89	40							
10:30	67	11	45	19	112	30							
10:45	50	227	9	40	47	174	19	91	97	401	28	131	
11:00	41	11	38	20	79	31							
11:15	41	8	51	6	92	14							
11:30	51	9	53	14	104	23							
11:45	47	180	7	35	51	193	9	49	98	373	16	84	
Total	2469	1852	1410	3283	3879	5135							
Percent	63.7%	36.1%	36.3%	63.9%									
Day Total		4321		4693		9014							
Peak	07:30	-	02:45	-	07:30	-	05:15	-	07:30	-	05:00	-	-
Vol.	596	-	309	-	357	-	622	-	953	-	883	-	-
P.H.F.	0.955	-	0.888	-	0.960	-	0.909	-	0.961	-	0.928	-	-



PRECISION
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11 Cambridge Turnpike Cutoff
south of Lexington Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 C Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/7/2018 Sat						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	4	49	8	48	12	97							
12:15	3	58	9	40	12	98							
12:30	3	58	4	60	7	118							
12:45	1	54	2	69	3	123	436						
01:00	3	42	3	51	6	93							
01:15	2	43	4	63	6	106							
01:30	1	59	1	49	2	108							
01:45	0	41	2	69	2	110	417						
02:00	3	49	6	50	9	99							
02:15	1	40	2	46	3	86							
02:30	1	51	5	67	6	118							
02:45	0	52	1	86	1	138	441						
03:00	0	44	1	63	1	107							
03:15	2	42	0	63	2	105							
03:30	1	36	0	55	1	91							
03:45	0	47	1	66	1	113	416						
04:00	0	44	2	58	2	102							
04:15	3	54	2	54	5	108							
04:30	1	36	0	65	1	101							
04:45	2	35	1	54	3	89	400						
05:00	5	33	3	41	8	74							
05:15	4	42	2	49	6	91							
05:30	7	41	2	30	9	71							
05:45	6	34	3	38	9	72	308						
06:00	8	36	16	38	24	74							
06:15	5	43	16	41	21	84							
06:30	16	28	19	38	35	66							
06:45	16	22	23	46	39	68	292						
07:00	22	26	9	41	31	67							
07:15	14	22	15	41	29	63							
07:30	32	19	15	26	47	45							
07:45	33	15	27	28	60	43	218						
08:00	20	14	22	24	42	38							
08:15	28	11	25	25	53	36							
08:30	37	18	33	20	70	38							
08:45	53	19	33	24	86	43	155						
09:00	35	12	23	18	58	30							
09:15	47	15	28	16	75	31							
09:30	41	8	29	16	70	24							
09:45	41	10	37	24	78	34	119						
10:00	40	8	27	26	67	34							
10:15	52	16	40	30	92	46							
10:30	42	9	52	18	94	27							
10:45	46	10	59	19	105	29	136						
11:00	50	12	35	10	85	22							
11:15	60	11	54	13	114	24							
11:30	52	7	55	7	107	14							
11:45	46	7	62	7	108	14	74						
Total	889	1482	818	1930	1707	3412							
Percent	52.1%	43.4%	47.9%	56.6%									
Day Total		2371		2748		5119							
Peak	10:45	-	12:00	-	11:00	-	02:30	-	-	-			
Vol.	208	-	219	-	206	-	279	-	414	-	468	-	-
P.H.F.	0.867		0.944		0.831		0.811		0.908		0.848		



PRECISION
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11 Cambridge Turnpike Cutoff
south of Lexington Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 C Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/8/2018 Sun
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	2	39	9	47	11	86	
12:15	2	54	3	58	5	112	
12:30	5	51	7	81	12	132	
12:45	6	15 58	202 6	25 61	247 12	119	449
01:00	2	47	5	68	7	115	
01:15	2	46	10	68	12	114	
01:30	1	62	1	57	2	119	
01:45	2	7 55	210 4	20 46	239 6	101	449
02:00	2	48	1	50	3	98	
02:15	0	40	1	45	1	85	
02:30	1	35	4	50	5	85	
02:45	7	10 41	164 4	10 52	197 11	93	361
03:00	1	31	1	56	2	87	
03:15	0	43	0	52	0	95	
03:30	0	37	1	56	1	93	
03:45	1	2 36	147 1	3 45	209 2	81	356
04:00	1	31	2	47	3	78	
04:15	0	41	2	45	2	86	
04:30	1	33	0	33	1	66	
04:45	1	3 35	140 2	6 31	156 3	66	296
05:00	1	29	0	47	1	76	
05:15	1	39	3	33	4	72	
05:30	4	34	3	27	7	61	
05:45	1	7 31	133 5	11 39	146 6	70	279
06:00	3	24	6	32	9	56	
06:15	7	44	11	39	18	83	
06:30	7	26	10	29	17	55	
06:45	7	24 31	125 22	49 33	133 29	64	258
07:00	18	27	8	33	26	60	
07:15	16	18	16	29	32	47	
07:30	21	30	11	25	32	55	
07:45	8	63 16	91 17	52 19	106 25	35	197
08:00	14	18	17	25	31	43	
08:15	18	17	19	21	37	38	
08:30	41	15	26	18	67	33	
08:45	47	120 18	68 15	77 23	87 62	41	155
09:00	29	10	25	12	54	22	
09:15	35	14	25	10	60	24	
09:30	38	8	21	13	59	21	
09:45	38	140 5	37 25	96 13	48 63	18	85
10:00	45	4	26	15	71	19	
10:15	41	8	21	11	62	19	
10:30	40	7	49	10	89	17	
10:45	55	181 7	26 63	159 8	44 118	15	70
11:00	43	5	39	8	82	13	
11:15	37	9	47	1	84	10	
11:30	31	3	37	3	68	6	
11:45	40	151 0	17 38	161 3	15 78	3	32
Total	723	1360	669	1627	1392	2987	
Percent	51.9%	45.5%	48.1%	54.5%			
Day Total		2083		2296		4379	
Peak	10:00	- 00:45	- 10:30	- 00:30	- 10:30	- 00:30	- - -
Vol.	181	- 213	- 198	- 278	- 373	- 480	- - -
P.H.F.	0.823	0.859	0.786	0.858	0.790	0.909	



PRECISION
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11 Cambridge Turnpike Cutoff
south of Lexington Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 C Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/9/2018 Mon						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	5	47	6	53	11	100							
12:15	3	43	3	53	6	96							
12:30	1	49	3	47	4	96							
12:45	1	44	1	55	2	99	391						
01:00	0	49	2	55	2	104							
01:15	1	35	1	59	2	94							
01:30	1	32	2	57	3	89							
01:45	2	41	1	64	3	105	392						
02:00	0	34	1	72	1	106							
02:15	0	44	0	61	0	105							
02:30	0	42	2	100	2	142							
02:45	2	45	0	86	2	131	484						
03:00	0	61	2	118	2	179							
03:15	1	61	1	92	2	153							
03:30	1	53	1	108	2	161							
03:45	1	78	0	96	1	174	667						
04:00	2	61	0	124	2	185							
04:15	4	62	1	128	5	190							
04:30	7	77	2	108	9	185							
04:45	7	73	3	131	10	204	764						
05:00	16	77	6	138	22	215							
05:15	43	79	8	124	51	203							
05:30	58	98	18	110	76	208							
05:45	69	58	11	109	80	167	793						
06:00	75	53	22	103	97	156							
06:15	62	42	29	81	91	123							
06:30	90	50	43	92	133	142							
06:45	140	37	55	74	195	111	532						
07:00	207	29	43	69	250	98							
07:15	191	38	50	48	241	86							
07:30	176	33	87	42	263	75							
07:45	167	17	112	30	279	47	306						
08:00	218	17	87	41	305	58							
08:15	210	15	69	28	279	43							
08:30	207	14	90	24	297	38							
08:45	162	19	100	25	262	44	183						
09:00	116	21	87	28	203	49							
09:15	116	15	63	22	179	37							
09:30	93	9	75	17	168	26							
09:45	63	8	66	14	129	22	134						
10:00	63	7	42	18	105	25							
10:15	57	2	42	9	99	11							
10:30	47	8	50	14	97	22							
10:45	32	4	45	5	77	9	67						
11:00	47	11	37	11	84	22							
11:15	39	4	43	8	82	12							
11:30	47	6	59	8	106	14							
11:45	42	4	49	5	91	9	57						
Total	2892	1806	1520	2964	4412	4770							
Percent	65.5%	37.9%	34.5%	62.1%									
Day Total		4698		4484		9182							
Peak	07:45	-	04:45	-	07:45	-	04:45	-	-	-			
Vol.	802	-	327	-	358	-	505	-	1160	-	830	-	-
P.H.F.	0.920		0.834		0.799		0.915		0.951		0.965		



PRECISION
D A T A
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11 Cambridge Turnpike Cutoff
south of Lexington Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 C Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/10/2018 Tue
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	1	51	2	62	3	113	
12:15	3	48	4	66	7	114	
12:30	1	53	0	40	1	93	
12:45	1	49	3	56	4	105	425
01:00	1	38	0	62	1	100	
01:15	0	49	0	44	0	93	
01:30	3	29	0	50	3	79	
01:45	1	50	1	55	2	105	377
02:00	1	37	4	79	5	116	
02:15	2	38	0	79	2	117	
02:30	2	48	2	116	4	164	
02:45	0	47	0	82	0	129	526
03:00	0	53	2	103	2	156	
03:15	1	75	0	121	1	196	
03:30	0	69	0	136	0	205	
03:45	2	77	1	140	3	217	774
04:00	2	86	3	133	5	219	
04:15	5	78	1	137	6	215	
04:30	8	72	3	130	11	202	
04:45	12	79	3	151	15	230	866
05:00	13	70	3	140	16	210	
05:15	38	81	10	116	48	197	
05:30	73	73	16	136	89	209	
05:45	79	85	16	129	95	214	830
06:00	63	62	25	126	88	188	
06:15	71	44	31	100	102	144	
06:30	121	64	42	67	163	131	
06:45	176	47	55	55	231	102	565
07:00	207	37	63	63	270	100	
07:15	226	26	60	50	286	76	
07:30	212	16	77	42	289	58	
07:45	181	18	88	30	269	48	282
08:00	182	22	100	33	282	55	
08:15	186	20	62	28	248	48	
08:30	159	16	92	31	251	47	
08:45	145	13	85	27	230	40	190
09:00	152	12	77	27	229	39	
09:15	129	10	60	34	189	44	
09:30	93	16	74	24	167	40	
09:45	77	15	68	28	145	43	166
10:00	63	13	52	13	115	26	
10:15	57	10	39	10	96	20	
10:30	61	7	45	8	106	15	
10:45	47	2	58	8	105	10	71
11:00	46	9	55	11	101	20	
11:15	43	4	38	8	81	12	
11:30	45	3	45	7	90	10	
11:45	41	2	41	5	82	7	49
Total	3032	1923	1506	3198	4538	5121	
Percent	66.8%	37.6%	33.2%	62.4%			
Day Total		4955		4704		9659	
Peak	07:00	-	04:00	-	07:15	-	04:00
Vol.	826	-	315	-	1126	-	866
P.H.F.	0.914	-	0.916	-	0.974	-	0.941



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

11 Cambridge Turnpike Cutoff
south of Lexington Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 C Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/11/2018 Wed			
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
12:00	1	42	3	63	4	105				
12:15	2	56	3	60	5	116				
12:30	0	50	3	53	3	103				
12:45	2	65	3	70	5	135	459			
01:00	1	45	1	54	2	99				
01:15	0	43	3	71	3	114				
01:30	0	48	0	67	0	115				
01:45	0	59	2	58	2	117	445			
02:00	1	35	2	91	3	126				
02:15	3	42	0	94	3	136				
02:30	4	49	0	90	4	139				
02:45	2	50	1	85	3	135	536			
03:00	0	64	1	113	1	177				
03:15	0	75	0	97	0	172				
03:30	3	77	1	127	4	204				
03:45	4	73	2	120	6	193	746			
04:00	1	55	3	106	4	161				
04:15	4	64	3	173	7	237				
04:30	8	66	1	142	9	208				
04:45	13	74	0	137	13	211	817			
05:00	16	81	8	140	24	221				
05:15	33	81	6	150	39	231				
05:30	58	89	22	151	80	240				
05:45	78	95	18	139	96	234	926			
06:00	73	64	17	122	90	186				
06:15	65	60	28	78	93	138				
06:30	96	65	44	97	140	162				
06:45	144	41	64	81	208	122	608			
07:00	227	34	59	75	286	109				
07:15	224	41	79	62	303	103				
07:30	188	28	62	57	250	85				
07:45	198	27	83	52	281	79	376			
08:00	183	31	95	40	278	71				
08:15	193	25	90	50	283	75				
08:30	152	22	93	31	245	53				
08:45	177	13	71	22	248	35	234			
09:00	137	15	84	37	221	52				
09:15	109	15	64	25	173	40				
09:30	84	16	93	23	177	39				
09:45	73	9	57	25	130	34	165			
10:00	56	18	45	17	101	35				
10:15	64	5	49	14	113	19				
10:30	60	11	47	12	107	23				
10:45	57	9	54	18	111	27	104			
11:00	48	5	55	13	103	18				
11:15	48	4	51	9	99	13				
11:30	41	4	61	6	102	10				
11:45	47	3	53	6	100	9	50			
Total	2978	2043	1584	3423	4562	5466				
Percent	65.3%	37.4%	34.7%	62.6%						
Day Total		5021		5007		10028				
Peak	07:00	-	05:00	-	07:45	-	05:00	-	-	-
Vol.	837	-	346	-	361	-	592	-	1120	-
P.H.F.	0.922		0.911		0.950		0.855		0.924	



PRECISION
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359 Old Bedford Road
north of Virginia Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
NB

176038 D Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/05/1														
8	0	9	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
06:00	0	23	6	1	3	1	0	0	0	0	0	0	0	34
07:00	0	93	17	1	1	0	0	0	0	0	0	0	0	112
08:00	0	176	20	1	0	0	0	0	0	0	0	0	0	197
09:00	0	115	15	0	3	1	0	0	1	0	0	0	0	135
10:00	0	62	12	1	1	0	0	0	0	0	0	0	0	76
11:00	1	106	17	2	1	1	0	0	0	0	0	0	0	128
12 PM	1	124	19	4	1	1	0	1	0	0	0	0	0	151
13:00	0	100	18	0	4	0	0	0	1	0	0	0	0	123
14:00	0	150	24	1	2	0	0	1	0	0	0	0	0	178
15:00	0	339	83	2	10	0	0	1	0	0	0	0	0	435
16:00	1	615	76	0	12	1	0	1	0	0	0	0	0	706
17:00	9	534	54	0	8	1	0	0	0	0	0	0	0	606
18:00	0	272	20	1	4	0	0	0	0	0	0	0	0	297
19:00	0	144	8	0	0	0	0	0	0	0	0	0	0	152
20:00	0	66	4	0	0	0	0	0	0	0	0	0	0	70
21:00	0	57	7	0	1	0	0	0	0	0	0	0	0	65
22:00	0	31	1	0	0	0	0	0	0	0	0	0	0	32
23:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
Total	12	3044	408	14	51	6	0	4	2	0	0	0	0	3541
Percent	0.3%	86.0%	11.5%	0.4%	1.4%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	08:00	11:00	06:00	06:00			09:00					08:00
Vol.	1	176	20	2	3	1			1					197
PM Peak	17:00	16:00	15:00	12:00	16:00	12:00		12:00	13:00					16:00
Vol.	9	615	83	4	12	1		1	1					706



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359 Old Bedford Road
north of Virginia Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
NB

176038 D Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/06/1														
8	0	13	0	0	0	0	0	0	0	0	0	0	0	13
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
06:00	0	29	5	0	1	1	0	0	0	0	0	0	0	36
07:00	0	94	17	2	4	0	0	0	0	0	0	0	0	117
08:00	1	135	24	1	4	0	0	0	0	0	0	0	0	165
09:00	0	103	22	0	4	1	0	1	0	0	0	0	0	131
10:00	1	71	18	1	4	0	0	0	1	0	0	0	0	96
11:00	1	92	17	0	5	0	2	0	0	0	0	0	0	117
12 PM	1	112	20	0	4	0	0	0	0	0	0	0	0	137
13:00	1	117	20	2	3	1	0	0	0	0	0	0	0	144
14:00	0	186	42	2	3	0	0	0	0	0	0	0	0	233
15:00	0	495	79	1	11	2	0	0	1	0	0	0	0	589
16:00	2	411	60	0	8	1	0	0	0	0	0	0	0	482
17:00	1	452	31	0	5	0	0	0	0	0	0	0	0	489
18:00	1	177	18	0	2	0	0	0	0	0	0	0	0	198
19:00	0	83	6	0	0	0	0	0	0	0	0	0	0	89
20:00	0	56	2	0	0	0	0	0	0	0	0	0	0	58
21:00	0	41	1	0	0	0	0	0	0	0	0	0	0	42
22:00	0	46	3	0	0	0	0	0	0	0	0	0	0	49
23:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28
Total	9	2752	390	9	58	6	2	1	2	0	0	0	0	3229
Percent	0.3%	85.2%	12.1%	0.3%	1.8%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	07:00	11:00	06:00	11:00	09:00	10:00					08:00
Vol.	1	135	24	2	5	1	2	1	1					165
PM Peak	16:00	15:00	15:00	13:00	15:00	15:00			15:00					15:00
Vol.	2	495	79	2	11	2			1					589



PRECISION
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359 Old Bedford Road
north of Virginia Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
NB

176038 D Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/07/1														
8	0	14	0	0	0	0	0	0	0	0	0	0	0	14
01:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
06:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
07:00	0	29	6	0	0	0	0	0	0	0	0	0	0	35
08:00	0	51	9	0	2	0	0	0	0	0	0	0	0	62
09:00	2	82	9	0	2	0	0	0	0	0	0	0	0	95
10:00	0	95	13	0	4	0	0	0	0	1	0	0	0	113
11:00	7	118	14	0	2	0	0	0	0	0	0	0	0	141
12 PM	2	96	13	0	2	0	0	0	0	0	0	0	0	113
13:00	12	104	14	0	4	0	0	0	0	0	0	0	0	134
14:00	5	157	17	0	1	0	0	1	0	0	0	0	0	181
15:00	9	159	12	0	1	0	0	0	0	0	0	0	0	181
16:00	5	112	12	0	0	0	0	0	0	0	0	0	0	129
17:00	2	114	12	0	3	0	0	0	0	0	0	0	0	131
18:00	3	71	5	0	0	0	0	0	0	0	0	0	0	79
19:00	0	54	5	0	1	0	0	0	0	0	0	0	0	60
20:00	0	38	2	0	0	0	0	0	0	0	0	0	0	40
21:00	0	42	2	0	0	0	0	0	0	0	0	0	0	44
22:00	1	33	2	0	0	0	0	0	0	0	0	0	0	36
23:00	0	32	4	0	1	0	0	0	0	0	0	0	0	37
Total	48	1420	155	0	24	0	0	1	0	1	0	0	0	1649
Percent	2.9%	86.1%	9.4%	0.0%	1.5%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00		10:00					10:00				11:00
Vol.	7	118	14		4					1				141
PM Peak	13:00	15:00	14:00		13:00			14:00						14:00
Vol.	12	159	17		4			1						181



PRECISION
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359 Old Bedford Road
north of Virginia Road
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NB

176038 D Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/09/1														
8	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	5	0	0	0	1	0	0	0	0	0	0	0	6
06:00	0	33	9	0	1	0	0	0	0	0	0	0	0	43
07:00	0	105	17	1	1	0	0	0	0	0	0	0	0	124
08:00	0	175	30	1	5	1	0	0	0	0	0	0	0	212
09:00	0	99	18	2	4	0	0	0	0	0	0	0	0	123
10:00	0	75	11	0	7	0	0	1	0	0	0	0	0	94
11:00	0	91	19	1	2	0	0	0	0	0	0	0	0	113
12 PM	0	91	18	0	2	0	0	0	0	0	0	0	0	111
13:00	0	108	22	2	6	1	0	0	0	0	0	0	0	139
14:00	1	151	23	1	4	2	0	0	0	0	0	0	0	182
15:00	7	343	66	1	8	0	0	0	0	0	0	0	0	425
16:00	0	480	57	1	9	0	0	0	0	0	0	0	0	547
17:00	7	553	55	1	6	2	0	1	0	0	0	0	0	625
18:00	0	234	25	0	3	1	0	0	0	0	0	0	0	263
19:00	0	115	5	1	1	0	0	0	0	0	0	0	0	122
20:00	0	55	1	0	0	0	0	0	0	0	0	0	0	56
21:00	0	41	2	0	0	0	0	0	0	0	0	0	0	43
22:00	0	29	3	0	0	0	0	0	0	0	0	0	0	32
23:00	0	13	1	0	1	0	0	0	0	0	0	0	0	15
Total	15	2807	382	12	60	8	0	2	0	0	0	0	0	3286
Percent	0.5%	85.4%	11.6%	0.4%	1.8%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	08:00	09:00	10:00	05:00		10:00						08:00
Vol.		175	30	2	7	1		1						212
PM Peak	15:00	17:00	15:00	13:00	16:00	14:00		17:00						17:00
Vol.	7	553	66	2	9	2		1						625



PRECISION
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NB

176038 D Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/10/1														
8	0	10	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
05:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
06:00	0	31	5	0	1	0	0	0	0	0	0	0	0	37
07:00	0	108	18	1	2	0	0	0	0	0	0	0	0	129
08:00	2	161	22	0	4	1	0	0	0	0	0	0	0	190
09:00	1	98	21	1	4	1	0	2	1	0	0	0	0	129
10:00	0	84	14	1	2	1	0	0	0	0	0	0	0	102
11:00	0	85	21	1	1	0	0	0	0	0	0	0	0	108
12 PM	0	138	20	2	4	1	0	0	0	0	0	0	0	165
13:00	0	103	20	1	5	0	0	0	0	0	0	0	0	129
14:00	0	129	22	1	4	0	0	2	0	0	0	0	0	158
15:00	0	349	71	2	14	1	0	2	0	0	0	0	0	439
16:00	0	598	64	0	2	3	0	1	0	0	0	0	0	668
17:00	5	569	58	0	9	0	0	1	0	0	0	0	0	642
18:00	0	243	18	4	5	0	0	0	0	0	0	0	0	270
19:00	0	93	2	0	2	0	0	0	0	0	0	0	0	97
20:00	0	72	4	0	0	0	0	0	0	0	0	0	0	76
21:00	0	33	3	0	1	0	0	0	0	0	0	0	0	37
22:00	0	36	2	0	0	0	0	0	0	0	0	0	0	38
23:00	0	18	2	0	1	0	0	0	0	0	0	0	0	21
Total	8	2975	390	14	61	8	0	8	1	0	0	0	0	3465
Percent	0.2%	85.9%	11.3%	0.4%	1.8%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	07:00	08:00	08:00		09:00	09:00					08:00
Vol.	2	161	22	1	4	1		2	1					190
PM Peak	17:00	16:00	15:00	18:00	15:00	16:00		14:00						16:00
Vol.	5	598	71	4	14	3		2						668



PRECISION
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NB

176038 D Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/1														
8	0	8	0	0	1	0	0	0	0	0	0	0	0	9
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	1	1	0	0	0	1	0	0	0	0	0	0	0	3
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
06:00	0	44	8	0	2	1	0	0	0	0	0	0	0	55
07:00	1	111	19	1	1	0	0	0	0	0	0	0	0	133
08:00	2	159	26	0	5	0	0	0	1	0	0	0	0	193
09:00	0	115	20	0	3	1	0	0	0	0	0	0	0	139
10:00	3	70	11	1	6	0	0	0	0	0	0	0	0	91
11:00	0	88	18	2	5	1	1	0	0	0	0	0	0	115
12 PM	19	132	18	0	2	1	0	0	0	0	0	0	0	172
13:00	7	123	28	3	15	2	1	0	0	0	0	0	0	179
14:00	6	152	20	1	7	2	1	1	0	0	0	0	0	190
15:00	2	368	75	2	10	3	0	1	0	0	0	0	0	461
16:00	2	495	75	0	6	1	0	1	0	0	0	0	0	580
17:00	3	499	44	0	6	2	0	0	0	0	0	0	0	554
18:00	1	235	32	0	3	0	0	0	0	0	0	0	0	271
19:00	2	118	7	0	0	0	0	0	0	0	0	0	0	127
20:00	0	70	4	0	0	0	0	0	0	0	0	0	0	74
21:00	0	54	3	0	0	0	0	0	0	0	0	0	0	57
22:00	0	39	1	0	0	0	0	0	0	0	0	0	0	40
23:00	0	18	1	0	1	0	0	0	0	0	0	0	0	20
Total	49	2914	411	10	74	15	3	3	1	0	0	0	0	3480
Percent	1.4%	83.7%	11.8%	0.3%	2.1%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	08:00	11:00	10:00	03:00	11:00		08:00					08:00
Vol.	3	159	26	2	6	1	1		1					193
PM Peak	12:00	17:00	15:00	13:00	13:00	15:00	13:00	14:00						16:00
Vol.	19	499	75	3	15	3	1	1						580



PRECISION
D A T A
INDUSTRIES, LLC

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359 Old Bedford Road
north of Virginia Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
SB

176038 D Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/05/1														
8	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	29	8	1	2	0	0	0	0	0	0	0	0	40
06:00	0	175	36	1	5	0	0	0	0	0	0	0	0	217
07:00	0	316	53	3	11	0	0	0	0	0	0	0	0	383
08:00	2	353	74	2	8	0	0	0	0	0	0	0	0	439
09:00	1	177	29	1	5	1	0	2	0	0	0	0	0	216
10:00	0	82	29	0	2	0	0	0	0	0	0	0	0	113
11:00	1	74	16	1	3	0	0	0	0	0	0	0	0	95
12 PM	1	84	22	4	3	1	0	1	0	0	0	0	0	116
13:00	0	70	19	0	3	0	0	1	0	0	0	0	0	93
14:00	0	97	21	2	2	0	0	0	0	1	0	0	0	123
15:00	2	109	29	4	2	0	0	0	0	0	0	0	0	146
16:00	0	84	18	2	4	0	0	0	0	0	0	0	0	108
17:00	0	150	18	1	1	0	0	0	0	0	0	0	0	170
18:00	0	79	16	1	0	0	0	0	0	0	0	0	0	96
19:00	0	59	5	0	0	0	0	0	0	0	0	0	0	64
20:00	0	29	7	0	1	0	0	0	0	0	0	0	0	37
21:00	0	25	5	0	0	0	0	0	0	0	0	0	0	30
22:00	1	15	5	0	0	1	0	0	0	0	0	0	0	22
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Total	8	2028	411	23	52	3	0	4	0	1	0	0	0	2530
Percent	0.3%	80.2%	16.2%	0.9%	2.1%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	07:00	07:00	09:00		09:00						08:00
Vol.	2	353	74	3	11	1		2						439
PM Peak	15:00	17:00	15:00	12:00	16:00	12:00		12:00		14:00				17:00
Vol.	2	150	29	4	4	1		1		1				170



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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/06/1														
8	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	25	5	0	3	0	0	0	0	0	0	0	0	33
06:00	0	153	28	1	2	0	0	0	0	0	0	0	0	184
07:00	0	283	43	4	9	0	0	0	0	0	0	0	0	339
08:00	0	276	55	4	10	0	0	0	0	0	0	0	0	345
09:00	1	126	35	1	4	0	0	1	0	0	0	0	0	168
10:00	1	89	16	1	4	0	0	0	0	0	0	0	0	111
11:00	0	94	8	0	4	0	0	0	0	0	0	0	0	106
12 PM	2	82	15	0	2	1	0	0	0	0	0	0	0	102
13:00	2	82	15	0	2	1	0	2	0	0	0	0	0	104
14:00	0	110	24	2	4	1	0	1	0	0	0	0	0	142
15:00	2	108	18	3	4	0	0	0	0	0	0	0	0	135
16:00	0	149	25	0	5	0	0	0	0	0	0	0	0	179
17:00	0	122	21	1	2	0	0	0	0	0	0	0	0	146
18:00	0	69	10	0	2	0	0	0	0	0	0	0	0	81
19:00	0	40	10	0	0	0	0	0	0	0	0	0	0	50
20:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31
21:00	0	26	4	0	0	0	0	0	0	0	0	0	0	30
22:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
23:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19
Total	8	1908	339	17	57	3	0	4	0	0	0	0	0	2336
Percent	0.3%	81.7%	14.5%	0.7%	2.4%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	08:00	07:00	08:00			09:00						08:00
Vol.	1	283	55	4	10			1						345
PM Peak	12:00	16:00	16:00	15:00	16:00	12:00		13:00						16:00
Vol.	2	149	25	3	5	1		2						179



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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/07/1														
8	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
06:00	0	11	6	0	1	0	0	0	0	0	0	0	0	18
07:00	0	44	8	0	1	0	0	1	0	0	0	0	0	54
08:00	0	67	15	1	4	0	0	0	0	0	0	0	0	87
09:00	0	82	10	0	2	0	0	0	0	0	0	0	0	94
10:00	0	92	18	0	1	0	0	0	0	0	0	0	0	111
11:00	0	97	16	0	4	0	0	0	0	0	0	0	0	117
12 PM	0	172	36	0	4	0	0	0	0	0	0	0	0	212
13:00	0	109	20	0	4	0	0	1	0	0	0	0	0	134
14:00	0	111	18	0	0	0	0	0	0	0	0	0	0	129
15:00	0	86	18	0	2	0	0	0	0	0	0	0	0	106
16:00	0	81	7	0	1	0	0	0	0	0	0	0	0	89
17:00	0	91	9	0	0	0	0	0	0	0	0	0	0	100
18:00	2	79	9	0	1	0	0	0	0	0	0	0	0	91
19:00	0	51	10	0	0	0	0	0	0	0	0	0	0	61
20:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25
21:00	0	20	8	0	0	0	0	0	0	0	0	0	0	28
22:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31
23:00	0	10	7	0	0	0	0	0	0	0	0	0	0	17
Total	2	1261	223	1	26	0	0	2	0	0	0	0	0	1515
Percent	0.1%	83.2%	14.7%	0.1%	1.7%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	10:00	08:00	08:00			07:00						11:00
Vol.		97	18	1	4			1						117
PM Peak	18:00	12:00	12:00		12:00			13:00						12:00
Vol.	2	172	36		4			1						212



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176038 D Class
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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/10/1														
8	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	5	1	0	0	1	0	0	0	0	0	0	0	7
05:00	0	36	5	0	2	0	0	0	0	0	0	0	0	43
06:00	0	155	29	1	2	1	0	0	0	0	0	0	0	188
07:00	2	334	59	2	7	0	0	0	0	0	0	0	0	404
08:00	1	351	76	2	14	1	0	1	1	0	0	0	0	447
09:00	0	176	36	0	5	1	0	2	1	0	0	0	0	221
10:00	0	77	19	1	3	0	0	1	0	0	0	0	0	101
11:00	0	79	22	1	5	0	0	0	0	0	0	0	0	107
12 PM	0	84	19	1	4	0	0	0	0	0	0	0	0	108
13:00	1	75	16	2	7	1	0	0	0	0	0	0	0	102
14:00	0	88	28	1	2	0	0	0	0	0	0	0	0	119
15:00	0	103	20	2	3	0	0	0	1	0	0	0	0	129
16:00	1	114	26	0	1	1	0	0	0	0	0	0	0	143
17:00	2	113	10	0	0	0	0	0	1	0	0	0	0	126
18:00	0	75	9	0	1	0	0	0	0	0	0	0	0	85
19:00	0	53	8	0	1	0	0	0	0	0	0	0	0	62
20:00	0	35	5	0	0	0	0	0	0	0	0	0	0	40
21:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
22:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	7	2000	394	13	57	6	0	4	4	0	0	0	0	2485
Percent	0.3%	80.5%	15.9%	0.5%	2.3%	0.2%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	07:00	08:00	04:00		09:00	08:00					08:00
Vol.	2	351	76	2	14	1		2	1					447
PM Peak	17:00	16:00	14:00	13:00	13:00	13:00			15:00					16:00
Vol.	2	114	28	2	7	1			1					143



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04/11/1														
8	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:00	0	31	6	0	1	0	0	0	0	0	0	0	0	38
06:00	1	168	35	0	5	0	0	0	0	0	0	0	0	209
07:00	0	293	61	5	12	1	0	1	0	0	0	0	0	373
08:00	2	380	64	3	13	2	0	0	0	0	0	0	0	464
09:00	1	208	47	1	7	2	0	1	1	0	0	0	0	268
10:00	0	83	21	1	7	0	0	1	1	0	0	0	0	114
11:00	0	102	23	1	4	1	0	0	0	0	0	0	0	131
12 PM	0	94	30	1	2	3	0	0	0	0	0	0	0	130
13:00	1	85	18	0	2	0	0	0	0	0	0	0	0	106
14:00	3	100	18	3	5	2	0	0	0	0	0	0	0	131
15:00	2	107	31	1	6	3	0	1	0	0	0	0	0	151
16:00	0	130	18	0	1	0	0	0	0	0	0	0	0	149
17:00	1	159	22	0	1	0	0	0	0	0	0	0	0	183
18:00	1	91	13	0	2	0	0	0	0	0	0	0	0	107
19:00	0	51	13	0	1	0	0	0	0	0	0	0	0	65
20:00	0	28	5	0	0	0	0	0	0	0	0	0	0	33
21:00	0	31	1	0	0	0	0	0	0	0	0	0	0	32
22:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Total	12	2176	431	17	69	14	0	4	2	0	0	0	0	2725
Percent	0.4%	79.9%	15.8%	0.6%	2.5%	0.5%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	07:00	08:00	08:00		07:00	09:00					08:00
Vol.	2	380	64	5	13	2		1	1					464
PM Peak	14:00	17:00	15:00	14:00	15:00	12:00		15:00						17:00
Vol.	3	159	31	3	6	3		1						183



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176038 D Speed
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Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/05/																
18	0	0	0	0	3	5	1	0	0	0	0	0	0	9	38	36
01:00	0	0	0	0	1	2	0	0	0	0	0	0	0	3	37	35
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2	37	35
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
04:00	0	0	0	1	0	2	0	2	0	0	0	0	0	5	47	39
05:00	0	0	0	2	3	2	0	1	0	0	0	0	0	8	38	34
06:00	0	0	0	1	15	16	2	0	0	0	0	0	0	34	38	35
07:00	0	0	1	5	48	46	12	0	0	0	0	0	0	112	38	35
08:00	0	0	2	4	90	85	15	1	0	0	0	0	0	197	38	35
09:00	0	0	0	10	42	76	5	2	0	0	0	0	0	135	38	35
10:00	0	0	0	5	27	34	10	0	0	0	0	0	0	76	38	35
11:00	1	0	0	9	47	50	20	1	0	0	0	0	0	128	39	35
12 PM	0	0	6	9	51	65	19	1	0	0	0	0	0	151	38	35
13:00	0	1	1	6	52	55	7	1	0	0	0	0	0	123	38	34
14:00	0	0	0	11	59	80	27	1	0	0	0	0	0	178	39	36
15:00	0	0	4	29	181	189	32	0	0	0	0	0	0	435	38	34
16:00	122	62	58	63	226	159	15	0	1	0	0	0	0	706	36	27
17:00	18	33	66	119	247	108	14	1	0	0	0	0	0	606	35	30
18:00	0	0	1	22	131	122	20	0	1	0	0	0	0	297	38	34
19:00	0	0	0	18	62	64	8	0	0	0	0	0	0	152	37	34
20:00	0	0	1	10	33	18	6	2	0	0	0	0	0	70	38	34
21:00	0	1	1	10	27	21	5	0	0	0	0	0	0	65	37	33
22:00	0	0	0	4	10	13	3	2	0	0	0	0	0	32	39	35
23:00	0	0	0	1	4	8	2	0	1	0	0	0	0	16	40	37
Total	141	97	141	339	1360	1222	223	15	3	0	0	0	0	3541		
%	4.0%	2.7%	4.0%	9.6%	38.4%	34.5%	6.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00		08:00	09:00	08:00	08:00	11:00	04:00							08:00	
Vol.	1		2	10	90	85	20	2							197	
PM Peak	16:00	16:00	17:00	17:00	17:00	15:00	15:00	20:00	16:00						16:00	
Vol.	122	62	66	119	247	189	32	2	1						706	

Stats

- 15th Percentile : 26 MPH
- 50th Percentile : 32 MPH
- 85th Percentile : 37 MPH
- 95th Percentile : 40 MPH

- Mean Speed(Average) : 32 MPH
- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 2582
- Percent in Pace : 72.9%
- Number of Vehicles > 35 MPH : 1219
- Percent of Vehicles > 35 MPH : 34.4%



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Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/06/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	0	5	8	0	0	0	0	0	0	0	13	37	35
01:00	0	0	0	1	0	2	1	1	0	0	0	0	0	5	45	38
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2	37	32
04:00	0	0	0	0	2	1	0	1	0	0	0	0	0	4	46	37
05:00	0	0	0	1	2	2	0	0	0	0	0	0	0	5	37	33
06:00	0	0	1	1	12	19	3	0	0	0	0	0	0	36	38	35
07:00	0	0	0	6	46	53	12	0	0	0	0	0	0	117	38	35
08:00	0	0	0	19	62	66	17	1	0	0	0	0	0	165	38	35
09:00	0	1	6	8	62	49	5	0	0	0	0	0	0	131	37	33
10:00	0	1	1	7	45	34	8	0	0	0	0	0	0	96	38	34
11:00	1	0	0	11	48	46	10	1	0	0	0	0	0	117	38	34
12 PM	2	0	5	20	61	45	3	1	0	0	0	0	0	137	37	33
13:00	0	6	3	11	68	45	11	0	0	0	0	0	0	144	37	33
14:00	0	0	2	21	89	97	21	2	1	0	0	0	0	233	38	35
15:00	51	33	60	110	206	114	15	0	0	0	0	0	0	589	35	28
16:00	0	7	21	98	227	118	11	0	0	0	0	0	0	482	36	32
17:00	76	9	33	57	171	132	11	0	0	0	0	0	0	489	36	28
18:00	0	0	0	2	80	92	21	3	0	0	0	0	0	198	38	36
19:00	0	0	3	12	36	30	7	1	0	0	0	0	0	89	38	34
20:00	0	1	3	10	24	14	6	0	0	0	0	0	0	58	38	33
21:00	0	0	1	7	21	12	1	0	0	0	0	0	0	42	36	33
22:00	0	0	0	6	20	22	1	0	0	0	0	0	0	49	37	34
23:00	0	0	0	3	14	4	7	0	0	0	0	0	0	28	40	35
Total	130	58	139	412	1301	1006	171	11	1	0	0	0	0	3229		
%	4.0%	1.8%	4.3%	12.8%	40.3%	31.2%	5.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	09:00	08:00	08:00	08:00	08:00	01:00							08:00	
Vol.	1	1	6	19	62	66	17	1							165	
PM Peak	17:00	15:00	15:00	15:00	16:00	17:00	14:00	18:00	14:00						15:00	
Vol.	76	33	60	110	227	132	21	3	1						589	

Stats

15th Percentile : 25 MPH
 50th Percentile : 32 MPH
 85th Percentile : 37 MPH
 95th Percentile : 39 MPH

Mean Speed(Average) : 32 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 2307
 Percent in Pace : 71.4%
 Number of Vehicles > 35 MPH : 988
 Percent of Vehicles > 35 MPH : 30.6%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

359 Old Bedford Road
north of Virginia Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
NB

176038 D Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed		
04/07/																														
18	0	0	0	0	3	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	37	33		
01:00	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	45	36		
02:00	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	2	37	35		
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	37		
04:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	37	35		
05:00	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	41	36		
06:00	0	0	0	0	1	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	40	36		
07:00	0	1	0	2	11	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	38	35		
08:00	0	0	0	3	24	27	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	38	35		
09:00	0	2	1	12	37	36	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	37	34		
10:00	0	1	0	7	60	33	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	38	34		
11:00	4	2	2	10	61	46	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141	38	34		
12 PM	2	1	1	14	55	33	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	37	33		
13:00	2	8	9	26	56	27	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134	36	31		
14:00	0	5	5	26	85	47	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	181	37	33		
15:00	1	8	1	17	67	69	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	181	38	34		
16:00	0	5	0	16	47	49	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129	38	34		
17:00	0	1	1	13	63	49	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131	37	33		
18:00	1	2	3	4	35	24	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	38	33		
19:00	0	0	1	5	34	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	37	33		
20:00	0	1	2	2	24	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	36	32		
21:00	0	0	1	7	17	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	38	34		
22:00	1	0	0	5	14	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	37	33		
23:00	0	0	0	2	16	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	38	35		
Total	11	37	27	176	718	545	121	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1649				
%	0.7%	2.2%	1.6%	10.7%	43.5%	33.1%	7.3%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	11:00	09:00	11:00	09:00	11:00	11:00	11:00	10:00	11:00	11:00																	11:00			
Vol.	4	2	2	12	61	46	12	3	1																		141			
PM Peak	12:00	13:00	13:00	13:00	14:00	15:00	15:00	14:00																				14:00		
Vol.	2	8	9	26	85	69	18	3																				181		

Stats

15th Percentile : 28 MPH
50th Percentile : 32 MPH
85th Percentile : 37 MPH
95th Percentile : 41 MPH

Mean Speed(Average) : 33 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 1263
Percent in Pace : 76.6%
Number of Vehicles > 35 MPH : 571
Percent of Vehicles > 35 MPH : 34.6%



359 Old Bedford Road
north of Virginia Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
NB

PRECISION
DATA
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

176038 D Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/08/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	1	2	7	3	0	0	0	0	0	0	13	40	37
01:00	0	0	0	0	3	1	0	0	0	0	0	0	0	4	36	33
02:00	0	0	0	0	1	3	0	1	0	0	0	0	0	5	45	38
03:00	0	0	0	0	0	1	1	0	0	0	0	0	0	2	42	40
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	0	1	0	1	0	0	0	0	0	0	0	3	36	27
06:00	0	0	0	0	0	3	0	0	0	0	0	0	0	3	38	37
07:00	0	0	0	2	10	4	6	0	0	0	0	0	0	22	41	35
08:00	0	0	1	2	18	26	5	3	0	0	0	0	0	55	38	36
09:00	0	1	1	1	32	35	7	1	0	0	0	0	0	78	38	35
10:00	0	1	3	11	50	37	13	0	0	0	0	0	0	115	38	34
11:00	0	2	2	15	53	38	14	1	0	0	0	0	0	125	38	34
12 PM	2	1	2	12	55	58	13	1	0	0	0	0	0	144	38	34
13:00	0	9	3	13	41	48	14	1	0	0	0	0	0	129	38	33
14:00	0	6	1	12	60	51	5	0	0	0	0	0	0	135	37	33
15:00	0	2	1	3	40	50	9	1	1	0	0	0	0	107	38	35
16:00	1	0	3	12	43	49	9	0	0	0	0	0	0	117	38	34
17:00	0	1	3	15	49	37	5	1	1	0	0	0	0	112	37	33
18:00	0	1	1	5	28	38	14	1	0	0	0	0	0	88	39	35
19:00	0	0	0	8	29	18	11	1	1	0	0	0	0	68	40	35
20:00	0	0	0	6	14	20	6	2	0	0	0	0	0	48	39	35
21:00	0	0	1	4	15	5	1	1	1	0	0	0	0	28	37	33
22:00	0	0	0	3	4	11	1	1	0	0	0	0	0	20	38	35
23:00	0	0	0	0	6	4	2	0	0	0	0	0	0	12	39	35
Total	3	25	22	126	553	545	139	16	4	0	0	0	0	1433		
%	0.2%	1.7%	1.5%	8.8%	38.6%	38.0%	9.7%	1.1%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	10:00	11:00	11:00	11:00	11:00	08:00							11:00	
Vol.		2	3	15	53	38	14	3							125	
PM Peak	12:00	13:00	13:00	17:00	14:00	12:00	13:00	20:00	15:00						12:00	
Vol.	2	9	3	15	60	58	14	2	1						144	

Stats

15th Percentile : 29 MPH
50th Percentile : 33 MPH
85th Percentile : 38 MPH
95th Percentile : 42 MPH

Mean Speed(Average) : 34 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 1098
Percent in Pace : 76.6%
Number of Vehicles > 35 MPH : 595
Percent of Vehicles > 35 MPH : 41.5%



PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
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north of Virginia Road
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Client: Fitzgerald & Halliday, Inc. / M.Morehouse
NB

176038 D Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed		
04/09/																														
18	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	33	32		
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	33	32		
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	28	27		
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	37		
04:00	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	37	35		
05:00	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	39	33		
06:00	0	0	0	0	1	14	18	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	41	37		
07:00	0	0	0	0	5	39	63	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124	38	36		
08:00	1	0	0	13	72	107	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212	38	35		
09:00	0	0	0	6	59	46	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	38	35		
10:00	0	0	3	7	33	37	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94	38	35		
11:00	0	0	0	3	49	56	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	37	35		
12 PM	1	0	2	5	32	55	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	38	35		
13:00	0	0	1	13	52	63	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	38	34		
14:00	0	1	0	13	79	74	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182	38	34		
15:00	0	5	11	35	196	160	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	425	37	33		
16:00	0	0	15	73	267	168	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	547	37	33		
17:00	143	15	53	93	228	83	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	625	33	25		
18:00	0	0	3	10	129	105	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	263	37	34		
19:00	0	0	2	9	51	48	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122	38	34		
20:00	0	0	2	2	27	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	37	34		
21:00	0	0	0	4	17	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	38	35		
22:00	0	0	0	5	13	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	39	34		
23:00	0	0	1	0	5	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	38	35		
Total	145	21	93	300	1370	1146	194	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3286				
%	4.4%	0.6%	2.8%	9.1%	41.7%	34.9%	5.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	08:00		10:00	08:00	08:00	08:00	08:00	08:00	06:00	08:00																	08:00			
Vol.	1		3	13	72	107	17	2	1																		212			
PM Peak	17:00	17:00	17:00	17:00	16:00	16:00	16:00	12:00																				17:00		
Vol.	143	15	53	93	267	168	22	2																			625			

Stats	15th Percentile :	27 MPH
	50th Percentile :	32 MPH
	85th Percentile :	37 MPH
	95th Percentile :	40 MPH
	Mean Speed(Average) :	32 MPH
	10 MPH Pace Speed :	30-39 MPH
	Number in Pace :	2516
	Percent in Pace :	76.6%
	Number of Vehicles > 35 MPH :	1128
	Percent of Vehicles > 35 MPH :	34.3%



PRECISION
DATA
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NB

176038 D Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/10/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	1	4	5	0	0	0	0	0	0	0	10	37	34
01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2	32	30
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	22
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2	38	37
04:00	0	0	0	0	2	2	1	1	0	0	0	0	0	6	44	38
05:00	0	0	1	1	3	1	3	0	0	0	0	0	0	9	41	34
06:00	0	0	0	3	9	21	4	0	0	0	0	0	0	37	38	36
07:00	0	0	2	3	44	65	14	1	0	0	0	0	0	129	38	35
08:00	0	0	1	21	90	67	11	0	0	0	0	0	0	190	37	34
09:00	0	1	1	14	74	35	4	0	0	0	0	0	0	129	36	33
10:00	0	0	1	12	55	27	7	0	0	0	0	0	0	102	37	33
11:00	0	0	1	13	52	35	7	0	0	0	0	0	0	108	37	34
12 PM	0	1	2	20	74	53	14	1	0	0	0	0	0	165	38	34
13:00	0	0	1	11	59	52	4	2	0	0	0	0	0	129	37	34
14:00	0	0	0	17	75	54	10	2	0	0	0	0	0	158	37	34
15:00	0	3	16	66	207	129	17	1	0	0	0	0	0	439	37	33
16:00	39	27	53	114	278	151	6	0	0	0	0	0	0	668	35	30
17:00	207	56	63	83	145	79	9	0	0	0	0	0	0	642	33	22
18:00	0	1	3	22	118	105	20	1	0	0	0	0	0	270	38	34
19:00	0	0	2	14	37	31	11	2	0	0	0	0	0	97	38	34
20:00	0	0	0	10	30	30	5	1	0	0	0	0	0	76	38	34
21:00	0	0	0	2	16	14	5	0	0	0	0	0	0	37	38	35
22:00	0	0	0	8	12	12	5	1	0	0	0	0	0	38	39	34
23:00	0	0	0	1	7	10	3	0	0	0	0	0	0	21	38	36
Total	246	89	148	437	1392	980	160	13	0	0	0	0	0	3465		
%	7.1%	2.6%	4.3%	12.6%	40.2%	28.3%	4.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00	07:00	08:00	08:00	08:00	07:00	04:00							08:00	
Vol.		1	2	21	90	67	14	1							190	
PM Peak	17:00	17:00	17:00	16:00	16:00	16:00	18:00	13:00							16:00	
Vol.	207	56	63	114	278	151	20	2							668	

Stats

- 15th Percentile : 24 MPH
- 50th Percentile : 31 MPH
- 85th Percentile : 37 MPH
- 95th Percentile : 38 MPH
- Mean Speed(Average) : 31 MPH
- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 2372
- Percent in Pace : 68.5%
- Number of Vehicles > 35 MPH : 957
- Percent of Vehicles > 35 MPH : 27.6%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

359 Old Bedford Road
north of Virginia Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
NB

176038 D Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/11/																													
18	0	0	0	0	1	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	41	36	
01:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	42	35	
02:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	42	37	
03:00	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	36	24	
04:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	46	40	
05:00	0	0	1	1	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	36	33	
06:00	0	0	0	2	26	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	38	35	
07:00	0	0	0	4	50	68	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	38	35	
08:00	2	1	4	15	94	66	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	193	37	33	
09:00	0	0	0	10	59	56	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	38	35	
10:00	0	4	0	5	31	37	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	39	35	
11:00	0	0	0	11	57	40	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	37	34	
12 PM	5	13	4	10	65	59	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172	38	32	
13:00	0	5	8	16	63	67	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179	38	34	
14:00	0	5	0	17	77	69	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	38	34	
15:00	3	2	5	72	216	154	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	461	37	33	
16:00	22	17	13	97	289	130	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	580	36	31	
17:00	37	17	23	78	240	145	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	554	36	30	
18:00	0	1	2	21	130	94	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	271	38	34	
19:00	0	0	2	9	52	48	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127	38	35	
20:00	0	0	3	12	30	21	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	38	34	
21:00	0	0	1	9	21	17	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	39	34	
22:00	0	0	0	3	10	25	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	38	35	
23:00	0	0	0	3	11	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	37	33	
Total	69	67	66	397	1531	1129	198	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3480			
%	2.0%	1.9%	1.9%	11.4%	44.0%	32.4%	5.7%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	08:00	10:00	08:00	08:00	08:00	07:00	09:00	10:00																			08:00		
Vol.	2	4	4	15	94	68	14	4																			193		
PM Peak	17:00	16:00	17:00	16:00	16:00	15:00	14:00	12:00	12:00	20:00																	16:00		
Vol.	37	17	23	97	289	154	22	3	1	1																	580		

Stats

15th Percentile : 28 MPH
50th Percentile : 32 MPH
85th Percentile : 37 MPH
95th Percentile : 40 MPH

Mean Speed(Average) : 33 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 2660
Percent in Pace : 76.4%
Number of Vehicles > 35 MPH : 1124
Percent of Vehicles > 35 MPH : 32.3%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
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359 Old Bedford Road
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SB

176038 D Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed		
04/05/																														
18	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	41	35		
01:00	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	2	32	30		
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	37		
03:00	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	2	37	35		
04:00	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	38	33		
05:00	0	0	0	1	3	16	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	40	35		
06:00	0	0	0	3	13	102	84	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	217	37	34		
07:00	0	2	3	33	175	144	23	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	383	37	34		
08:00	0	0	1	35	189	188	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	439	37	34		
09:00	1	1	1	24	83	89	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216	38	34		
10:00	0	0	0	11	47	41	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	38	35		
11:00	0	1	1	9	41	35	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	38	34		
12 PM	0	0	0	4	14	48	37	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	38	34		
13:00	0	0	0	1	3	40	39	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	38	35		
14:00	0	0	0	1	13	55	46	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	37	34		
15:00	0	0	0	4	10	62	60	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146	38	34		
16:00	0	0	0	11	13	44	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	108	37	32		
17:00	0	0	0	6	22	82	55	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	37	33		
18:00	0	0	0	0	10	42	40	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	96	37	34		
19:00	0	0	0	0	7	29	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	38	34		
20:00	0	0	0	3	6	15	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	37	33		
21:00	0	0	0	3	4	9	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	37	33		
22:00	0	0	0	0	7	7	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	37	33		
23:00	0	0	0	1	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	37	33		
Total	1	4	45	240	1093	963	168	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2530				
%	0.0%	0.2%	1.8%	9.5%	43.2%	38.1%	6.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%						
AM Peak	09:00	07:00	06:00	08:00	08:00	08:00	08:00	06:00	07:00																		08:00			
Vol.	1	2	3	35	189	188	25	2	1																		439			
PM Peak			16:00	17:00	17:00	15:00	12:00	12:00																			16:00	17:00		
Vol.			11	22	82	60	12	1																			1	170		

Stats

15th Percentile : 29 MPH
50th Percentile : 33 MPH
85th Percentile : 37 MPH
95th Percentile : 40 MPH

Mean Speed(Average) : 34 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 2056
Percent in Pace : 81.3%
Number of Vehicles > 35 MPH : 954
Percent of Vehicles > 35 MPH : 37.7%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
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359 Old Bedford Road
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SB

176038 D Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/06/																													
18	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	41	34	
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	37	
02:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	37	32	
03:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	28	27	
04:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	37	35	
05:00	0	0	1	3	15	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	38	34	
06:00	0	0	2	14	59	93	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	184	38	35	
07:00	0	0	5	26	152	129	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	339	38	34	
08:00	1	3	5	31	143	143	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	345	37	34	
09:00	2	1	3	23	76	54	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	37	33	
10:00	0	0	1	16	49	39	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	37	33	
11:00	0	0	1	13	46	41	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106	37	34	
12 PM	1	3	2	22	42	31	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	36	32	
13:00	2	1	3	21	44	30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	36	32	
14:00	0	1	2	23	62	45	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142	37	33	
15:00	0	0	10	31	69	22	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135	35	31	
16:00	2	4	5	29	83	49	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179	36	32	
17:00	1	0	8	19	68	47	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146	36	32	
18:00	0	0	0	5	36	34	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	38	35	
19:00	0	0	1	7	23	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	37	33	
20:00	0	1	0	10	8	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	37	32	
21:00	0	0	0	8	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	36	32	
22:00	0	0	1	4	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	37	32	
23:00	0	1	0	5	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	39	32	
Total	9	15	50	314	1007	813	120	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2336			
%	0.4%	0.6%	2.1%	13.4%	43.1%	34.8%	5.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	09:00	08:00	07:00	08:00	07:00	08:00	07:00	06:00	08:00																		08:00		
Vol.	2	3	5	31	152	143	26	2	1																		345		
PM Peak	13:00	16:00	15:00	15:00	16:00	16:00	14:00	13:00																			16:00		
Vol.	2	4	10	31	83	49	8	1																			179		

Stats

- 15th Percentile : 28 MPH
- 50th Percentile : 32 MPH
- 85th Percentile : 37 MPH
- 95th Percentile : 39 MPH

Mean Speed(Average) : 33 MPH

- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 1820
- Percent in Pace : 77.9%
- Number of Vehicles > 35 MPH : 778
- Percent of Vehicles > 35 MPH : 33.3%



PRECISION
DATA
INDUSTRIES, LLC

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SB

176038 D Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/07/																													
18	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	39	35	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
04:00	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	2	32	30	
05:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	33	32	
06:00	0	0	2	1	5	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	38	34	
07:00	0	0	0	8	16	23	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	38	35	
08:00	0	0	2	7	38	30	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	38	34	
09:00	1	0	1	10	47	30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94	37	33	
10:00	1	0	2	14	56	35	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	37	33	
11:00	1	0	1	12	56	39	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117	37	34	
12 PM	0	0	8	68	99	34	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212	34	31	
13:00	1	1	10	17	54	44	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134	37	33	
14:00	0	0	2	14	57	51	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129	37	34	
15:00	0	0	0	7	52	39	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106	37	34	
16:00	0	0	2	9	44	26	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	37	34	
17:00	0	0	6	11	48	27	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	37	33	
18:00	0	0	6	8	39	32	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	37	33	
19:00	1	0	1	6	32	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	37	33	
20:00	0	0	1	6	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	35	32	
21:00	0	0	4	4	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	35	31	
22:00	0	0	0	2	11	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	38	35	
23:00	0	0	0	3	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	39	34	
Total	5	1	48	208	696	466	79	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1515			
%	0.3%	0.1%	3.2%	13.7%	45.9%	30.8%	5.2%	0.6%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	09:00		06:00	10:00	10:00	11:00	08:00	07:00																			11:00		
Vol.	1		2	14	56	39	9	1																			117		
PM Peak	13:00	13:00	13:00	12:00	12:00	14:00	16:00	18:00	15:00	20:00																	12:00		
Vol.	1	1	10	68	99	51	8	3	1	1																	212		

Stats

15th Percentile : 28 MPH
50th Percentile : 32 MPH
85th Percentile : 37 MPH
95th Percentile : 39 MPH

Mean Speed(Average) : 33 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 1162
Percent in Pace : 76.7%
Number of Vehicles > 35 MPH : 464
Percent of Vehicles > 35 MPH : 30.6%



PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

359 Old Bedford Road
north of Virginia Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
SB

176038 D Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/08/18	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	33	32	
01:00	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	36	33	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
05:00	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	37	34	
06:00	0	0	1	2	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	39	33	
07:00	0	0	0	0	12	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	41	36	
08:00	0	0	1	9	25	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	38	34	
09:00	0	0	1	6	44	27	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	37	34	
10:00	0	0	1	11	48	25	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	37	33	
11:00	0	1	0	16	56	35	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112	37	33	
12 PM	0	0	1	17	52	40	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	37	34	
13:00	0	1	3	22	56	44	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132	37	33	
14:00	1	1	2	17	29	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	37	32	
15:00	0	1	1	11	35	28	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	38	34	
16:00	1	1	1	12	48	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	36	33	
17:00	0	0	4	12	33	27	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	37	33	
18:00	0	0	0	7	31	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	38	34	
19:00	0	0	2	3	17	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	37	33	
20:00	0	0	2	4	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	37	32	
21:00	0	0	1	3	4	7	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	39	35	
22:00	0	0	0	0	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	39	37	
23:00	0	0	0	1	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	43	37	
Total	2	5	21	154	513	364	72	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1141			
%	0.2%	0.4%	1.8%	13.5%	45.0%	31.9%	6.3%	0.8%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak Vol.		11:00	06:00	11:00	11:00	11:00	08:00	07:00																			11:00		
PM Peak Vol.	14:00	13:00	17:00	13:00	13:00	13:00	12:00	17:00		21:00																	13:00		

Stats	15th Percentile :	28 MPH
	50th Percentile :	32 MPH
	85th Percentile :	37 MPH
	95th Percentile :	40 MPH
	Mean Speed(Average) :	33 MPH
	10 MPH Pace Speed :	30-39 MPH
	Number in Pace :	877
	Percent in Pace :	76.9%
	Number of Vehicles > 35 MPH :	373
	Percent of Vehicles > 35 MPH :	32.7%



PRECISION
DATA
INDUSTRIES, LLC

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SB

176038 D Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/09/																													
18	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	36	24	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
03:00	2	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	34	21		
04:00	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	39	35		
05:00	0	0	0	4	19	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	38	35		
06:00	0	0	1	10	75	92	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	197	38	35		
07:00	1	0	1	25	190	168	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	402	37	34		
08:00	3	9	9	38	173	189	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	441	37	34		
09:00	1	0	3	18	133	95	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	262	37	34		
10:00	2	1	2	16	49	34	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	37	33		
11:00	0	0	0	16	50	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96	37	33		
12 PM	1	0	1	10	45	42	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	37	34		
13:00	0	0	3	10	43	48	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	38	34		
14:00	0	0	0	9	48	44	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	37	34		
15:00	0	0	3	4	57	53	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	38	35		
16:00	0	0	3	10	50	45	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	37	34		
17:00	1	0	15	19	44	38	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122	37	32		
18:00	0	0	0	10	48	37	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	38	34		
19:00	0	0	0	8	29	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	36	33		
20:00	0	0	0	5	8	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	37	35		
21:00	0	0	1	2	11	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	37	34		
22:00	0	0	0	1	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	37	34		
23:00	0	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	40	34		
Total	12	11	43	218	1083	986	139	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2498				
%	0.5%	0.4%	1.7%	8.7%	43.4%	39.5%	5.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	08:00	08:00	08:00	08:00	07:00	08:00	06:00	05:00																		08:00			
Vol.	3	9	9	38	190	189	19	1																		441			
PM Peak	12:00		17:00	17:00	15:00	15:00	15:00	17:00	16:00																		15:00		
Vol.	1		15	19	57	53	11	1	1																	128			

Stats

15th Percentile : 29 MPH
50th Percentile : 33 MPH
85th Percentile : 37 MPH
95th Percentile : 39 MPH

Mean Speed(Average) : 34 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 2069
Percent in Pace : 82.8%
Number of Vehicles > 35 MPH : 934
Percent of Vehicles > 35 MPH : 37.4%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

359 Old Bedford Road
north of Virginia Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
SB

176038 D Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/10/																													
18	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	41	35	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
03:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	33	32		
04:00	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	37	34		
05:00	0	0	0	4	18	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	38	35		
06:00	0	0	2	11	65	85	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188	38	35		
07:00	1	0	1	27	170	180	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	404	38	34		
08:00	0	0	11	55	224	139	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	447	37	33		
09:00	0	1	3	28	94	83	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	221	37	34		
10:00	0	0	0	19	49	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	37	33		
11:00	0	0	5	15	60	22	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	36	32		
12 PM	0	1	3	18	58	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	36	32		
13:00	0	0	3	15	51	26	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	37	33		
14:00	0	0	1	15	54	40	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	37	34		
15:00	0	0	2	14	53	53	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129	37	34		
16:00	1	0	7	16	73	40	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143	37	33		
17:00	2	0	19	19	50	28	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	37	31		
18:00	1	1	0	3	34	39	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	38	34		
19:00	0	0	1	7	33	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	37	33		
20:00	0	0	0	8	17	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	37	33		
21:00	0	0	0	5	11	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	35	32		
22:00	0	0	0	1	16	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	38	34		
23:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	37	35		
Total	5	3	58	281	1139	849	139	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2485				
%	0.2%	0.1%	2.3%	11.3%	45.8%	34.2%	5.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	07:00	09:00	08:00	08:00	08:00	07:00	06:00	08:00																		08:00			
Vol.	1	1	11	55	224	180	24	2																		447			
PM Peak	17:00	12:00	17:00	17:00	16:00	15:00	17:00	13:00																		16:00			
Vol.	2	1	19	19	73	53	8	2																		143			

Stats

15th Percentile : 29 MPH
 50th Percentile : 32 MPH
 85th Percentile : 37 MPH
 95th Percentile : 39 MPH

Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 1988
 Percent in Pace : 80.0%
 Number of Vehicles > 35 MPH : 829
 Percent of Vehicles > 35 MPH : 33.4%



PRECISION
DATA
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SB

176038 D Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/11/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	1	0	1	0	1	0	0	0	0	0	0	3	41	32
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
03:00	0	0	0	1	1	1	1	0	0	0	0	0	0	4	41	34
04:00	0	0	0	0	2	2	2	0	0	0	0	0	0	6	41	37
05:00	0	0	1	3	14	16	3	1	0	0	0	0	0	38	38	35
06:00	1	0	3	13	76	91	22	2	1	0	0	0	0	209	38	35
07:00	0	0	0	30	174	141	25	3	0	0	0	0	0	373	38	34
08:00	2	0	10	57	206	167	22	0	0	0	0	0	0	464	37	33
09:00	0	1	6	36	104	111	10	0	0	0	0	0	0	268	37	33
10:00	0	0	4	15	54	35	6	0	0	0	0	0	0	114	37	33
11:00	0	1	0	14	65	48	3	0	0	0	0	0	0	131	37	33
12 PM	0	0	1	16	55	45	12	1	0	0	0	0	0	130	38	34
13:00	0	0	2	23	40	31	10	0	0	0	0	0	0	106	38	33
14:00	4	2	0	20	54	40	9	2	0	0	0	0	0	131	37	33
15:00	0	0	2	30	70	41	8	0	0	0	0	0	0	151	37	33
16:00	0	0	4	9	68	51	15	2	0	0	0	0	0	149	38	34
17:00	1	0	6	23	82	62	9	0	0	0	0	0	0	183	37	33
18:00	0	0	0	18	46	37	6	0	0	0	0	0	0	107	37	33
19:00	0	0	2	14	27	20	1	1	0	0	0	0	0	65	37	33
20:00	0	0	0	6	16	9	2	0	0	0	0	0	0	33	37	33
21:00	0	0	1	4	15	10	1	1	0	0	0	0	0	32	37	33
22:00	0	0	0	4	9	3	1	1	0	0	0	0	0	18	37	33
23:00	0	0	0	1	3	2	2	0	0	0	0	0	0	8	41	35
Total	8	4	43	338	1183	963	171	14	1	0	0	0	0	2725		
%	0.3%	0.1%	1.6%	12.4%	43.4%	35.3%	6.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	08:00	08:00	08:00	08:00	07:00	07:00	06:00					08:00		
Vol.	2	1	10	57	206	167	25	3	1					464		
PM Peak	14:00	14:00	17:00	15:00	17:00	17:00	16:00	14:00						17:00		
Vol.	4	2	6	30	82	62	15	2						183		

Stats

15th Percentile : 29 MPH
 50th Percentile : 33 MPH
 85th Percentile : 37 MPH
 95th Percentile : 40 MPH

Mean Speed(Average) : 34 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 2146
 Percent in Pace : 78.8%
 Number of Vehicles > 35 MPH : 956
 Percent of Vehicles > 35 MPH : 35.1%



PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

359 Old Bedford Road
north of Virginia Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 D Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/5/2018 Thu							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	3	36	3	30	6	66								
12:15	2	36	0	25	2	61								
12:30	2	43	0	29	2	72								
12:45	2	36	151	0	3	32	116	12	68	267				
01:00	1	39		2	20	3	59							
01:15	1	32		0	29	1	61							
01:30	0	23		0	16	0	39							
01:45	1	29	123	0	2	28	93	1	5	57	216			
02:00	0	40		0	31	0	71							
02:15	0	29		0	33	0	62							
02:30	1	56		1	29	2	85							
02:45	1	53	178	0	1	30	123	1	3	83	301			
03:00	0	97		0	22	0	119							
03:15	1	94		1	51	2	145							
03:30	0	95		0	39	0	134							
03:45	0	149	435	1	2	34	146	1	3	183	581			
04:00	1	154		0	21	1	175							
04:15	0	156		3	32	3	188							
04:30	4	187		0	33	4	220							
04:45	0	209	706	4	7	22	108	4	12	231	814			
05:00	1	170		2	50	3	220							
05:15	0	143		5	38	5	181							
05:30	1	137		20	35	21	172							
05:45	6	156	606	13	40	47	170	19	48	203	776			
06:00	3	108		29	31	32	139							
06:15	8	88		53	24	61	112							
06:30	13	55		53	13	66	68							
06:45	10	46	297	82	217	28	96	92	251	74	393			
07:00	25	50		91	22	116	72							
07:15	33	33		88	19	121	52							
07:30	24	35		107	12	131	47							
07:45	30	34	152	97	383	11	64	127	495	45	216			
08:00	52	18		119	11	171	29							
08:15	40	13		94	14	134	27							
08:30	43	23		122	6	165	29							
08:45	62	16	70	104	439	6	37	166	636	22	107			
09:00	39	20		71	11	110	31							
09:15	30	16		63	9	93	25							
09:30	32	13		43	3	75	16							
09:45	34	16	65	39	216	7	30	73	351	23	95			
10:00	12	12		30	1	42	13							
10:15	26	7		30	12	56	19							
10:30	17	9		29	6	46	15							
10:45	21	4	32	24	113	3	22	45	189	7	54			
11:00	31	10		22	3	53	13							
11:15	26	3		19	2	45	5							
11:30	29	2		28	1	57	3							
11:45	42	1	16	26	95	1	7	68	223	2	23			
Total	710	2831	1518	1012	2228	3843								
Percent	31.9%	73.7%	68.1%	26.3%										
Day Total		3541		2530		6071								
Peak	08:00	-	04:15	-	08:00	-	05:00	-	08:00	-	04:15	-	-	-
Vol.	197	-	722	-	439	-	170	-	636	-	859	-	-	-
P.H.F.	0.794	-	0.864	-	0.900	-	0.833	-	0.930	-	0.930	-	-	-



PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

359 Old Bedford Road
north of Virginia Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 D Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/6/2018 Fri							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	8	35	3	18	11	53								
12:15	1	28	1	27	2	55								
12:30	4	43	0	29	4	72								
12:45	0	13 31	137	0	4 28	102	0 17 59 239							
01:00	3	35		0	16	3	51							
01:15	1	37		0	33	1	70							
01:30	1	31		1	29	2	60							
01:45	0	5 41	144	0	1 26	104	0 6 67 248							
02:00	0	40		0	28	0	68							
02:15	0	51		0	28	0	79							
02:30	0	73		0	42	0	115							
02:45	0	0 69	233	2	2 44	142	2 2 113 375							
03:00	1	117		1	31	2	148							
03:15	1	157		0	32	1	189							
03:30	0	173		0	38	0	211							
03:45	0	2 142	589	1	2 34	135	1 4 176 724							
04:00	0	112		1	43	1	155							
04:15	0	149		0	49	0	198							
04:30	3	105		0	39	3	144							
04:45	1	4 116	482	3	4 48	179	4 8 164 661							
05:00	1	123		3	46	4	169							
05:15	0	157		4	31	4	188							
05:30	1	95		12	36	13	131							
05:45	3	5 114	489	14	33 33	146	17 38 147 635							
06:00	4	66		26	34	30	100							
06:15	5	54		33	22	38	76							
06:30	11	41		58	13	69	54							
06:45	16	36 37	198	67	184 12	81	83 220 49 279							
07:00	23	31		79	15	102	46							
07:15	29	15		59	12	88	27							
07:30	31	22		101	8	132	30							
07:45	34	117 21	89	100	339 15	50	134 456 36 139							
08:00	30	20		80	8	110	28							
08:15	40	16		95	10	135	26							
08:30	47	14		94	7	141	21							
08:45	48	165 8	58	76	345 6	31	124 510 14 89							
09:00	31	9		58	9	89	18							
09:15	31	11		43	4	74	15							
09:30	35	12		33	14	68	26							
09:45	34	131 10	42	34	168 3	30	68 299 13 72							
10:00	16	15		26	6	42	21							
10:15	28	13		31	3	59	16							
10:30	24	8		25	7	49	15							
10:45	28	96 13	49	29	111 2	18	57 207 15 67							
11:00	31	8		26	6	57	14							
11:15	27	6		27	6	54	12							
11:30	27	10		27	6	54	16							
11:45	32	117 4	28	26	106 1	19	58 223 5 47							
Total	691	2538	1299	1037	1990	3575								
Percent	34.7%	71.0%	65.3%	29.0%										
Day Total		3229		2336		5565								
Peak	08:15	-	03:00	-	07:30	-	04:15	-	07:45	-	03:30	-	-	-
Vol.	166	-	589	-	376	-	182	-	520	-	740	-	-	-
P.H.F.	0.865		0.851		0.931		0.929		0.922		0.877			

359 Old Bedford Road
 north of Virginia Road
 City, State: Concord, MA
 Client: Fitzgerald & Halliday, Inc. / M.Morehouse



176038 D Volume
 Site Code: TBA

Start Time	NB		SB		Combin ed		4/7/2018 Sat						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	3	31	4	35	7	66							
12:15	8	32	2	63	10	95							
12:30	1	33	0	70	1	103							
12:45	2	17	113	0	6	44	212						
01:00	1	31	0	27	2	20	61	325					
01:15	3	45	0	41	3	86							
01:30	1	34	0	29	1	63							
01:45	0	5	24	134	0	37	134	0	5	61	268		
02:00	1	55	0	32	1	87							
02:15	0	44	0	28	0	72							
02:30	1	41	0	36	1	77							
02:45	0	2	41	181	0	0	33	129	0	2	74	310	
03:00	0	40	0	30	0	70							
03:15	0	46	0	26	0	72							
03:30	1	53	0	23	1	76							
03:45	0	1	42	181	0	0	27	106	0	1	69	287	
04:00	0	41	2	22	2	63							
04:15	0	26	0	22	0	48							
04:30	0	37	0	24	0	61							
04:45	3	3	25	129	0	2	21	89	3	5	46	218	
05:00	0	35	0	25	0	60							
05:15	1	41	0	29	1	70							
05:30	0	26	2	22	2	48							
05:45	3	4	29	131	1	3	24	100	4	7	53	231	
06:00	0	27	2	29	2	56							
06:15	2	22	4	27	6	49							
06:30	1	22	5	14	6	36							
06:45	6	9	8	79	7	18	21	91	13	27	29	170	
07:00	9	13	6	23	15	36							
07:15	4	15	17	13	21	28							
07:30	6	23	14	16	20	39							
07:45	16	35	9	60	17	54	9	61	33	89	18	121	
08:00	16	17	18	4	34	21							
08:15	13	9	24	6	37	15							
08:30	11	5	21	11	32	16							
08:45	22	62	9	40	24	87	4	25	46	149	13	65	
09:00	14	7	14	8	28	15							
09:15	28	11	28	7	56	18							
09:30	27	14	22	7	49	21							
09:45	26	95	12	44	30	94	6	28	56	189	18	72	
10:00	16	13	24	5	40	18							
10:15	35	9	32	9	67	18							
10:30	32	7	24	8	56	15							
10:45	30	113	7	36	31	111	9	31	61	224	16	67	
11:00	40	11	33	3	73	14							
11:15	28	9	24	2	52	11							
11:30	44	6	25	8	69	14							
11:45	29	141	11	37	35	117	4	17	64	258	15	54	
Total	484	1165	492	1023	976	2188							
Percent	49.6%	53.2%	50.4%	46.8%									
Day Total	1649		1515		3164								
Peak	10:45	-	03:15	-	10:15	-	12:00	-	11:00	-	12:00	-	-
Vol.	142	-	182	-	120	-	212	-	258	-	325	-	-
P.H.F.	0.807	-	0.858	-	0.909	-	0.757	-	0.884	-	0.789	-	-

359 Old Bedford Road
 north of Virginia Road
 City, State: Concord, MA
 Client: Fitzgerald & Halliday, Inc. / M.Morehouse



176038 D Volume
 Site Code: TBA

Start Time	NB		SB		Combin ed		4/8/2018 Sun						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	4	38	1	29	5	67							
12:15	4	31	0	29	4	60							
12:30	2	39	0	36	2	75							
12:45	3	36	144	0	1	24	118						
01:00	2	34	1	35	3	69	262						
01:15	1	26	0	34	1	60							
01:30	1	31	1	28	2	59							
01:45	0	4	38	129	2	4	35	132	2	8	73	261	
02:00	1	33	0	20	1	53							
02:15	0	27	0	19	0	46							
02:30	1	43	0	28	1	71							
02:45	3	5	32	135	0	0	16	83	3	5	48	218	
03:00	1	27	0	14	1	41							
03:15	0	28	0	26	0	54							
03:30	0	23	0	19	0	42							
03:45	1	2	29	107	0	0	24	83	1	2	53	190	
04:00	0	23	0	28	0	51							
04:15	0	38	0	25	0	63							
04:30	0	38	0	15	0	53							
04:45	0	0	18	117	0	0	20	88	0	0	38	205	
05:00	0	34	1	16	1	50							
05:15	0	30	2	21	2	51							
05:30	2	21	1	19	3	40							
05:45	1	3	27	112	2	6	26	82	3	9	53	194	
06:00	0	20	2	12	2	32							
06:15	1	24	5	18	6	42							
06:30	0	21	1	17	1	38							
06:45	2	3	23	88	5	13	15	62	7	16	38	150	
07:00	7	16	2	12	9	28							
07:15	6	20	6	10	12	30							
07:30	6	15	10	10	16	25							
07:45	3	22	17	68	11	29	3	35	14	51	20	103	
08:00	8	16	12	8	20	24							
08:15	11	4	16	4	27	8							
08:30	13	20	22	5	35	25							
08:45	23	55	8	48	13	63	3	20	36	118	11	68	
09:00	19	4	19	6	38	10							
09:15	19	7	19	5	38	12							
09:30	23	6	22	4	45	10							
09:45	17	78	11	28	24	84	3	18	41	162	14	46	
10:00	23	8	22	5	45	13							
10:15	29	7	21	1	50	8							
10:30	37	3	25	3	62	6							
10:45	26	115	2	20	22	90	2	11	48	205	4	31	
11:00	29	4	22	3	51	7							
11:15	32	5	42	1	74	6							
11:30	28	2	22	2	50	4							
11:45	36	125	1	12	26	112	1	7	62	237	2	19	
Total	425	1008	402	739	827	1747							
Percent	51.4%	57.7%	48.6%	42.3%									
Day Total		1433		1141		2574							
Peak	11:00	-	12:00	-	11:00	-	01:00	-	11:00	-	00:15	-	-
Vol.	125	-	144	-	112	-	132	-	237	-	264	-	-
P.H.F.	0.868	-	0.923	-	0.667	-	0.943	-	0.801	-	0.880	-	-

359 Old Bedford Road
 north of Virginia Road
 City, State: Concord, MA
 Client: Fitzgerald & Halliday, Inc. / M.Morehouse



176038 D Volume
 Site Code: TBA

Start Time	NB		SB		Combin ed		4/9/2018 Mon						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	0	27	1	26	1	53							
12:15	1	25	1	26	2	51							
12:30	1	31	1	29	2	60							
12:45	0	28	111	0	3	23	104						
01:00	0	31	0	32	0	5	51	215					
01:15	0	38	0	25	0	63							
01:30	0	36	0	31	0	67							
01:45	1	34	139	0	0	25	113	1	59	252			
02:00	1	44	0	20	1	64							
02:15	0	35	0	27	0	62							
02:30	0	33	0	29	0	62							
02:45	0	70	182	0	0	32	108	0	1	102	290		
03:00	0	99	1	30	1	129							
03:15	0	107	0	37	0	144							
03:30	1	111	0	27	1	138							
03:45	0	108	425	5	6	34	128	5	7	142	553		
04:00	0	129	0	24	0	153							
04:15	2	131	0	26	2	157							
04:30	2	135	4	25	6	160							
04:45	2	152	547	2	6	40	115	4	12	192	662		
05:00	0	169	5	33	5	202							
05:15	3	188	13	33	16	221							
05:30	2	146	9	28	11	174							
05:45	1	122	625	22	49	28	122	23	55	150	747		
06:00	5	83	22	27	27	110							
06:15	8	77	41	34	49	111							
06:30	11	63	64	22	75	85							
06:45	19	43	40	263	70	197	22	105	89	240	62	368	
07:00	23	43	89	21	112	64							
07:15	34	28	75	15	109	43							
07:30	32	29	118	12	150	41							
07:45	35	124	22	122	120	402	7	55	155	526	29	177	
08:00	48	18	104	13	152	31							
08:15	53	15	117	9	170	24							
08:30	49	11	124	6	173	17							
08:45	62	212	12	56	96	441	7	35	158	653	19	91	
09:00	47	11	108	10	155	21							
09:15	31	11	61	7	92	18							
09:30	27	7	53	4	80	11							
09:45	18	123	14	43	40	262	3	24	58	385	17	67	
10:00	21	10	37	4	58	14							
10:15	24	9	22	2	46	11							
10:30	25	6	31	4	56	10							
10:45	24	94	7	32	20	110	2	12	44	204	9	44	
11:00	23	5	21	2	44	7							
11:15	26	3	23	2	49	5							
11:30	33	3	27	0	60	3							
11:45	31	113	4	15	25	96	1	5	56	209	5	20	
Total	726	2560	1572	926	2298	3486							
Percent	31.6%	73.4%	68.4%	26.6%									
Day Total		3286		2498		5784							
Peak	08:00	-	04:45	-	07:45	-	04:45	-	08:15	-	04:45	-	-
Vol.	212	-	655	-	465	-	134	-	656	-	789	-	-
P.H.F.	0.855		0.871		0.938		0.838		0.948		0.893		

359 Old Bedford Road
 north of Virginia Road
 City, State: Concord, MA
 Client: Fitzgerald & Halliday, Inc. / M.Morehouse



176038 D Volume
 Site Code: TBA

Start Time	NB		SB		Combin ed		4/10/2018 Tue						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	6	43	1	25	7	68							
12:15	2	31	1	33	3	64							
12:30	1	43	1	27	2	70							
12:45	1	48	165	0	3	23	108	13	71	273			
01:00	0	33	0	25	0	58							
01:15	2	31	0	29	2	60							
01:30	0	29	0	20	0	49							
01:45	0	2	36	129	0	0	28	102	0	2	64	231	
02:00	0	38	0	34	0	72							
02:15	0	24	0	32	0	56							
02:30	0	47	0	21	0	68							
02:45	1	1	49	158	0	0	32	119	1	1	81	277	
03:00	0	95	1	21	1	116							
03:15	1	107	1	37	2	144							
03:30	0	107	1	43	1	150							
03:45	1	2	130	439	1	4	28	129	2	6	158	568	
04:00	0	155	2	47	2	202							
04:15	0	165	3	38	3	203							
04:30	3	182	1	26	4	208							
04:45	3	6	166	668	1	7	32	143	4	13	198	811	
05:00	2	180	5	40	7	220							
05:15	1	179	11	29	12	208							
05:30	4	179	9	33	13	212							
05:45	2	9	104	642	18	43	24	126	20	52	128	768	
06:00	2	96	30	24	32	120							
06:15	11	70	36	23	47	93							
06:30	6	62	53	21	59	83							
06:45	18	37	42	270	69	188	17	85	87	225	59	355	
07:00	21	34	79	19	100	53							
07:15	39	30	92	18	131	48							
07:30	29	19	125	12	154	31							
07:45	40	129	14	97	108	404	13	62	148	533	27	159	
08:00	43	21	96	12	139	33							
08:15	50	18	133	14	183	32							
08:30	47	19	118	13	165	32							
08:45	50	190	18	76	100	447	1	40	150	637	19	116	
09:00	44	6	72	11	116	17							
09:15	35	8	59	6	94	14							
09:30	27	12	59	1	86	13							
09:45	23	129	11	37	31	221	2	20	54	350	13	57	
10:00	25	9	28	6	53	15							
10:15	22	10	21	7	43	17							
10:30	30	12	27	8	57	20							
10:45	25	102	7	38	25	101	3	24	50	203	10	62	
11:00	21	9	27	1	48	10							
11:15	24	4	28	1	52	5							
11:30	32	4	22	0	54	4							
11:45	31	108	4	21	30	107	0	2	61	215	4	23	
Total	725		2740		1525		960		2250		3700		
Percent	32.2%		74.1%		67.8%		25.9%						
Day Total		3465		2485		5950							
Peak	08:15	-	04:30	-	07:30	-	03:30	-	08:00	-	04:45	-	-
Vol.	191	-	707	-	462	-	156	-	637	-	838	-	-
P.H.F.	0.955		0.971		0.868		0.830		0.870		0.952		



PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

359 Old Bedford Road
north of Virginia Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 D Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/11/2018 Wed
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	4	41	3	39	7	80	
12:15	2	31	0	31	2	62	
12:30	2	48	0	29	2	77	
12:45	1	52	172	0	3	31	130
01:00	2	43	0	30	2	73	302
01:15	0	35	1	29	1	64	
01:30	0	48	0	24	0	72	
01:45	0	53	179	0	1	23	106
02:00	1	36	0	32	1	68	
02:15	0	47	0	29	0	76	
02:30	0	52	0	38	0	90	
02:45	1	55	190	1	1	32	131
03:00	0	104	2	47	2	151	
03:15	0	97	1	36	1	133	
03:30	1	123	0	31	1	154	
03:45	2	137	461	1	4	37	151
04:00	1	151	2	29	3	180	
04:15	0	141	1	41	1	182	
04:30	2	133	1	41	3	174	
04:45	0	155	580	2	6	38	149
05:00	2	167	2	42	4	209	
05:15	3	159	7	55	10	214	
05:30	3	117	13	43	16	160	
05:45	2	111	554	16	38	43	183
06:00	6	80	27	25	33	105	
06:15	12	80	51	28	63	108	
06:30	18	69	58	35	76	104	
06:45	19	42	271	73	209	19	107
07:00	22	41	86	21	108	62	
07:15	32	32	86	19	118	51	
07:30	37	29	93	13	130	42	
07:45	42	25	127	108	373	12	65
08:00	47	23	118	11	165	34	
08:15	47	18	114	10	161	28	
08:30	48	18	114	6	162	24	
08:45	51	15	74	118	464	6	33
09:00	55	13	83	11	138	24	
09:15	28	17	72	6	100	23	
09:30	25	18	58	10	83	28	
09:45	31	9	57	55	268	5	32
10:00	14	16	27	5	41	21	
10:15	18	8	35	3	53	11	
10:30	28	9	20	5	48	14	
10:45	31	7	40	32	114	5	18
11:00	35	5	33	7	68	12	
11:15	18	3	33	1	51	4	
11:30	28	8	32	0	60	8	
11:45	34	4	20	33	131	0	8
Total	755	2725	1612	1113	2367	3838	
Percent	31.9%	71.0%	68.1%	29.0%			
Day Total		3480		2725		6205	
Peak	08:15	-	04:30	-	08:00	-	04:30
Vol.	201	-	614	-	464	-	183
P.H.F.	0.914	-	0.919	-	0.983	-	0.832



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 E Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/05/1														
8	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
03:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
04:00	1	8	5	0	0	0	0	0	0	0	0	0	0	14
05:00	0	47	12	0	1	0	0	0	0	0	0	0	0	60
06:00	1	151	23	1	2	1	0	1	0	0	0	0	0	180
07:00	0	310	40	2	4	1	1	0	0	0	0	0	0	358
08:00	2	339	32	4	8	1	1	0	0	0	0	0	0	387
09:00	0	237	22	3	8	0	1	1	0	0	0	0	0	272
10:00	0	153	28	1	8	1	0	0	1	0	0	0	0	192
11:00	1	138	22	1	4	1	0	0	0	0	0	0	0	167
12 PM	1	145	28	0	8	2	0	1	0	1	0	0	0	186
13:00	2	137	22	0	9	0	0	1	0	0	0	0	0	171
14:00	0	146	27	0	3	0	0	1	0	0	0	0	0	177
15:00	1	150	48	3	3	0	0	2	0	0	0	0	0	207
16:00	1	155	28	0	2	0	0	2	0	0	0	0	0	188
17:00	1	179	17	2	1	0	0	0	0	0	0	0	0	200
18:00	1	124	15	0	5	2	0	0	0	0	0	0	0	147
19:00	0	105	11	0	0	1	0	0	0	0	0	0	0	117
20:00	0	57	6	0	3	0	0	0	0	0	0	0	0	66
21:00	0	79	8	0	0	0	0	0	0	0	0	0	0	87
22:00	0	34	7	0	0	0	0	0	0	0	0	0	0	41
23:00	0	22	3	0	0	0	0	0	0	0	0	0	0	25
Total	12	2730	407	17	70	10	3	9	1	1	0	0	0	3260
Percent	0.4%	83.7%	12.5%	0.5%	2.1%	0.3%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00	08:00	08:00	06:00	07:00	06:00	10:00					08:00
Vol.	2	339	40	4	8	1	1	1	1					387
PM Peak	13:00	17:00	15:00	15:00	13:00	12:00		15:00		12:00				15:00
Vol.	2	179	48	3	9	2		2		1				207



PRECISION
D A T A
INDUSTRIES, LLC

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#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 E Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/06/1														
8	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
05:00	0	39	11	0	2	0	0	0	0	0	0	0	0	52
06:00	0	134	24	0	1	1	0	1	0	0	0	0	0	161
07:00	3	297	39	2	5	0	0	1	0	0	0	0	0	347
08:00	2	301	32	5	2	0	0	0	0	0	0	0	0	342
09:00	1	214	37	2	16	2	0	0	1	0	0	0	0	273
10:00	2	149	23	0	6	0	0	0	0	0	0	0	0	180
11:00	1	156	31	0	7	1	0	0	1	0	0	0	0	197
12 PM	0	150	30	2	6	0	0	0	0	0	0	0	0	188
13:00	0	149	24	0	2	0	0	0	0	0	0	0	0	175
14:00	0	139	35	3	8	1	0	0	0	0	0	0	0	186
15:00	1	180	28	1	4	0	0	0	0	0	0	0	0	214
16:00	1	161	16	0	4	0	0	0	0	0	0	0	0	182
17:00	1	168	14	0	2	1	0	0	0	0	0	0	0	186
18:00	0	141	11	0	3	0	0	2	0	0	0	0	0	157
19:00	0	91	7	0	1	0	0	0	0	0	0	0	0	99
20:00	0	60	6	0	1	0	0	0	0	0	0	0	0	67
21:00	0	52	5	1	1	0	0	0	1	0	0	0	0	60
22:00	0	25	5	0	0	0	0	0	0	0	0	0	0	30
23:00	0	31	2	0	0	0	0	0	0	0	0	0	0	33
Total	12	2657	381	16	72	6	0	4	3	0	0	0	0	3151
Percent	0.4%	84.3%	12.1%	0.5%	2.3%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	07:00	08:00	09:00	09:00		06:00	09:00					07:00
Vol.	3	301	39	5	16	2		1	1					347
PM Peak	15:00	15:00	14:00	14:00	14:00	14:00		18:00	21:00					15:00
Vol.	1	180	35	3	8	1		2	1					214



PRECISION
D A T A
INDUSTRIES, LLC

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#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 E Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/07/1														
8	0	6	4	0	0	0	0	0	0	0	0	0	0	10
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
05:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	24	6	0	3	1	0	0	0	0	0	0	0	34
07:00	0	56	3	0	1	1	0	0	0	0	0	0	0	61
08:00	0	95	12	0	2	0	0	0	0	0	0	0	0	109
09:00	0	168	18	0	2	1	0	1	0	0	0	0	0	190
10:00	1	160	12	0	2	0	0	0	0	0	0	0	0	175
11:00	1	160	24	0	2	0	0	0	0	0	0	0	0	187
12 PM	2	197	14	0	0	0	0	0	0	0	0	0	0	213
13:00	2	211	23	0	2	1	0	1	0	0	0	0	0	240
14:00	4	175	13	0	1	0	0	0	0	0	0	0	0	193
15:00	3	166	12	0	0	0	0	0	0	0	0	0	0	181
16:00	3	157	26	0	1	0	0	0	0	0	0	0	0	187
17:00	6	127	19	0	1	0	0	0	0	0	0	0	0	153
18:00	0	132	5	0	1	0	0	0	0	0	0	0	0	138
19:00	0	86	12	0	0	0	0	0	0	0	0	0	0	98
20:00	0	69	6	0	1	0	0	0	0	0	0	0	0	76
21:00	0	55	6	0	0	0	0	0	0	0	0	0	0	61
22:00	0	48	6	0	0	0	0	0	0	0	0	0	0	54
23:00	0	30	5	0	1	0	0	0	0	0	0	0	0	36
Total	22	2137	228	0	21	4	0	2	0	0	0	0	0	2414
Percent	0.9%	88.5%	9.4%	0.0%	0.9%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	09:00	11:00		06:00	06:00		09:00						09:00
Vol.	1	168	24		3	1		1						190
PM Peak	17:00	13:00	16:00		13:00	13:00		13:00						13:00
Vol.	6	211	26		2	1		1						240



PRECISION
D A T A
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#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 E Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/09/1														
8	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	1	2	1	0	1	1	0	0	0	0	0	0	0	6
04:00	1	5	2	0	0	0	0	0	0	0	0	0	0	8
05:00	0	55	8	0	2	0	0	0	0	0	0	0	0	65
06:00	1	148	25	0	6	1	0	1	0	0	0	0	0	182
07:00	1	312	48	2	6	1	0	0	0	0	0	0	0	370
08:00	0	323	45	3	7	2	1	1	0	0	0	0	0	382
09:00	1	192	37	1	12	1	0	0	0	0	0	0	0	244
10:00	2	161	31	0	6	1	0	0	0	0	0	0	0	201
11:00	0	122	13	0	3	0	0	0	0	0	0	0	0	138
12 PM	1	134	24	0	5	1	0	0	1	0	0	0	0	166
13:00	0	120	30	0	2	0	0	0	0	0	0	0	0	152
14:00	2	127	27	1	4	0	0	0	0	0	0	0	0	161
15:00	3	158	33	2	4	1	0	0	0	0	0	0	0	201
16:00	0	150	22	0	2	2	0	1	0	0	0	0	0	177
17:00	2	179	19	1	4	2	0	0	0	0	0	0	0	207
18:00	0	148	16	1	1	0	0	0	0	0	0	0	0	166
19:00	0	95	12	1	1	0	0	0	0	0	0	0	0	109
20:00	0	55	4	0	1	0	0	0	0	0	0	0	0	60
21:00	0	41	6	0	0	0	0	0	0	0	0	0	0	47
22:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Total	15	2562	408	12	67	13	1	3	1	0	0	0	0	3082
Percent	0.5%	83.1%	13.2%	0.4%	2.2%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	07:00	08:00	09:00	08:00	08:00	06:00						08:00
Vol.	2	323	48	3	12	2	1	1						382
PM Peak	15:00	17:00	15:00	15:00	12:00	16:00		16:00	12:00					17:00
Vol.	3	179	33	2	5	2		1	1					207



PRECISION
D A T A
INDUSTRIES, LLC

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#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 E Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/10/1														
8	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
04:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
05:00	0	54	8	0	3	1	0	0	0	0	0	0	0	66
06:00	1	131	28	1	2	1	0	1	0	0	0	0	0	165
07:00	2	313	53	2	4	6	0	0	0	0	0	0	0	380
08:00	2	304	43	4	7	2	0	0	0	0	0	0	0	362
09:00	0	188	37	0	3	0	0	0	0	0	0	0	0	228
10:00	0	160	29	2	6	0	0	1	0	0	0	0	0	198
11:00	0	118	30	1	10	0	0	1	0	0	0	0	0	160
12 PM	0	166	24	0	10	0	0	1	1	0	0	0	0	202
13:00	0	129	28	1	6	1	0	0	0	0	0	0	0	165
14:00	1	129	34	0	7	0	0	0	0	0	0	0	0	171
15:00	1	172	37	1	1	0	0	0	0	0	0	0	0	212
16:00	1	160	26	1	6	2	0	0	0	0	0	0	0	196
17:00	3	178	21	1	2	1	0	1	0	0	0	0	0	207
18:00	0	137	24	0	2	0	0	0	0	0	0	0	0	163
19:00	1	90	12	0	1	0	0	0	0	0	0	0	0	104
20:00	0	63	9	0	2	0	0	0	0	0	0	0	0	74
21:00	1	47	2	0	0	0	0	0	0	0	0	0	0	50
22:00	0	21	5	0	1	0	0	0	0	0	0	0	0	27
23:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
Total	13	2599	452	14	74	14	0	5	1	0	0	0	0	3172
Percent	0.4%	81.9%	14.2%	0.4%	2.3%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	08:00	11:00	07:00		06:00						07:00
Vol.	2	313	53	4	10	6		1						380
PM Peak	17:00	17:00	15:00	13:00	12:00	16:00		12:00	12:00					15:00
Vol.	3	178	37	1	10	2		1	1					212



PRECISION
D A T A
INDUSTRIES, LLC

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#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 E Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/1														
8	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
03:00	0	4	0	0	2	0	0	0	0	0	0	0	0	6
04:00	1	9	5	0	0	0	0	0	0	0	0	0	0	15
05:00	0	49	8	0	2	0	0	0	0	0	0	0	0	59
06:00	0	144	21	1	5	1	0	1	0	0	0	0	0	173
07:00	0	316	59	1	8	1	0	0	0	0	0	0	0	385
08:00	6	301	49	4	8	2	0	0	0	0	0	0	0	370
09:00	3	235	33	3	5	2	0	0	1	0	0	0	0	282
10:00	2	149	34	1	8	2	0	0	0	0	0	0	0	196
11:00	0	130	21	2	6	0	0	2	0	1	0	0	0	162
12 PM	1	160	31	1	5	1	0	1	2	0	0	0	0	202
13:00	2	144	25	0	3	0	0	1	0	0	0	0	0	175
14:00	3	143	23	2	7	0	0	0	1	0	0	0	0	179
15:00	0	180	42	2	9	1	0	0	0	0	0	0	0	234
16:00	1	191	34	0	1	2	0	0	0	0	0	0	0	229
17:00	0	179	25	0	4	0	0	0	0	0	0	0	0	208
18:00	1	142	24	0	5	0	0	0	0	0	0	0	0	172
19:00	0	104	16	3	1	0	0	0	0	0	0	0	0	124
20:00	0	74	9	1	1	1	0	0	0	0	0	0	0	86
21:00	0	57	7	0	0	0	0	0	0	0	0	0	0	64
22:00	0	21	2	0	1	0	0	0	0	0	0	0	0	24
23:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24
Total	20	2759	470	22	81	13	0	5	4	1	0	0	0	3375
Percent	0.6%	81.7%	13.9%	0.7%	2.4%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	08:00	07:00	08:00		11:00	09:00	11:00				07:00
Vol.	6	316	59	4	8	2		2	1	1				385
PM Peak	14:00	16:00	15:00	19:00	15:00	16:00		12:00	12:00					15:00
Vol.	3	191	42	3	9	2		1	2					234



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
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#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

176038 E Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/05/1														
8	0	8	1	0	0	0	0	0	0	0	0	0	0	9
01:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:00	0	20	8	0	9	0	0	0	0	0	0	0	0	37
06:00	0	83	16	1	2	0	0	0	0	0	0	0	0	102
07:00	0	154	23	2	4	0	0	2	0	0	0	0	0	185
08:00	0	187	42	0	4	2	0	1	0	0	0	0	0	236
09:00	1	148	31	0	12	0	0	0	1	0	0	0	0	193
10:00	1	127	29	2	6	2	0	1	1	0	0	0	0	169
11:00	0	144	33	5	7	1	0	0	0	0	0	0	0	190
12 PM	0	158	29	3	5	1	0	0	0	0	0	0	0	196
13:00	1	169	37	0	4	0	0	0	1	0	0	0	0	212
14:00	0	218	40	1	6	1	0	2	1	0	0	0	0	269
15:00	0	322	75	2	9	1	0	0	0	0	0	0	0	409
16:00	2	567	105	2	9	1	0	0	0	0	0	0	0	686
17:00	0	539	84	0	10	0	0	0	0	0	0	0	0	633
18:00	0	324	45	0	4	1	0	1	0	0	0	0	0	375
19:00	1	156	16	0	1	0	0	0	0	0	0	0	0	174
20:00	0	87	15	0	0	0	0	0	0	0	0	0	0	102
21:00	0	62	11	0	2	0	0	0	0	0	0	0	0	75
22:00	0	32	7	0	1	0	0	0	0	0	0	0	0	40
23:00	0	29	7	0	0	0	0	0	0	0	0	0	0	36
Total	6	3544	660	18	95	10	0	7	4	0	0	0	0	4344
Percent	0.1%	81.6%	15.2%	0.4%	2.2%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	08:00	11:00	09:00	08:00		07:00	09:00					08:00
Vol.	1	187	42	5	12	2		2	1					236
PM Peak	16:00	16:00	16:00	12:00	17:00	12:00		14:00	13:00					16:00
Vol.	2	567	105	3	10	1		2	1					686



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#737 Route 62
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Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

176038 E Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/06/1														
8	0	11	2	0	0	0	0	0	0	0	0	0	0	13
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
05:00	0	15	8	0	2	0	0	0	0	0	0	0	0	25
06:00	0	76	27	1	1	1	0	0	0	0	0	0	0	106
07:00	1	170	33	1	6	0	0	1	0	0	0	0	0	212
08:00	2	159	46	2	8	1	0	1	0	0	0	0	0	219
09:00	0	135	44	0	7	0	0	0	0	0	0	0	0	186
10:00	0	126	34	1	10	0	0	0	1	0	0	0	0	172
11:00	0	126	35	2	4	0	0	1	0	0	0	0	0	168
12 PM	0	176	32	1	4	0	0	1	0	0	0	0	0	214
13:00	1	163	38	1	2	3	0	0	0	0	0	0	0	208
14:00	1	232	47	2	7	0	0	0	0	0	0	0	0	289
15:00	2	477	86	3	11	1	0	2	0	0	0	0	0	582
16:00	0	502	74	1	14	0	0	0	0	0	0	0	0	591
17:00	2	564	59	1	7	1	0	0	0	0	0	0	0	634
18:00	2	249	31	0	5	0	0	1	0	0	0	0	0	288
19:00	1	101	16	0	1	0	0	0	0	0	0	0	0	119
20:00	0	84	10	0	0	0	0	0	0	0	0	0	0	94
21:00	0	48	5	0	0	0	0	0	0	0	0	0	0	53
22:00	0	56	9	0	1	0	0	0	0	0	0	0	0	66
23:00	0	22	6	0	0	0	0	0	0	0	0	0	0	28
Total	12	3502	644	16	90	7	0	7	1	0	0	0	0	4279
Percent	0.3%	81.8%	15.1%	0.4%	2.1%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	08:00	08:00	10:00	06:00		07:00	10:00					08:00
Vol.	2	170	46	2	10	1		1	1					219
PM Peak	15:00	17:00	15:00	15:00	16:00	13:00		15:00						17:00
Vol.	2	564	86	3	14	3		2						634



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WB

176038 E Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/07/1														
8	0	10	3	0	0	0	0	0	0	0	0	0	0	13
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
05:00	0	4	5	0	1	0	0	0	0	0	0	0	0	10
06:00	0	17	4	0	1	0	0	0	0	0	0	0	0	22
07:00	0	53	19	0	1	0	0	1	0	0	0	0	0	74
08:00	0	85	17	0	5	0	0	1	0	0	0	0	0	108
09:00	0	113	10	0	8	0	0	0	0	0	0	0	0	131
10:00	2	155	18	0	3	1	0	1	0	0	0	0	0	180
11:00	0	177	13	0	3	0	0	0	0	0	0	0	0	193
12 PM	0	193	29	0	5	0	0	0	0	0	0	0	0	227
13:00	0	212	24	0	3	0	0	0	0	0	0	0	0	239
14:00	1	238	26	0	1	1	0	0	0	0	0	0	0	267
15:00	0	213	22	0	2	0	0	1	0	0	0	0	0	238
16:00	0	186	17	0	5	0	0	0	0	0	0	0	0	208
17:00	3	178	18	0	2	0	0	0	0	0	0	0	0	201
18:00	0	152	20	0	0	0	0	1	0	0	0	0	0	173
19:00	0	119	18	0	0	0	0	0	0	0	0	0	0	137
20:00	0	77	9	0	0	0	0	0	0	0	0	0	0	86
21:00	0	57	5	0	0	0	0	0	0	0	0	0	0	62
22:00	0	40	10	0	1	0	0	0	0	0	0	0	0	51
23:00	0	35	2	0	0	0	0	0	0	0	0	0	0	37
Total	6	2322	289	0	42	2	0	5	0	0	0	0	0	2666
Percent	0.2%	87.1%	10.8%	0.0%	1.6%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	07:00		09:00	10:00		07:00						11:00
Vol.	2	177	19		8	1		1						193
PM Peak	17:00	14:00	12:00		12:00	14:00		15:00						14:00
Vol.	3	238	29		5	1		1						267



PRECISION
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WB

176038 E Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/08/1														
8	0	12	2	0	0	0	0	0	0	0	0	0	0	14
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
06:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
07:00	0	48	6	0	0	0	0	0	0	0	0	0	0	54
08:00	0	72	8	0	1	0	0	0	0	0	0	0	0	81
09:00	2	105	15	0	2	0	0	0	0	0	0	0	0	124
10:00	0	135	8	0	0	0	0	0	0	0	0	0	0	143
11:00	0	187	25	0	2	0	0	0	0	0	0	0	0	214
12 PM	1	176	21	0	2	0	0	0	0	0	0	0	0	200
13:00	0	202	20	0	0	0	0	0	0	0	0	0	0	222
14:00	1	179	15	0	2	0	0	0	0	0	0	0	0	197
15:00	0	148	12	0	3	0	0	0	0	0	0	0	0	163
16:00	0	189	11	0	0	0	0	0	0	0	0	0	0	200
17:00	1	163	16	0	3	0	0	1	0	0	0	0	0	184
18:00	1	121	8	0	1	0	0	0	0	0	0	0	0	131
19:00	0	85	14	0	1	0	0	0	0	0	0	0	0	100
20:00	0	64	3	0	0	0	0	0	0	0	0	0	0	67
21:00	0	26	8	0	0	0	0	0	0	0	0	0	0	34
22:00	0	28	3	0	1	0	0	0	0	0	0	0	0	32
23:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
Total	6	1986	203	0	18	0	0	1	0	0	0	0	0	2214
Percent	0.3%	89.7%	9.2%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00		09:00									11:00
Vol.	2	187	25		2									214
PM Peak	12:00	13:00	12:00		15:00			17:00						13:00
Vol.	1	202	21		3			1						222



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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/09/1														
8	0	8	3	0	0	0	0	0	0	0	0	0	0	11
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
05:00	0	21	9	0	2	2	0	0	1	0	0	0	0	35
06:00	0	84	21	1	0	2	0	1	0	0	0	0	0	109
07:00	1	167	33	1	5	1	0	1	0	0	0	0	0	209
08:00	2	182	34	2	6	3	0	0	0	0	0	0	0	229
09:00	0	143	32	0	15	3	0	1	0	0	0	0	0	194
10:00	0	109	17	0	7	0	0	0	0	0	0	0	0	133
11:00	0	141	23	0	4	0	0	0	0	0	0	0	0	168
12 PM	0	167	27	0	8	0	0	0	1	0	0	0	0	203
13:00	0	158	26	1	4	0	0	0	1	0	0	0	0	190
14:00	0	175	36	2	1	1	0	0	0	0	0	0	0	215
15:00	0	353	67	4	5	1	0	1	0	0	0	0	0	431
16:00	2	492	78	2	12	0	0	0	0	0	0	0	0	586
17:00	2	599	78	2	7	1	0	0	0	0	0	0	0	689
18:00	1	311	33	0	4	1	0	1	0	0	0	0	0	351
19:00	0	137	10	0	1	0	0	0	0	0	0	0	0	148
20:00	0	62	5	0	0	0	0	0	0	0	0	0	0	67
21:00	0	49	5	0	0	0	0	0	0	0	0	0	0	54
22:00	0	31	4	0	0	0	0	0	0	0	0	0	0	35
23:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
Total	8	3418	546	15	82	15	0	5	3	0	0	0	0	4092
Percent	0.2%	83.5%	13.3%	0.4%	2.0%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	08:00	09:00	08:00		06:00	05:00					08:00
Vol.	2	182	34	2	15	3		1	1					229
PM Peak	16:00	17:00	16:00	15:00	16:00	14:00		15:00	12:00					17:00
Vol.	2	599	78	4	12	1		1	1					689



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04/10/1														
8	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	1	0	0	1	0	0	0	0	0	0	0	7
05:00	0	26	9	0	4	0	0	0	0	0	0	0	0	39
06:00	0	77	24	0	3	1	0	1	0	0	0	0	0	106
07:00	0	157	27	3	2	0	0	0	1	0	0	0	0	190
08:00	1	183	44	1	7	1	0	2	1	0	0	0	0	240
09:00	1	177	31	1	8	1	1	1	0	0	0	0	0	221
10:00	0	127	29	2	7	0	0	2	0	0	0	0	0	167
11:00	0	143	29	1	7	0	0	0	0	0	0	0	0	180
12 PM	0	159	29	5	8	1	0	0	0	0	0	0	0	202
13:00	0	156	30	1	12	0	0	0	0	0	0	0	0	199
14:00	0	213	37	0	4	1	0	0	2	0	0	0	0	257
15:00	0	376	73	1	6	3	0	0	0	0	0	0	0	459
16:00	1	586	78	0	8	1	0	0	0	0	0	0	0	674
17:00	1	574	57	0	13	1	0	0	0	0	0	0	0	646
18:00	1	305	24	1	2	0	0	1	0	0	0	0	0	334
19:00	0	143	12	0	0	0	0	0	0	0	0	0	0	155
20:00	0	74	10	0	0	1	0	0	0	0	0	0	0	85
21:00	0	67	6	0	0	0	0	0	0	0	0	0	0	73
22:00	0	38	6	0	0	0	0	0	0	0	0	0	0	44
23:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21
Total	5	3615	557	16	91	12	1	7	4	0	0	0	0	4308
Percent	0.1%	83.9%	12.9%	0.4%	2.1%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	07:00	09:00	04:00	09:00	08:00	07:00					08:00
Vol.	1	183	44	3	8	1	1	2	1					240
PM Peak	16:00	16:00	16:00	12:00	17:00	15:00		18:00	14:00					16:00
Vol.	1	586	78	5	13	3		1	2					674



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west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

176038 E Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/1														
8	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
05:00	0	21	10	0	5	0	0	0	0	0	0	0	0	36
06:00	0	84	23	0	2	0	0	1	0	0	0	0	0	110
07:00	0	171	41	2	6	2	0	1	0	0	0	0	0	223
08:00	1	229	34	2	10	1	0	1	2	0	0	0	0	280
09:00	1	172	37	3	10	1	0	3	0	0	0	0	0	227
10:00	0	133	25	1	9	1	0	1	2	0	0	0	0	172
11:00	0	159	42	0	8	0	0	0	0	0	0	0	0	209
12 PM	0	162	26	2	5	0	0	1	0	0	0	0	0	196
13:00	0	173	35	2	8	0	0	0	1	0	0	0	0	219
14:00	1	217	43	3	6	2	0	1	0	0	0	0	0	273
15:00	3	377	78	4	5	1	0	0	0	0	0	0	0	468
16:00	3	507	63	2	11	1	0	0	0	0	0	0	0	587
17:00	1	563	59	0	7	0	0	0	0	0	0	0	0	630
18:00	2	302	28	0	4	1	0	1	0	0	0	0	0	338
19:00	0	135	14	0	1	0	0	0	0	0	0	0	0	150
20:00	0	124	15	0	1	0	0	0	0	0	0	0	0	140
21:00	0	98	12	0	1	0	0	0	0	0	0	0	0	111
22:00	0	34	6	0	1	0	0	0	0	0	0	0	0	41
23:00	1	20	2	0	0	0	0	0	0	0	0	0	0	23
Total	13	3701	597	21	100	10	0	10	6	0	0	0	0	4458
Percent	0.3%	83.0%	13.4%	0.5%	2.2%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	11:00	09:00	08:00	07:00		09:00	08:00					08:00
Vol.	1	229	42	3	10	2		3	2					280
PM Peak	15:00	17:00	15:00	15:00	16:00	14:00		12:00	13:00					17:00
Vol.	3	563	78	4	11	2		1	1					630



#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

PRECISION
DATA
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

176038 E Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th %ile	Ave Speed		
04/05/																														
18	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	42	36		
01:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	31	27		
02:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	41	37		
03:00	0	0	0	1	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	44	38		
04:00	0	0	0	0	1	6	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	45	40		
05:00	0	0	0	1	13	27	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	41	38		
06:00	0	1	1	18	76	67	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	180	38	34		
07:00	0	0	8	55	143	132	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	358	37	33		
08:00	3	2	9	44	172	135	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	387	37	33		
09:00	0	0	3	36	114	103	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	272	37	34		
10:00	0	1	0	19	83	79	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192	37	34		
11:00	0	1	2	11	78	63	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167	37	34		
12 PM	0	1	4	15	83	69	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	186	37	34		
13:00	0	0	2	7	61	83	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171	38	35		
14:00	0	0	0	9	82	77	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	177	37	34		
15:00	0	0	4	25	95	71	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	207	37	33		
16:00	0	0	3	15	78	82	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188	37	34		
17:00	0	0	1	20	74	88	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	38	35		
18:00	0	2	5	12	61	54	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147	38	34		
19:00	0	0	0	10	55	41	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117	38	34		
20:00	0	0	0	8	34	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	37	34		
21:00	0	0	1	11	31	36	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	38	34		
22:00	0	0	0	3	16	18	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	38	35		
23:00	0	0	0	4	9	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	38	34		
Total	3	8	44	325	1364	1265	228	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3260				
%	0.1%	0.2%	1.3%	10.0%	41.8%	38.8%	7.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	08:00	08:00	08:00	07:00	08:00	08:00	08:00	06:00	05:00																		08:00			
Vol.	3	2	9	55	172	135	20	6	1																		387			
PM Peak		18:00	18:00	15:00	15:00	17:00	13:00	13:00																				15:00		
Vol.		2	5	25	95	88	16	2																				207		

Stats

- 15th Percentile : 29 MPH
- 50th Percentile : 33 MPH
- 85th Percentile : 38 MPH
- 95th Percentile : 40 MPH

- Mean Speed(Average) : 34 MPH
- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 2629
- Percent in Pace : 80.6%
- Number of Vehicles > 35 MPH : 1263
- Percent of Vehicles > 35 MPH : 38.7%



PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
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west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 E Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/06/																													
18	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	41	36	
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	33	32	
02:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	36	32	
03:00	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	38	36	
04:00	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	43	40	
05:00	0	0	0	0	4	19	16	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	41	36	
06:00	0	0	0	0	13	47	82	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161	38	35	
07:00	0	0	7	31	151	140	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	347	37	34	
08:00	0	0	2	44	156	120	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	342	37	34	
09:00	0	2	2	34	133	91	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273	37	33	
10:00	1	2	4	13	75	68	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	180	38	34	
11:00	0	0	2	14	92	79	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	197	37	34	
12 PM	0	0	0	21	75	85	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188	37	34	
13:00	0	0	5	19	78	60	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175	37	34	
14:00	0	0	12	21	74	58	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	186	38	34	
15:00	0	3	9	42	119	35	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	35	32	
16:00	0	2	5	28	100	40	6	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	182	36	32	
17:00	0	0	0	28	82	65	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	186	37	34	
18:00	0	2	2	26	58	59	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157	37	33	
19:00	0	0	1	16	38	40	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	37	34	
20:00	0	0	1	13	26	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	37	33	
21:00	0	0	1	6	35	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	36	33	
22:00	0	0	0	2	12	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	38	35	
23:00	0	0	0	2	7	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	38	36	
Total	1	11	53	379	1382	1122	186	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3151			
%	0.0%	0.3%	1.7%	12.0%	43.9%	35.6%	5.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	10:00	09:00	07:00	08:00	08:00	07:00	08:00	05:00																			07:00		
Vol.	1	2	7	44	156	140	19	3																			347		
PM Peak		15:00	14:00	15:00	15:00	12:00	14:00	14:00		16:00																	15:00		
Vol.		3	12	42	119	85	19	2		1																	214		

Stats

15th Percentile : 29 MPH
50th Percentile : 33 MPH
85th Percentile : 37 MPH
95th Percentile : 40 MPH

Mean Speed(Average) : 34 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 2504
Percent in Pace : 79.5%
Number of Vehicles > 35 MPH : 1101
Percent of Vehicles > 35 MPH : 34.9%



PRECISION
D A T A
INDUSTRIES, LLC

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#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 E Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/07/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	0	2	5	3	0	0	0	0	0	0	10	41	37
01:00	0	0	0	1	1	1	0	0	0	0	0	0	0	3	36	32
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2	37	35
03:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2	33	32
04:00	0	0	0	1	1	1	2	0	0	0	0	0	0	5	42	36
05:00	0	0	0	0	2	2	2	0	0	0	0	0	0	6	41	37
06:00	0	0	1	9	10	11	2	1	0	0	0	0	0	34	38	33
07:00	0	0	1	8	25	23	3	1	0	0	0	0	0	61	37	34
08:00	0	0	1	20	40	37	11	0	0	0	0	0	0	109	38	34
09:00	0	1	2	21	88	70	8	0	0	0	0	0	0	190	37	34
10:00	0	1	2	20	76	61	15	0	0	0	0	0	0	175	38	34
11:00	0	2	0	19	78	79	9	0	0	0	0	0	0	187	37	34
12 PM	0	2	3	36	83	76	12	1	0	0	0	0	0	213	37	33
13:00	0	2	4	26	118	78	12	0	0	0	0	0	0	240	37	33
14:00	0	0	4	18	96	62	12	1	0	0	0	0	0	193	37	34
15:00	0	1	3	17	61	88	9	2	0	0	0	0	0	181	38	34
16:00	0	0	7	18	61	79	21	1	0	0	0	0	0	187	38	34
17:00	0	4	9	10	63	54	12	1	0	0	0	0	0	153	38	33
18:00	0	0	4	18	46	57	11	2	0	0	0	0	0	138	38	34
19:00	0	1	2	14	46	29	6	0	0	0	0	0	0	98	37	33
20:00	1	0	0	3	24	40	8	0	0	0	0	0	0	76	38	35
21:00	0	0	1	8	32	15	4	0	1	0	0	0	0	61	37	33
22:00	0	0	2	4	18	21	8	1	0	0	0	0	0	54	39	35
23:00	0	0	0	1	13	16	4	2	0	0	0	0	0	36	39	36
Total	1	14	46	272	987	906	174	13	1	0	0	0	0	2414		
%	0.0%	0.6%	1.9%	11.3%	40.9%	37.5%	7.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	09:00	09:00	09:00	11:00	10:00	06:00							09:00	
Vol.		2	2	21	88	79	15	1							190	
PM Peak	20:00	17:00	17:00	12:00	13:00	15:00	16:00	15:00	21:00						13:00	
Vol.	1	4	9	36	118	88	21	2	1						240	

Stats

- 15th Percentile : 29 MPH
- 50th Percentile : 33 MPH
- 85th Percentile : 38 MPH
- 95th Percentile : 40 MPH

- Mean Speed(Average) : 34 MPH
- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 1893
- Percent in Pace : 78.4%
- Number of Vehicles > 35 MPH : 913
- Percent of Vehicles > 35 MPH : 37.8%



PRECISION
D A T A
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EB

176038 E Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/08/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	0	4	4	2	0	0	0	0	0	0	10	40	36
01:00	0	0	0	0	4	1	1	0	0	0	0	0	0	6	39	34
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
03:00	0	0	0	0	1	2	0	0	0	0	0	0	0	3	37	35
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	43	42
05:00	0	0	0	1	0	1	1	0	0	0	0	0	0	3	41	35
06:00	0	0	2	0	8	12	6	1	0	0	0	0	0	29	41	36
07:00	0	0	0	4	14	20	7	3	0	0	0	0	0	48	40	36
08:00	0	0	2	9	27	45	9	1	0	0	0	0	0	93	38	35
09:00	0	0	2	11	57	60	13	2	0	0	0	0	0	145	38	35
10:00	0	1	4	17	48	52	8	1	1	0	0	0	0	132	38	34
11:00	0	5	5	19	83	63	10	1	0	0	0	0	0	186	37	33
12 PM	0	0	2	24	91	64	9	1	0	0	0	0	0	191	37	33
13:00	0	1	3	26	105	69	11	0	0	0	0	0	0	215	37	33
14:00	0	2	1	20	65	56	13	0	0	0	0	0	0	157	38	34
15:00	0	2	6	11	72	81	13	0	0	0	0	0	0	185	38	34
16:00	0	0	2	12	45	63	10	1	0	0	0	0	0	133	38	35
17:00	0	0	2	10	67	56	12	1	0	0	0	0	0	148	38	34
18:00	0	0	0	10	33	51	16	0	0	0	0	0	0	110	38	35
19:00	0	0	2	8	29	37	8	0	0	0	0	0	0	84	38	34
20:00	0	0	0	3	15	23	4	2	0	0	0	0	0	47	38	36
21:00	0	0	1	1	6	13	6	1	0	0	0	0	0	28	41	36
22:00	0	0	0	1	3	7	1	0	0	0	0	0	0	12	38	35
23:00	0	0	0	0	1	5	3	0	1	0	0	0	0	10	43	40
Total	0	11	34	187	778	786	164	15	2	0	0	0	0	1977		
%	0.0%	0.6%	1.7%	9.5%	39.4%	39.8%	8.3%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	11:00	11:00	11:00	11:00	09:00	07:00	10:00					11:00		
Vol.		5	5	19	83	63	13	3	1					186		
PM Peak		14:00	15:00	13:00	13:00	15:00	18:00	20:00	23:00					13:00		
Vol.		2	6	26	105	81	16	2	1					215		

Stats

15th Percentile : 29 MPH
 50th Percentile : 33 MPH
 85th Percentile : 38 MPH
 95th Percentile : 41 MPH

Mean Speed(Average) : 34 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 1564
 Percent in Pace : 79.1%
 Number of Vehicles > 35 MPH : 810
 Percent of Vehicles > 35 MPH : 41.0%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 E Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/09/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
01:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2	38	37
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
03:00	2	0	1	0	2	1	0	0	0	0	0	0	0	6	34	23
04:00	0	0	0	0	0	3	2	3	0	0	0	0	0	8	47	42
05:00	0	0	0	3	13	30	16	2	1	0	0	0	0	65	41	37
06:00	0	0	1	18	63	77	22	1	0	0	0	0	0	182	38	35
07:00	0	0	1	44	134	154	34	3	0	0	0	0	0	370	38	35
08:00	0	3	14	50	153	141	20	1	0	0	0	0	0	382	37	33
09:00	0	0	6	13	117	92	16	0	0	0	0	0	0	244	37	34
10:00	0	1	7	26	91	66	10	0	0	0	0	0	0	201	37	33
11:00	0	0	0	9	65	55	9	0	0	0	0	0	0	138	37	34
12 PM	0	0	1	9	60	82	14	0	0	0	0	0	0	166	38	35
13:00	0	0	0	12	62	69	9	0	0	0	0	0	0	152	38	34
14:00	0	0	2	25	74	53	6	1	0	0	0	0	0	161	37	33
15:00	0	0	2	17	99	67	14	2	0	0	0	0	0	201	37	34
16:00	0	0	1	25	65	70	15	1	0	0	0	0	0	177	38	34
17:00	0	0	2	23	90	79	11	2	0	0	0	0	0	207	37	34
18:00	0	2	4	13	65	76	6	0	0	0	0	0	0	166	37	34
19:00	0	0	1	16	31	52	8	1	0	0	0	0	0	109	38	34
20:00	0	0	0	5	17	28	10	0	0	0	0	0	0	60	39	36
21:00	0	0	0	2	14	25	6	0	0	0	0	0	0	47	38	36
22:00	0	0	0	0	9	13	2	0	1	0	0	0	0	25	38	36
23:00	0	0	1	1	2	5	2	0	0	0	0	0	0	11	39	35
Total	2	6	44	311	1227	1241	232	17	2	0	0	0	0	3082		
%	0.1%	0.2%	1.4%	10.1%	39.8%	40.3%	7.5%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	03:00	08:00	08:00	08:00	08:00	07:00	07:00	04:00	05:00					08:00		
Vol.	2	3	14	50	153	154	34	3	1					382		
PM Peak		18:00	18:00	14:00	15:00	12:00	16:00	15:00	22:00					17:00		
Vol.		2	4	25	99	82	15	2	1					207		

Stats

15th Percentile : 29 MPH
 50th Percentile : 33 MPH
 85th Percentile : 38 MPH
 95th Percentile : 41 MPH

Mean Speed(Average) : 34 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 2468
 Percent in Pace : 80.1%
 Number of Vehicles > 35 MPH : 1244
 Percent of Vehicles > 35 MPH : 40.4%



PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
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#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
EB

176038 E Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th %ile	Ave Speed		
04/10/																														
18	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	2	37	35		
01:00	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	2	37	35		
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	43	42		
03:00	0	0	0	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	40	32		
04:00	0	0	0	0	0	5	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	45	39		
05:00	0	0	0	0	4	21	27	10	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	41	36		
06:00	1	0	6	12	54	73	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165	38	35		
07:00	0	3	13	71	154	122	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	380	37	33		
08:00	7	3	9	32	133	159	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	362	37	33		
09:00	0	2	8	30	65	104	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228	38	34		
10:00	0	0	0	10	80	96	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	198	38	35		
11:00	0	0	4	23	61	61	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	37	34		
12 PM	0	1	3	34	75	74	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	202	37	34		
13:00	0	1	3	22	86	48	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165	36	33		
14:00	0	0	2	20	66	75	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171	37	34		
15:00	0	0	3	30	102	68	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212	37	33		
16:00	0	0	2	21	79	83	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	196	37	34		
17:00	1	0	1	20	94	74	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	207	38	34		
18:00	0	0	0	13	52	88	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	38	35		
19:00	0	0	0	7	43	37	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	39	35		
20:00	0	0	0	10	22	37	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	38	35		
21:00	0	0	0	3	16	24	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	38	35		
22:00	0	0	0	3	6	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	38	36		
23:00	0	0	0	1	7	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	42	36		
Total	9	10	54	369	1223	1275	215	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3172				
%	0.3%	0.3%	1.7%	11.6%	38.6%	40.2%	6.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	08:00	07:00	07:00	07:00	07:00	08:00	06:00	04:00	07:00	05:00																	07:00			
Vol.	7	3	13	71	154	159	18	3	1	1																	380			
PM Peak	17:00	12:00	12:00	12:00	15:00	18:00	17:00	14:00																				15:00		
Vol.	1	1	3	34	102	88	17	2																				212		

Stats

15th Percentile : 29 MPH
50th Percentile : 33 MPH
85th Percentile : 38 MPH
95th Percentile : 40 MPH

Mean Speed(Average) : 34 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 2498
Percent in Pace : 78.8%
Number of Vehicles > 35 MPH : 1252
Percent of Vehicles > 35 MPH : 39.5%



PRECISION
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#737 Route 62
west of Old Bedford Road
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EB

176038 E Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/11/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	0	1	2	0	1	0	0	0	0	0	4	46	38
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	1	0	1	0	0	0	0	0	0	2	42	37
03:00	0	0	0	0	2	3	1	0	0	0	0	0	0	6	39	36
04:00	0	0	0	0	0	9	5	1	0	0	0	0	0	15	42	39
05:00	0	0	1	1	14	30	7	6	0	0	0	0	0	59	41	37
06:00	0	0	0	15	53	85	18	2	0	0	0	0	0	173	38	35
07:00	0	0	10	56	121	172	26	0	0	0	0	0	0	385	38	34
08:00	0	0	5	41	155	149	19	1	0	0	0	0	0	370	37	34
09:00	0	1	5	18	112	118	27	1	0	0	0	0	0	282	38	35
10:00	0	1	8	28	80	65	14	0	0	0	0	0	0	196	37	33
11:00	0	1	2	13	72	62	11	1	0	0	0	0	0	162	38	34
12 PM	0	0	5	25	73	84	15	0	0	0	0	0	0	202	38	34
13:00	0	0	1	25	67	67	13	2	0	0	0	0	0	175	38	34
14:00	0	2	3	35	73	55	10	1	0	0	0	0	0	179	37	33
15:00	0	0	7	38	88	86	15	0	0	0	0	0	0	234	37	33
16:00	0	0	3	23	94	99	10	0	0	0	0	0	0	229	37	34
17:00	0	1	2	15	86	88	15	1	0	0	0	0	0	208	38	34
18:00	0	1	4	11	73	70	12	1	0	0	0	0	0	172	38	34
19:00	0	0	2	12	51	47	8	4	0	0	0	0	0	124	38	34
20:00	0	0	1	16	29	25	14	1	0	0	0	0	0	86	39	34
21:00	0	0	2	6	22	26	5	3	0	0	0	0	0	64	38	35
22:00	0	0	0	0	5	14	4	1	0	0	0	0	0	24	40	37
23:00	0	0	0	4	6	12	2	0	0	0	0	0	0	24	38	35
Total	0	7	61	382	1278	1368	252	27	0	0	0	0	0	3375		
%	0.0%	0.2%	1.8%	11.3%	37.9%	40.5%	7.5%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.		09:00	07:00	07:00	08:00	07:00	09:00	05:00							07:00	
PM Peak Vol.		14:00	15:00	15:00	16:00	16:00	12:00	19:00							15:00	
Stats		2	7	38	94	99	15	4						234		

Stats
 15th Percentile : 29 MPH
 50th Percentile : 33 MPH
 85th Percentile : 38 MPH
 95th Percentile : 41 MPH
 Mean Speed(Average) : 34 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 2646
 Percent in Pace : 78.4%
 Number of Vehicles > 35 MPH : 1373
 Percent of Vehicles > 35 MPH : 40.7%



PRECISION
D A T A
INDUSTRIES, LLC

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#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

176038 E Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/05/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	3	0	3	2	1	0	0	0	0	0	9	43	36
01:00	0	0	1	1	1	1	1	0	0	0	0	0	0	5	40	32
02:00	0	0	0	0	1	2	1	0	0	0	0	0	0	4	41	37
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
04:00	0	0	0	1	0	2	1	2	0	0	0	0	0	6	46	39
05:00	0	0	0	0	16	16	4	1	0	0	0	0	0	37	38	36
06:00	0	0	1	2	24	66	8	1	0	0	0	0	0	102	38	36
07:00	0	0	2	18	74	85	6	0	0	0	0	0	0	185	37	34
08:00	2	2	3	25	108	90	6	0	0	0	0	0	0	236	37	33
09:00	0	1	3	22	65	85	17	0	0	0	0	0	0	193	38	34
10:00	0	0	0	16	51	80	22	0	0	0	0	0	0	169	38	35
11:00	0	1	3	14	63	93	15	1	0	0	0	0	0	190	38	35
12 PM	0	1	3	19	66	92	13	2	0	0	0	0	0	196	38	34
13:00	0	0	2	15	74	98	20	3	0	0	0	0	0	212	38	35
14:00	0	0	2	18	99	125	25	0	0	0	0	0	0	269	38	35
15:00	0	0	2	71	191	128	16	1	0	0	0	0	0	409	37	33
16:00	0	0	10	162	335	157	21	1	0	0	0	0	0	686	36	32
17:00	0	1	5	141	309	164	12	1	0	0	0	0	0	633	36	32
18:00	0	0	4	61	165	132	13	0	0	0	0	0	0	375	37	33
19:00	0	0	2	19	50	86	17	0	0	0	0	0	0	174	38	35
20:00	0	0	0	9	27	57	9	0	0	0	0	0	0	102	38	35
21:00	0	1	1	6	32	30	5	0	0	0	0	0	0	75	37	34
22:00	0	0	0	3	12	20	4	1	0	0	0	0	0	40	38	36
23:00	0	0	0	2	7	19	7	1	0	0	0	0	0	36	40	37
Total	2	7	44	628	1770	1632	245	16	0	0	0	0	0	4344		
%	0.0%	0.2%	1.0%	14.5%	40.7%	37.6%	5.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	10:00	04:00						08:00		
Vol.	2	2	3	25	108	93	22	2						236		
PM Peak		12:00	16:00	16:00	16:00	17:00	14:00	13:00						16:00		
Vol.		1	10	162	335	164	25	3						686		

Stats

15th Percentile : 28 MPH
 50th Percentile : 33 MPH
 85th Percentile : 37 MPH
 95th Percentile : 39 MPH

Mean Speed(Average) : 34 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 3402
 Percent in Pace : 78.3%
 Number of Vehicles > 35 MPH : 1567
 Percent of Vehicles > 35 MPH : 36.1%



PRECISION
D A T A
INDUSTRIES, LLC

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WB

176038 E Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
	14	19	24	29	34	39	44	49	54	59	64	69	9999			
04/06/																
18	0	0	0	2	1	9	1	0	0	0	0	0	0	13	38	35
01:00	0	0	0	0	1	2	0	0	0	0	0	0	0	3	37	35
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	43	42
03:00	0	0	0	0	0	2	1	0	0	0	0	0	0	3	41	39
04:00	0	0	0	1	1	1	0	1	1	0	0	0	0	5	50	39
05:00	0	0	0	0	4	14	6	1	0	0	0	0	0	25	41	38
06:00	0	0	1	3	24	65	13	0	0	0	0	0	0	106	38	36
07:00	0	0	0	19	84	95	14	0	0	0	0	0	0	212	38	34
08:00	0	1	3	30	70	105	9	1	0	0	0	0	0	219	37	34
09:00	0	0	4	14	69	85	12	2	0	0	0	0	0	186	38	35
10:00	1	0	1	13	60	84	12	1	0	0	0	0	0	172	38	35
11:00	0	0	1	17	52	88	10	0	0	0	0	0	0	168	38	35
12 PM	0	0	3	24	68	105	13	0	1	0	0	0	0	214	38	34
13:00	0	2	3	20	82	90	11	0	0	0	0	0	0	208	37	34
14:00	0	0	8	41	137	92	11	0	0	0	0	0	0	289	37	33
15:00	1	0	7	149	296	123	6	0	0	0	0	0	0	582	35	32
16:00	0	0	6	146	268	154	15	2	0	0	0	0	0	591	36	32
17:00	0	2	11	123	319	165	13	1	0	0	0	0	0	634	36	32
18:00	0	1	4	45	106	109	21	2	0	0	0	0	0	288	38	34
19:00	0	0	0	14	48	47	10	0	0	0	0	0	0	119	38	34
20:00	0	1	2	10	25	47	7	2	0	0	0	0	0	94	38	35
21:00	1	0	0	3	22	25	2	0	0	0	0	0	0	53	37	34
22:00	0	0	3	12	25	22	4	0	0	0	0	0	0	66	37	33
23:00	0	0	1	5	3	18	1	0	0	0	0	0	0	28	38	34
Total	3	7	58	691	1765	1547	193	13	2	0	0	0	0	4279		
%	0.1%	0.2%	1.4%	16.1%	41.2%	36.2%	4.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	09:00	08:00	07:00	08:00	07:00	09:00	04:00					08:00		
Vol.	1	1	4	30	84	105	14	2	1					219		
PM Peak	15:00	13:00	17:00	15:00	17:00	17:00	18:00	16:00	12:00					17:00		
Vol.	1	2	11	149	319	165	21	2	1					634		

Stats	15th Percentile :	28 MPH
	50th Percentile :	32 MPH
	85th Percentile :	37 MPH
	95th Percentile :	38 MPH
	Mean Speed(Average) :	33 MPH
	10 MPH Pace Speed :	30-39 MPH
	Number in Pace :	3312
	Percent in Pace :	77.4%
	Number of Vehicles > 35 MPH :	1446
	Percent of Vehicles > 35 MPH :	33.8%



PRECISION
DATA
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Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

176038 E Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/07/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	2	4	6	1	0	0	0	0	0	0	13	38	34
01:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2	37	32
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2	37	35
03:00	0	0	0	0	1	1	1	0	0	0	0	0	0	3	41	37
04:00	0	0	1	0	0	0	1	0	0	0	0	0	0	2	42	32
05:00	0	0	0	1	3	3	3	0	0	0	0	0	0	10	41	36
06:00	0	0	0	1	7	13	1	0	0	0	0	0	0	22	38	35
07:00	0	0	3	7	16	36	11	1	0	0	0	0	0	74	39	35
08:00	0	0	2	10	29	54	10	3	0	0	0	0	0	108	38	35
09:00	0	0	4	17	41	59	9	1	0	0	0	0	0	131	38	34
10:00	0	0	5	15	56	87	15	2	0	0	0	0	0	180	38	35
11:00	0	0	2	23	65	91	12	0	0	0	0	0	0	193	38	34
12 PM	0	0	3	17	85	108	14	0	0	0	0	0	0	227	38	34
13:00	0	0	6	38	99	86	10	0	0	0	0	0	0	239	37	33
14:00	0	0	3	40	106	107	11	0	0	0	0	0	0	267	37	34
15:00	0	1	9	26	93	93	16	0	0	0	0	0	0	238	37	34
16:00	0	1	5	20	77	88	16	1	0	0	0	0	0	208	38	34
17:00	0	0	4	22	65	80	30	0	0	0	0	0	0	201	38	35
18:00	0	0	1	19	55	78	19	1	0	0	0	0	0	173	38	35
19:00	1	1	0	10	43	72	10	0	0	0	0	0	0	137	38	35
20:00	0	1	0	7	32	38	8	0	0	0	0	0	0	86	38	35
21:00	0	0	2	5	25	27	3	0	0	0	0	0	0	62	37	34
22:00	0	1	1	4	15	26	4	0	0	0	0	0	0	51	38	34
23:00	0	0	1	6	13	13	3	1	0	0	0	0	0	37	38	34
Total	1	5	52	291	931	1168	208	10	0	0	0	0	0	2666		
%	0.0%	0.2%	2.0%	10.9%	34.9%	43.8%	7.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			10:00	11:00	11:00	11:00	10:00	08:00							11:00	
Vol.			5	23	65	91	15	3							193	
PM Peak	19:00	15:00	15:00	14:00	14:00	12:00	17:00	16:00							14:00	
Vol.	1	1	9	40	106	108	30	1							267	

Stats

15th Percentile : 29 MPH
50th Percentile : 34 MPH
85th Percentile : 38 MPH
95th Percentile : 41 MPH

Mean Speed(Average) : 34 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 2099
Percent in Pace : 78.7%
Number of Vehicles > 35 MPH : 1152
Percent of Vehicles > 35 MPH : 43.2%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

176038 E Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/08/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	1	1	5	4	3	0	0	0	0	0	0	14	40	34
01:00	0	0	1	1	2	1	1	0	0	0	0	0	0	6	39	32
02:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2	37	32
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2	37	35
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
05:00	0	0	2	3	3	0	0	2	0	0	0	0	0	10	45	32
06:00	0	0	0	1	3	9	5	2	0	0	0	0	0	20	42	38
07:00	0	0	2	3	7	31	8	3	0	0	0	0	0	54	40	37
08:00	0	0	0	7	16	32	24	2	0	0	0	0	0	81	41	37
09:00	0	1	2	12	37	57	14	1	0	0	0	0	0	124	38	35
10:00	0	1	4	13	58	58	7	2	0	0	0	0	0	143	37	34
11:00	0	0	3	27	87	80	17	0	0	0	0	0	0	214	38	34
12 PM	0	0	1	25	88	77	8	1	0	0	0	0	0	200	37	34
13:00	0	1	5	22	81	94	16	3	0	0	0	0	0	222	38	34
14:00	0	0	9	26	82	76	4	0	0	0	0	0	0	197	37	33
15:00	0	0	3	18	48	78	16	0	0	0	0	0	0	163	38	35
16:00	0	0	2	25	85	78	10	0	0	0	0	0	0	200	37	34
17:00	0	0	5	24	64	77	14	0	0	0	0	0	0	184	38	34
18:00	0	0	1	12	48	57	12	1	0	0	0	0	0	131	38	35
19:00	1	0	1	12	29	45	12	0	0	0	0	0	0	100	38	35
20:00	0	0	2	7	19	32	7	0	0	0	0	0	0	67	38	35
21:00	0	0	0	4	12	12	6	0	0	0	0	0	0	34	39	35
22:00	0	1	0	0	7	18	5	1	0	0	0	0	0	32	40	36
23:00	0	0	0	1	2	5	4	1	0	0	0	0	0	13	42	38
Total	1	4	44	246	784	923	193	19	0	0	0	0	0	2214		
%	0.0%	0.2%	2.0%	11.1%	35.4%	41.7%	8.7%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00	10:00	11:00	11:00	11:00	08:00	07:00							11:00	
Vol.		1	4	27	87	80	24	3							214	
PM Peak	19:00	13:00	14:00	14:00	12:00	13:00	13:00	13:00							13:00	
Vol.	1	1	9	26	88	94	16	3							222	

Stats

- 15th Percentile : 29 MPH
- 50th Percentile : 34 MPH
- 85th Percentile : 38 MPH
- 95th Percentile : 41 MPH

- Mean Speed(Average) : 34 MPH
- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 1707
- Percent in Pace : 77.1%
- Number of Vehicles > 35 MPH : 950
- Percent of Vehicles > 35 MPH : 42.9%



PRECISION
D A T A
INDUSTRIES, LLC

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#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

176038 E Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed		
04/09/																														
18	0	0	0	0	1	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	41	37		
01:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	37	34		
02:00	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	43	42		
03:00	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	41	35		
04:00	0	0	0	0	1	1	4	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	49	40		
05:00	0	0	0	0	2	12	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	38	35		
06:00	0	0	0	0	4	40	59	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	38	35		
07:00	0	0	1	22	102	76	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	209	37	34		
08:00	2	0	5	26	98	90	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	229	37	33		
09:00	0	1	1	12	82	81	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	194	38	35		
10:00	0	0	3	11	44	68	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	38	34		
11:00	0	0	4	16	53	83	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	38	34		
12 PM	0	0	1	17	81	89	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	203	38	35		
13:00	0	1	1	16	64	94	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	38	35		
14:00	0	0	3	26	76	96	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215	38	34		
15:00	0	0	4	80	204	135	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	431	36	33		
16:00	0	0	3	143	297	131	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	586	36	32		
17:00	0	0	18	220	311	127	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	689	35	31		
18:00	1	0	12	52	129	138	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	351	37	33		
19:00	0	0	2	17	47	72	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	148	38	34		
20:00	0	0	1	8	21	31	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	38	35		
21:00	0	0	1	5	18	26	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	38	35		
22:00	0	0	1	2	8	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	40	36		
23:00	0	1	0	2	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	38	33		
Total	3	3	61	684	1697	1447	185	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4092				
%	0.1%	0.1%	1.5%	16.7%	41.5%	35.4%	4.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	08:00	09:00	08:00	08:00	07:00	08:00	09:00	04:00	04:00																		08:00			
Vol.	2	1	5	26	102	90	16	1	2																		229			
PM Peak	18:00	13:00	17:00	17:00	17:00	18:00	18:00	12:00																				17:00		
Vol.	1	1	18	220	311	138	18	2																				689		

Stats

- 15th Percentile : 27 MPH
- 50th Percentile : 32 MPH
- 85th Percentile : 37 MPH
- 95th Percentile : 38 MPH

- Mean Speed(Average) : 33 MPH
- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 3144
- Percent in Pace : 76.8%
- Number of Vehicles > 35 MPH : 1355
- Percent of Vehicles > 35 MPH : 33.1%



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
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#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

176038 E Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/10/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	2	0	1	0	0	0	0	0	0	0	3	36	30
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
02:00	0	0	0	0	0	1	1	0	0	0	0	0	0	2	42	40
03:00	0	0	0	0	1	2	0	0	0	0	0	0	0	3	37	35
04:00	0	0	0	1	2	2	0	2	0	0	0	0	0	7	46	37
05:00	0	0	0	4	8	23	3	1	0	0	0	0	0	39	38	36
06:00	0	0	0	2	24	64	15	1	0	0	0	0	0	106	39	36
07:00	0	0	2	19	99	61	9	0	0	0	0	0	0	190	37	33
08:00	0	1	2	38	123	72	4	0	0	0	0	0	0	240	36	33
09:00	5	2	11	24	74	86	19	0	0	0	0	0	0	221	38	33
10:00	0	0	3	18	67	71	7	1	0	0	0	0	0	167	37	34
11:00	0	1	0	16	61	93	9	0	0	0	0	0	0	180	38	35
12 PM	0	0	2	22	83	78	17	0	0	0	0	0	0	202	38	34
13:00	0	0	5	23	84	76	11	0	0	0	0	0	0	199	37	34
14:00	0	1	2	42	100	100	12	0	0	0	0	0	0	257	37	33
15:00	0	0	10	82	227	129	11	0	0	0	0	0	0	459	36	33
16:00	0	1	5	160	354	144	10	0	0	0	0	0	0	674	35	32
17:00	0	0	8	169	291	162	16	0	0	0	0	0	0	646	36	32
18:00	0	0	5	46	149	115	19	0	0	0	0	0	0	334	37	33
19:00	0	0	3	13	49	73	16	1	0	0	0	0	0	155	38	35
20:00	0	0	2	10	25	44	4	0	0	0	0	0	0	85	38	34
21:00	0	0	0	6	28	38	1	0	0	0	0	0	0	73	37	34
22:00	0	0	0	2	14	18	10	0	0	0	0	0	0	44	40	36
23:00	0	0	0	1	11	4	5	0	0	0	0	0	0	21	40	35
Total	5	6	60	700	1874	1458	199	6	0	0	0	0	0	4308		
%	0.1%	0.1%	1.4%	16.2%	43.5%	33.8%	4.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	08:00	08:00	11:00	09:00	04:00						08:00		
Vol.	5	2	11	38	123	93	19	2						240		
PM Peak		14:00	15:00	17:00	16:00	17:00	18:00	19:00						16:00		
Vol.		1	10	169	354	162	19	1						674		

Stats

15th Percentile : 28 MPH
 50th Percentile : 32 MPH
 85th Percentile : 37 MPH
 95th Percentile : 38 MPH

Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 3332
 Percent in Pace : 77.3%
 Number of Vehicles > 35 MPH : 1371
 Percent of Vehicles > 35 MPH : 31.8%



#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
WB

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

176038 E Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/11/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	2	1	4	0	0	0	0	0	0	0	7	37	33
01:00	0	0	1	0	1	1	1	0	0	0	0	0	0	4	41	33
02:00	0	0	0	0	0	1	1	0	0	0	0	0	0	2	42	40
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2	37	35
04:00	0	0	0	0	2	5	1	1	1	0	0	0	0	10	46	39
05:00	0	0	0	1	11	18	6	0	0	0	0	0	0	36	39	36
06:00	0	0	3	3	26	72	5	1	0	0	0	0	0	110	38	35
07:00	0	0	4	11	110	89	8	1	0	0	0	0	0	223	37	34
08:00	0	3	9	37	138	84	9	0	0	0	0	0	0	280	37	33
09:00	0	0	1	19	105	92	10	0	0	0	0	0	0	227	37	34
10:00	0	0	3	20	57	77	14	1	0	0	0	0	0	172	38	34
11:00	0	0	2	21	75	95	16	0	0	0	0	0	0	209	38	34
12 PM	0	0	1	19	76	89	11	0	0	0	0	0	0	196	37	34
13:00	0	2	5	26	93	83	10	0	0	0	0	0	0	219	37	33
14:00	1	0	8	38	120	102	4	0	0	0	0	0	0	273	37	33
15:00	0	0	6	88	236	123	14	1	0	0	0	0	0	468	36	33
16:00	6	1	12	121	288	143	15	1	0	0	0	0	0	587	36	32
17:00	0	0	15	133	306	170	6	0	0	0	0	0	0	630	36	32
18:00	0	4	8	60	135	110	19	2	0	0	0	0	0	338	37	33
19:00	0	0	3	10	54	75	8	0	0	0	0	0	0	150	38	34
20:00	0	0	4	12	42	67	15	0	0	0	0	0	0	140	38	35
21:00	0	1	2	4	37	56	10	1	0	0	0	0	0	111	38	35
22:00	0	0	0	5	9	18	9	0	0	0	0	0	0	41	40	36
23:00	0	1	4	4	3	7	3	1	0	0	0	0	0	23	39	32
Total	7	12	91	634	1926	1582	195	10	1	0	0	0	0	4458		
%	0.2%	0.3%	2.0%	14.2%	43.2%	35.5%	4.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.		08:00	08:00	08:00	08:00	11:00	11:00	04:00	04:00						08:00	
		3	9	37	138	95	16	1	1						280	
PM Peak Vol.	16:00	18:00	17:00	17:00	17:00	17:00	18:00	18:00							17:00	
	6	4	15	133	306	170	19	2							630	

Stats

- 15th Percentile : 28 MPH
- 50th Percentile : 32 MPH
- 85th Percentile : 37 MPH
- 95th Percentile : 38 MPH

Mean Speed(Average) : 33 MPH

- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 3508
- Percent in Pace : 78.7%
- Number of Vehicles > 35 MPH : 1472
- Percent of Vehicles > 35 MPH : 33.0%



PRECISION
DATA
INDUSTRIES, LLC

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#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 E Volume
Site Code: TBA

Start Time	EB		WB		Combin ed		4/5/2018					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Thu					
12:00	4	42	7	49	11	91						
12:15	0	50	1	42	1	92						
12:30	1	39	1	52	2	91						
12:45	0	55	186	0	9	53	196	14	108	382		
01:00	3	33		3	65	6	98					
01:15	0	40		1	59	1	99					
01:30	0	52		0	38	0	90					
01:45	0	46	171	1	5	50	212	1	8	96	383	
02:00	0	40		0	68	0	108					
02:15	1	43		1	57	2	100					
02:30	2	53		1	82	3	135					
02:45	1	41	177	2	4	62	269	3	8	103	446	
03:00	0	56		1	76	1	132					
03:15	1	49		0	110	1	159					
03:30	3	56		0	104	3	160					
03:45	2	46	207	0	1	119	409	2	7	165	616	
04:00	1	50		1	159	2	209					
04:15	2	35		2	174	4	209					
04:30	5	56		2	165	7	221					
04:45	6	47	188	1	6	188	686	7	20	235	874	
05:00	1	42		10	191	11	233					
05:15	12	58		6	176	18	234					
05:30	23	52		9	133	32	185					
05:45	24	48	200	12	37	133	633	36	97	181	833	
06:00	30	46		16	130	46	176					
06:15	30	36		23	114	53	150					
06:30	49	21		32	66	81	87					
06:45	71	44	147	31	102	65	375	102	282	109	522	
07:00	63	42		40	57	103	99					
07:15	86	31		29	45	115	76					
07:30	110	23		53	40	163	63					
07:45	99	21	117	63	185	32	174	162	543	53	291	
08:00	98	13		68	36	166	49					
08:15	92	22		53	26	145	48					
08:30	95	18		68	19	163	37					
08:45	102	387	13	66	47	236	21	102	149	623	34	168
09:00	78	30		44	22	122	52					
09:15	77	27		52	15	129	42					
09:30	56	21		53	15	109	36					
09:45	61	272	9	87	44	193	23	75	105	465	32	162
10:00	41	6		31	15	72	21					
10:15	57	16		39	11	96	27					
10:30	49	11		44	6	93	17					
10:45	45	192	8	41	55	169	8	40	100	361	16	81
11:00	33	11		43	9	76	20					
11:15	45	5		42	6	87	11					
11:30	44	8		42	12	86	20					
11:45	45	167	1	25	63	190	9	36	108	357	10	61
Total	1648		1612		1137		3207		2785		4819	
Percent	59.2%		33.5%		40.8%		66.5%					
Day Total		3260		4344		7604						
Peak	07:30	-	03:00	-	07:45	-	04:30	-	07:30	-	04:30	-
Vol.	399	-	207	-	252	-	720	-	636	-	923	-
P.H.F.	0.907		0.924		0.926		0.942		0.958		0.982	



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

#737 Route 62
west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 E Volume
Site Code: TBA

Start Time	EB		WB		Combin ed		4/6/2018 Fri	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00	3	44	7	51	10	95		
12:15	0	46	3	57	3	103		
12:30	2	52	2	50	4	102		
12:45	1	46	188	1	13	56	214	
01:00	0	37	2	43	2	80	402	
01:15	1	50	1	58	2	108		
01:30	0	36	0	59	0	95		
01:45	0	52	175	0	3	48	208	
02:00	0	34	0	57	0	91	383	
02:15	0	39	0	67	0	106		
02:30	1	57	1	78	2	135		
02:45	3	4	56	186	0	1	87	289
03:00	0	57	1	105	1	162		
03:15	0	55	2	134	2	189		
03:30	0	56	0	165	0	221		
03:45	4	4	46	214	0	3	178	582
04:00	0	40	0	151	0	191		
04:15	1	45	3	170	4	215		
04:30	2	52	1	130	3	182		
04:45	4	7	45	182	1	5	140	591
05:00	6	38	2	163	8	201		
05:15	7	47	11	215	18	262		
05:30	18	54	6	140	24	194		
05:45	21	52	47	186	6	25	116	634
06:00	34	49	13	78	47	127		
06:15	25	45	22	79	47	124		
06:30	54	38	26	73	80	111		
06:45	48	161	25	157	45	106	58	288
07:00	86	20	44	35	130	55		
07:15	82	22	49	29	131	51		
07:30	92	30	51	25	143	55		
07:45	87	347	27	99	68	212	30	119
08:00	75	14	49	29	124	43		
08:15	104	25	66	22	170	47		
08:30	83	17	53	21	136	38		
08:45	80	342	11	67	51	219	22	94
09:00	66	12	52	17	118	29		
09:15	76	19	37	15	113	34		
09:30	73	18	46	12	119	30		
09:45	58	273	11	60	51	186	9	53
10:00	41	7	42	16	83	23		
10:15	50	7	46	17	96	24		
10:30	38	6	34	16	72	22		
10:45	51	180	10	30	50	172	17	66
11:00	52	10	35	8	87	18		
11:15	53	7	55	10	108	17		
11:30	41	11	39	5	80	16		
11:45	51	197	5	33	39	168	5	28
Total	1574	1577	1113	3166	2687	4743		
Percent	58.6%	33.2%	41.4%	66.8%				
Day Total		3151		4279		7430		
Peak	07:30	-	02:30	-	07:45	-	03:30	-
Vol.	358	-	225	-	236	-	664	-
P.H.F.	0.861	-	0.987	-	0.868	-	0.933	-



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west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 E Volume
Site Code: TBA

Start Time	EB		WB		Combin ed		4/7/2018 Sat			
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
12:00	4	57	7	52	11	109				
12:15	4	63	3	50	7	113				
12:30	0	35	2	60	2	95				
12:45	2	58	1	65	3	123	440			
01:00	1	66	1	53	2	119				
01:15	1	54	0	70	1	124				
01:30	1	53	1	62	2	115				
01:45	0	67	0	54	0	121	479			
02:00	1	46	0	76	1	122				
02:15	0	46	1	55	1	101				
02:30	1	49	0	77	1	126				
02:45	0	52	1	59	1	111	460			
03:00	0	50	0	58	0	108				
03:15	0	39	2	60	2	99				
03:30	2	47	1	57	3	104				
03:45	0	45	0	63	0	108	419			
04:00	1	45	0	61	1	106				
04:15	1	50	0	67	1	117				
04:30	1	46	2	30	3	76				
04:45	2	46	0	50	2	96	395			
05:00	1	38	1	46	2	84				
05:15	1	47	1	63	2	110				
05:30	2	30	5	48	7	78				
05:45	2	38	3	44	5	82	354			
06:00	7	50	1	52	8	102				
06:15	8	31	7	39	15	70				
06:30	6	33	7	46	13	79				
06:45	13	24	7	36	20	60	311			
07:00	8	41	15	39	23	80				
07:15	19	21	15	36	34	57				
07:30	13	24	21	34	34	58				
07:45	21	12	23	28	44	40	235			
08:00	18	23	18	19	36	42				
08:15	24	22	23	27	47	49				
08:30	33	13	30	14	63	27				
08:45	34	18	37	26	71	44	162			
09:00	41	20	19	16	60	36				
09:15	45	19	36	17	81	36				
09:30	53	12	34	17	87	29				
09:45	51	10	42	12	93	22	123			
10:00	44	14	41	9	85	23				
10:15	47	17	38	13	85	30				
10:30	48	12	52	13	100	25				
10:45	36	11	49	16	85	27	105			
11:00	52	11	49	11	101	22				
11:15	47	8	47	16	94	24				
11:30	38	12	48	4	86	16				
11:45	50	5	49	6	99	11	73			
Total	784	1630	740	1926	1524	3556				
Percent	51.4%	45.8%	48.6%	54.2%						
Day Total	2414		2666		5080					
Peak	09:30	-	01:00	-	10:30	-	01:15	-	-	-
Vol.	195	-	240	-	197	-	267	-	380	-
P.H.F.	0.920		0.896		0.947		0.867		0.941	



PRECISION
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west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 E Volume
Site Code: TBA

Start Time	EB		WB		Combin ed		4/8/2018 Sun
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	6	40	9	35	15	75	
12:15	1	53	2	46	3	99	
12:30	3	33	2	58	5	91	
12:45	0	10 65	1 191	1 14	61 200	7 24	126 391
01:00	3	54	4	58	7	112	
01:15	1	53	1	61	2	114	
01:30	1	49	1	58	2	107	
01:45	1	6 59	215	0 6	45 222	1 12	104 437
02:00	0	36	1	50	1	86	
02:15	0	40	0	46	0	86	
02:30	1	31	1	56	2	87	
02:45	0	1 50	157	0 2	45 197	0 3	95 354
03:00	2	40	1	46	3	86	
03:15	0	42	1	44	1	86	
03:30	0	50	0	30	0	80	
03:45	1	3 53	185	0 2	43 163	1 5	96 348
04:00	0	34	0	52	0	86	
04:15	1	38	0	60	1	98	
04:30	0	35	1	46	1	81	
04:45	0	1 26	133	0 1	42 200	0 2	68 333
05:00	0	43	2	49	2	92	
05:15	1	39	1	45	2	84	
05:30	2	27	6	45	8	72	
05:45	0	3 39	148	1 10	45 184	1 13	84 332
06:00	4	28	1	35	5	63	
06:15	6	40	6	31	12	71	
06:30	6	25	7	36	13	61	
06:45	13	29 17	110	6 20	29 131	19 49	46 241
07:00	6	20	10	35	16	55	
07:15	10	21	10	29	20	50	
07:30	15	29	15	19	30	48	
07:45	17	48 14	84	19 54	17 100	36 102	31 184
08:00	18	18	15	22	33	40	
08:15	21	12	18	14	39	26	
08:30	25	12	17	17	42	29	
08:45	29	93 5	47	31 81	14 67	60 174	19 114
09:00	33	11	26	4	59	15	
09:15	40	6	26	11	66	17	
09:30	35	4	35	10	70	14	
09:45	37	145 7	28	37 124	9 34	74 269	16 62
10:00	30	5	32	18	62	23	
10:15	33	2	40	9	73	11	
10:30	29	4	36	4	65	8	
10:45	40	132 1	12	35 143	1 32	75 275	2 44
11:00	36	3	50	3	86	6	
11:15	50	4	49	6	99	10	
11:30	47	3	67	4	114	7	
11:45	53	186 0	10	48 214	0 13	101 400	0 23
Total	657	1320	671	1543	1328	2863	
Percent	49.5%	46.1%	50.5%	53.9%			
Day Total		1977		2214		4191	
Peak	11:00	- 00:45	- 11:00	- 00:30	- 11:00	- 00:45	- - -
Vol.	186	- 221	- 214	- 238	- 400	- 459	- - -
P.H.F.	0.877	0.850	0.799	0.975	0.877	0.911	



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west of Old Bedford Road
City, State: Concord, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 E Volume
Site Code: TBA

Start Time	EB		WB		Combin ed		4/9/2018 Mon					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	1	37	6	37	7	74						
12:15	0	45	4	57	4	102						
12:30	0	34	1	53	1	87						
12:45	0	1	50	166	0	11	56	203	0	12	106	369
01:00	2	40	0	56	2	96						
01:15	0	29	2	43	2	72						
01:30	0	49	0	46	0	95						
01:45	0	2	34	152	1	3	45	190	1	5	79	342
02:00	0	37	1	47	1	84						
02:15	1	37	0	51	1	88						
02:30	0	45	0	56	0	101						
02:45	0	1	42	161	1	2	61	215	1	3	103	376
03:00	0	52	1	101	1	153						
03:15	1	58	0	106	1	164						
03:30	1	48	1	121	2	169						
03:45	4	6	43	201	1	3	103	431	5	9	146	632
04:00	2	51	1	131	3	182						
04:15	2	37	2	142	4	179						
04:30	3	46	2	142	5	188						
04:45	1	8	43	177	7	12	171	586	8	20	214	763
05:00	12	39	3	168	15	207						
05:15	9	70	11	200	20	270						
05:30	22	52	9	164	31	216						
05:45	22	65	46	207	12	35	157	689	34	100	203	896
06:00	35	41	20	109	55	150						
06:15	37	53	20	97	57	150						
06:30	48	49	35	83	83	132						
06:45	62	182	23	166	34	109	62	351	96	291	85	517
07:00	94	30	37	56	131	86						
07:15	93	38	48	27	141	65						
07:30	87	22	61	44	148	66						
07:45	96	370	19	109	63	209	21	148	159	579	40	257
08:00	88	20	62	17	150	37						
08:15	83	14	59	16	142	30						
08:30	119	10	53	14	172	24						
08:45	92	382	16	60	55	229	20	67	147	611	36	127
09:00	66	10	48	24	114	34						
09:15	65	20	61	12	126	32						
09:30	52	10	50	11	102	21						
09:45	61	244	7	47	35	194	7	54	96	438	14	101
10:00	50	11	32	6	82	17						
10:15	60	4	36	4	96	8						
10:30	50	4	32	11	82	15						
10:45	41	201	6	25	33	133	14	35	74	334	20	60
11:00	24	5	47	5	71	10						
11:15	29	3	40	6	69	9						
11:30	37	1	47	0	84	1						
11:45	48	138	2	11	34	168	4	15	82	306	6	26
Total	1600		1482		1108		2984		2708		4466	
Percent	59.1%		33.2%		40.9%		66.8%					
Day Total		3082		4092		7174						
Peak	07:45	-	05:15	-	07:30	-	04:45	-	07:45	-	04:45	-
Vol.	386	-	209	-	245	-	703	-	623	-	907	-
P.H.F.	0.811		0.746		0.972		0.879		0.906		0.840	



PRECISION
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west of Old Bedford Road
City, State: Concord, MA
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176038 E Volume
Site Code: TBA

Start Time	EB		WB		Combin ed		4/10/2018 Tue
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	0	51	0	42	0	93	
12:15	1	50	2	48	3	98	
12:30	1	45	0	51	1	96	
12:45	0	2 56	202	1 61	202	117	404
01:00	2	46	1	45	3	91	
01:15	0	45	0	47	0	92	
01:30	0	27	0	57	0	84	
01:45	0	2 47	165	0 50	199	97	364
02:00	0	42	1	62	1	104	
02:15	1	37	0	59	1	96	
02:30	0	47	0	77	0	124	
02:45	0	1 45	171	1 59	257	104	428
03:00	1	68	0	85	1	153	
03:15	0	49	1	113	1	162	
03:30	1	49	1	130	2	179	
03:45	3	5 46	212	1 131	459	177	671
04:00	1	59	1	148	2	207	
04:15	5	44	0	173	5	217	
04:30	5	33	6	192	11	225	
04:45	4	15 60	196	0 161	674	221	870
05:00	8	49	5	168	13	217	
05:15	13	68	5	200	18	268	
05:30	31	53	15	161	46	214	
05:45	14	66 37	207	14 117	646	154	853
06:00	30	32	24	119	54	151	
06:15	28	52	23	91	51	143	
06:30	41	38	30	60	71	98	
06:45	66	165 41	163	29 64	334	105	497
07:00	73	28	31	51	104	79	
07:15	93	26	50	40	143	66	
07:30	118	27	50	42	168	69	
07:45	96	380 23	104	59 190	22	155	259
08:00	88	21	59	23	147	44	
08:15	100	14	69	17	169	31	
08:30	94	20	54	22	148	42	
08:45	80	362 19	74	58 240	23	85	159
09:00	67	16	57	32	124	48	
09:15	52	15	53	13	105	28	
09:30	68	12	54	18	122	30	
09:45	41	228 7	50	57 221	10	73	123
10:00	46	7	45	11	91	18	
10:15	53	12	49	4	102	16	
10:30	43	5	35	18	78	23	
10:45	56	198 3	27	38 167	11	44	71
11:00	34	7	45	5	79	12	
11:15	47	4	48	9	95	13	
11:30	39	6	46	5	85	11	
11:45	40	160 0	17	41 180	2	21	38
Total	1584	1588	1159	3149	2743	4737	
Percent	57.7%	33.5%	42.3%	66.5%			
Day Total		3172		4308		7480	
Peak	07:30	-	04:45	-	07:45	-	04:30
Vol.	402	-	230	-	241	-	721
P.H.F.	0.852	-	0.846	-	0.873	-	0.945



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176038 E Volume
Site Code: TBA

Start Time	EB		WB		Combin ed		4/11/2018 Wed							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	3	52	3	38	6	90								
12:15	1	51	3	45	4	96								
12:30	0	52	0	53	0	105								
12:45	0	4	47	202	1	7	60	196	11	107	398			
01:00	0	43	2	58	2	101								
01:15	0	42	2	51	2	93								
01:30	0	53	0	50	0	103								
01:45	0	0	37	175	0	4	60	219	0	4	97	394		
02:00	0	42	0	69	0	111								
02:15	1	41	0	60	1	101								
02:30	0	53	0	60	0	113								
02:45	1	2	43	179	2	2	84	273	3	4	127	452		
03:00	2	64	0	104	2	168								
03:15	0	62	1	98	1	160								
03:30	1	48	0	139	1	187								
03:45	3	6	60	234	1	2	127	468	4	8	187	702		
04:00	2	52	1	131	3	183								
04:15	2	65	2	149	4	214								
04:30	4	61	3	132	7	193								
04:45	7	15	51	229	4	10	175	587	11	25	226	816		
05:00	7	54	2	163	9	217								
05:15	8	55	10	167	18	222								
05:30	13	41	10	173	23	214								
05:45	31	59	58	208	14	36	127	630	45	95	185	838		
06:00	25	43	11	92	36	135								
06:15	38	56	24	110	62	166								
06:30	36	40	33	76	69	116								
06:45	74	173	33	172	42	110	60	338	116	283	93	510		
07:00	92	31	49	56	46	141	77							
07:15	83	39	56	31	139	70								
07:30	113	28	53	36	166	64								
07:45	97	385	26	124	65	223	37	150	162	608	63	274		
08:00	98	25	71	35	169	60								
08:15	100	26	73	51	173	77								
08:30	89	21	58	31	147	52								
08:45	83	370	14	86	78	280	23	140	161	650	37	226		
09:00	85	12	60	30	145	42								
09:15	71	17	64	34	135	51								
09:30	66	23	59	30	125	53								
09:45	60	282	12	64	44	227	17	111	104	509	29	175		
10:00	59	11	41	15	100	26								
10:15	42	4	45	10	87	14								
10:30	53	5	37	9	90	14								
10:45	42	196	4	24	49	172	7	41	91	368	11	65		
11:00	36	9	53	6	89	15								
11:15	47	8	48	7	95	15								
11:30	43	4	52	7	95	11								
11:45	36	162	3	24	56	209	3	23	92	371	6	47		
Total	1654	1721	1282	3176	2936	4897								
Percent	56.3%	35.1%	43.7%	64.9%										
Day Total		3375		4458		7833								
Peak	07:30	-	03:45	-	08:00	-	04:45	-	07:30	-	04:45	-	-	-
Vol.	408	-	238	-	280	-	678	-	670	-	879	-	-	-
P.H.F.	0.903		0.915		0.897		0.969		0.968		0.972			



PRECISION
D A T A
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Hanscom Drive (Main entrance of Hanscom Field)
north of Old Bedford Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
NB

176038 F Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/05/1														
8	0	1	3	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	3	3	0	1	0	0	0	0	0	0	0	0	7
05:00	0	38	12	0	7	0	0	0	0	0	0	0	0	57
06:00	0	41	13	2	5	1	0	0	0	0	0	0	0	62
07:00	0	40	7	3	3	1	0	0	0	0	0	0	0	54
08:00	0	37	13	2	5	0	0	0	0	0	0	0	0	57
09:00	3	60	20	1	7	1	0	2	0	0	0	0	0	94
10:00	1	46	15	2	8	1	0	1	0	0	0	0	0	74
11:00	0	46	19	1	8	0	0	0	0	0	0	0	0	74
12 PM	0	37	8	1	3	0	1	0	1	0	0	0	0	51
13:00	0	48	9	1	2	0	0	0	0	0	0	0	0	60
14:00	0	36	9	1	1	0	0	0	0	0	0	0	0	47
15:00	0	31	8	2	2	0	0	0	0	0	0	0	0	43
16:00	0	14	4	2	0	0	0	0	0	0	0	0	0	20
17:00	2	15	12	2	1	0	0	0	0	0	0	0	0	32
18:00	0	11	5	2	0	0	0	0	0	0	0	0	0	18
19:00	0	7	2	1	2	0	0	0	0	0	0	0	0	12
20:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
21:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
22:00	0	4	4	1	0	0	0	0	0	0	0	0	0	9
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	6	531	170	24	55	4	1	3	1	0	0	0	0	795
Percent	0.8%	66.8%	21.4%	3.0%	6.9%	0.5%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	09:00	09:00	07:00	10:00	06:00		09:00						09:00
Vol.	3	60	20	3	8	1		2						94
PM Peak	17:00	13:00	17:00	15:00	12:00		12:00		12:00					13:00
Vol.	2	48	12	2	3		1		1					60



Hanscom Drive (Main entrance of Hanscom Field)
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176038 F Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/06/1														
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
05:00	1	32	16	0	11	0	0	0	0	0	0	0	0	60
06:00	0	42	13	5	5	1	0	0	0	0	0	0	0	66
07:00	0	45	17	2	4	0	0	0	0	0	0	0	0	68
08:00	0	64	16	3	6	0	0	1	0	0	0	0	0	90
09:00	0	61	11	2	6	0	0	0	0	0	0	0	0	80
10:00	0	39	10	1	5	1	0	0	0	0	0	0	0	56
11:00	0	34	8	1	7	0	0	1	0	0	0	0	0	51
12 PM	0	34	8	1	7	1	0	0	0	0	0	0	0	51
13:00	0	35	6	1	1	0	0	0	0	0	0	0	0	43
14:00	0	30	9	1	2	0	0	0	0	0	0	0	0	42
15:00	2	19	8	1	1	0	1	0	0	0	0	0	0	32
16:00	0	16	4	1	1	0	0	0	0	0	0	0	0	22
17:00	0	13	8	3	1	0	0	0	0	0	0	0	0	25
18:00	0	9	7	2	0	0	0	0	0	0	0	0	0	18
19:00	0	10	3	1	0	0	0	0	0	0	0	0	0	14
20:00	0	2	7	0	0	0	0	0	0	0	0	0	0	9
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:00	0	3	2	1	1	0	0	0	0	0	0	0	0	7
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Total	3	512	159	26	58	3	1	2	0	0	0	0	0	764
Percent	0.4%	67.0%	20.8%	3.4%	7.6%	0.4%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	08:00	07:00	06:00	05:00	06:00		08:00						08:00
Vol.	1	64	17	5	11	1		1						90
PM Peak	15:00	13:00	14:00	17:00	12:00	12:00	15:00							12:00
Vol.	2	35	9	3	7	1	1							51



Hanscom Drive (Main entrance of Hanscom Field)
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DATA
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176038 F Class
Site Code: TBA

Table with columns: Start Time, Bikes, Cars & Trailers, 2 Axle Long, Buses, 2 Axle 6 Tire, 3 Axle Single, 4 Axle Single, <5 Axl Double, 5 Axle Double, >6 Axl Double, <6 Axl Multi, 6 Axle Multi, >6 Axl Multi, Total. Rows include hourly data from 08:00 to 23:00, a Total row, a Percent row, and AM/PM Peak Vol. rows.



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NB

176038 F Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/09/1														
8	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	9	2	0	3	0	0	0	0	0	0	0	0	14
05:00	0	39	14	1	8	0	0	0	0	0	0	0	0	62
06:00	1	44	18	2	5	2	0	0	0	0	0	0	0	72
07:00	0	47	12	3	7	0	0	0	0	0	0	0	0	69
08:00	0	58	12	3	5	0	0	0	0	0	0	0	0	78
09:00	0	54	19	1	6	0	0	0	0	0	0	0	0	80
10:00	0	43	16	2	11	0	0	0	0	0	0	0	0	72
11:00	1	33	17	1	2	0	0	0	0	0	0	0	0	54
12 PM	0	61	15	1	5	0	0	0	0	0	0	0	0	82
13:00	0	39	12	1	3	1	0	0	0	0	0	0	0	56
14:00	0	34	10	1	3	0	0	0	0	0	0	0	0	48
15:00	0	28	3	2	3	0	0	0	0	0	0	0	0	36
16:00	0	14	5	2	1	0	0	0	0	0	0	0	0	22
17:00	0	16	3	2	0	0	0	0	0	0	0	0	0	21
18:00	0	10	6	2	0	0	0	0	0	0	0	0	0	18
19:00	0	8	0	1	2	0	0	0	0	0	0	0	0	11
20:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
21:00	0	5	2	0	0	0	0	0	1	0	0	0	0	8
22:00	0	1	2	1	1	0	0	0	0	0	0	0	0	5
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	552	171	26	66	3	0	0	1	0	0	0	0	821
Percent	0.2%	67.2%	20.8%	3.2%	8.0%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	09:00	07:00	10:00	06:00								09:00
Vol.	1	58	19	3	11	2								80
PM Peak		12:00	12:00	15:00	12:00	13:00			21:00					12:00
Vol.		61	15	2	5	1			1					82



Hanscom Drive (Main entrance of Hanscom Field)
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176038 F Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/10/1														
8	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
05:00	0	38	18	0	6	0	0	0	0	0	0	0	0	62
06:00	2	41	12	2	10	0	0	1	0	0	0	0	0	68
07:00	1	57	16	2	2	1	0	0	0	0	0	0	0	79
08:00	0	52	15	2	6	0	0	0	0	0	0	0	0	75
09:00	2	59	25	4	8	1	0	0	0	0	0	0	0	99
10:00	1	41	11	1	6	0	0	0	0	0	0	0	0	60
11:00	0	19	11	1	7	0	0	0	0	0	0	0	0	38
12 PM	0	34	11	1	7	0	1	1	0	0	0	0	0	55
13:00	0	38	6	2	4	0	0	1	0	0	0	0	0	51
14:00	0	32	8	1	7	0	0	0	0	0	0	0	0	48
15:00	0	37	6	1	1	0	0	0	1	0	0	0	0	46
16:00	0	16	9	2	0	0	0	0	0	0	0	0	0	27
17:00	0	8	9	3	1	0	0	0	0	0	0	0	0	21
18:00	0	15	2	2	0	1	0	0	0	0	0	0	0	20
19:00	0	10	5	1	1	0	0	0	0	0	0	0	0	17
20:00	0	0	4	0	0	0	0	0	0	0	0	0	0	4
21:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
22:00	0	7	1	1	1	0	0	0	0	0	0	0	0	10
23:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
Total	6	522	180	26	67	3	1	3	1	0	0	0	0	809
Percent	0.7%	64.5%	22.2%	3.2%	8.3%	0.4%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	09:00	09:00	09:00	06:00	07:00		06:00						09:00
Vol.	2	59	25	4	10	1		1						99
PM Peak		13:00	12:00	17:00	12:00	18:00	12:00	12:00	15:00					12:00
Vol.		38	11	3	7	1	1	1	1					55



Hanscom Drive (Main entrance of Hanscom Field)
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PRECISION
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INDUSTRIES, LLC
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176038 F Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/05/1														
8	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	33	11	0	2	0	0	0	0	0	0	0	0	46
02:00	0	4	1	1	0	0	0	0	0	0	0	0	0	6
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	4	2	1	0	0	0	0	0	0	0	0	0	7
06:00	0	12	3	2	1	0	0	0	0	0	0	0	0	18
07:00	0	15	6	2	0	1	0	0	0	0	0	0	0	24
08:00	0	11	5	2	4	0	0	0	0	0	0	0	0	22
09:00	0	24	13	1	3	0	0	0	0	0	0	0	0	41
10:00	1	33	9	2	1	1	0	2	0	0	0	0	0	49
11:00	1	39	20	1	3	1	0	0	0	0	0	0	0	65
12 PM	0	51	13	1	2	2	0	0	0	0	0	0	0	69
13:00	0	47	16	1	5	0	0	0	0	0	0	0	0	69
14:00	0	72	14	0	8	0	0	0	1	0	0	0	0	95
15:00	0	53	13	1	5	0	0	0	0	0	0	0	0	72
16:00	0	34	9	2	1	0	0	0	0	0	0	0	0	46
17:00	0	40	6	2	2	0	0	0	0	0	0	0	0	50
18:00	0	30	11	2	3	0	0	0	0	0	0	0	0	46
19:00	0	17	3	1	2	0	0	0	0	0	0	0	0	23
20:00	0	10	9	0	0	0	0	0	0	0	0	0	0	19
21:00	0	9	1	0	1	0	0	0	0	0	0	0	0	11
22:00	0	17	4	1	0	0	0	0	0	0	0	0	0	22
23:00	0	12	1	0	1	0	0	0	0	0	0	0	0	14
Total	2	571	170	23	44	5	0	2	1	0	0	0	0	818
Percent	0.2%	69.8%	20.8%	2.8%	5.4%	0.6%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	06:00	08:00	07:00		10:00						11:00
Vol.	1	39	20	2	4	1		2						65
PM Peak		14:00	13:00	16:00	14:00	12:00			14:00					14:00
Vol.		72	16	2	8	2			1					95



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04/10/1														
8	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	6	0	0	0	0	0	0	0	0	0	0	7
06:00	0	11	2	2	1	0	0	0	0	0	0	0	0	16
07:00	1	17	8	2	4	0	0	0	0	0	0	0	0	32
08:00	0	18	8	1	4	0	0	1	0	0	0	0	0	32
09:00	0	31	9	4	2	0	0	0	0	0	0	0	0	46
10:00	1	31	21	1	1	1	0	3	0	0	0	0	0	59
11:00	0	28	8	1	6	0	0	0	0	0	0	0	0	43
12 PM	0	37	14	1	4	0	0	0	0	0	0	0	0	56
13:00	1	43	13	1	3	1	0	1	0	0	0	0	0	63
14:00	0	61	22	1	5	0	0	0	0	0	0	0	0	89
15:00	1	49	13	1	6	1	0	0	0	0	0	0	0	71
16:00	0	48	12	3	0	0	0	0	0	0	0	0	0	63
17:00	0	44	7	2	2	0	0	0	0	0	0	0	0	55
18:00	0	37	12	3	1	1	0	0	0	0	0	0	0	54
19:00	0	21	7	1	2	0	0	0	0	0	0	0	0	31
20:00	0	10	6	0	1	0	0	0	0	0	0	0	0	17
21:00	0	8	6	0	2	0	0	0	0	0	0	0	0	16
22:00	0	8	5	1	0	0	0	0	0	0	0	0	0	14
23:00	0	16	3	1	1	0	0	0	0	0	0	0	0	21
Total	4	525	183	26	45	4	0	5	0	0	0	0	0	792
Percent	0.5%	66.3%	23.1%	3.3%	5.7%	0.5%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	09:00	10:00	09:00	11:00	10:00		10:00						10:00
Vol.	1	31	21	4	6	1		3						59
PM Peak	13:00	14:00	14:00	16:00	15:00	13:00		13:00						14:00
Vol.	1	61	22	3	6	1		1						89



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176038 F Class
Site Code: TBA

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/1														
8	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	29	10	0	1	0	0	0	0	0	0	0	0	40
02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
06:00	2	14	3	3	1	0	0	0	0	0	0	0	0	23
07:00	0	12	5	3	0	0	0	0	0	0	0	0	0	20
08:00	0	15	9	3	3	0	0	0	0	0	0	0	0	30
09:00	1	30	8	4	4	0	0	0	0	0	0	0	0	47
10:00	0	24	12	1	4	1	0	1	0	0	0	0	0	43
11:00	2	38	13	2	2	0	0	1	0	0	0	0	0	58
12 PM	2	46	10	1	1	0	0	0	0	0	0	0	0	60
13:00	0	39	18	3	3	0	0	1	0	0	0	0	0	64
14:00	1	72	18	1	8	0	0	0	0	0	0	0	0	100
15:00	1	56	20	1	4	0	0	0	0	0	0	0	0	82
16:00	0	32	12	2	3	0	0	0	0	0	0	0	0	49
17:00	0	31	11	2	1	0	0	0	0	0	0	0	0	45
18:00	0	41	8	2	1	0	0	0	0	0	0	0	0	52
19:00	0	23	13	1	0	0	0	0	0	0	0	0	0	37
20:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
21:00	0	11	4	0	1	0	0	0	0	0	0	0	0	16
22:00	0	7	4	1	0	0	0	0	0	0	0	0	0	12
23:00	0	15	2	0	2	0	0	0	0	0	0	0	0	19
Total	9	573	186	30	39	1	0	3	0	0	0	0	0	841
Percent	1.1%	68.1%	22.1%	3.6%	4.6%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	11:00	11:00	09:00	09:00	10:00		10:00						11:00
Vol.	2	38	13	4	4	1		1						58
PM Peak	12:00	14:00	15:00	13:00	14:00			13:00						14:00
Vol.	2	72	20	3	8			1						100



Hanscom Drive (Main entrance of Hanscom Field)
north of Old Bedford Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
NB

PRECISION
DATA
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

176038 F Speed
Site Code: TBA

Table with columns: Start Time, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, Total, 85th %ile, Ave Speed. Rows include hourly data from 04:05/18 to 23:00, a Total row, and AM/PM Peak Vol. rows.

Stats
15th Percentile : 18 MPH
50th Percentile : 30 MPH
85th Percentile : 37 MPH
95th Percentile : 41 MPH
Mean Speed(Average) : 29 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 378
Percent in Pace : 47.5%
Number of Vehicles > 35 MPH : 211
Percent of Vehicles > 35 MPH : 26.5%



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176038 F Speed
Site Code: TBA

Table with columns: Start Time, 1, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, Total, 85th %ile, Ave Speed. Rows include hourly data from 04:00 to 23:00 and a Total row.

Summary table with rows: AM Peak, PM Peak, and Vol. columns showing peak times and volumes.

Stats table listing Percentiles (15th, 50th, 85th, 95th), Mean Speed(Average), 10 MPH Pace Speed, Number in Pace, Percent in Pace, and Number/Percent of Vehicles > 35 MPH.



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176038 F Speed
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Table with columns: Start Time, 14-70, Total, 85th %ile, Ave Speed. Rows include hourly data from 04/07/18 to 23:00, and summary rows for AM/PM Peak and Stats.

Stats
15th Percentile : 17 MPH
50th Percentile : 29 MPH
85th Percentile : 38 MPH
95th Percentile : 42 MPH
Mean Speed(Average) : 29 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 168
Percent in Pace : 41.2%
Number of Vehicles > 35 MPH : 109
Percent of Vehicles > 35 MPH : 26.7%



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176038 F Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/08/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	17
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	17
04:00	0	4	3	1	0	0	0	0	1	0	0	0	0	9	27	24
05:00	0	4	3	0	1	2	1	2	0	0	0	0	0	13	44	29
06:00	1	4	4	1	7	8	5	0	1	0	0	0	0	31	40	31
07:00	1	1	3	8	4	5	4	2	0	0	0	0	0	28	41	31
08:00	1	4	2	1	3	4	2	2	0	0	0	0	0	19	41	30
09:00	0	3	0	2	4	10	2	0	0	0	0	0	0	21	38	33
10:00	1	7	5	6	5	4	1	1	1	0	0	0	0	31	36	27
11:00	0	2	1	2	9	1	1	0	0	0	0	0	0	16	33	30
12 PM	0	4	2	3	5	10	3	0	0	0	0	0	0	27	38	31
13:00	1	2	6	3	11	11	5	1	0	0	0	0	0	40	39	32
14:00	1	5	8	3	9	2	3	1	0	0	0	0	0	32	37	28
15:00	1	5	2	4	4	6	1	0	0	0	0	0	0	23	36	28
16:00	1	3	2	3	3	1	3	2	0	0	0	0	0	18	42	30
17:00	1	2	3	3	7	1	0	0	0	0	0	0	0	17	32	26
18:00	2	5	4	2	1	3	0	0	1	0	0	0	0	18	36	24
19:00	1	2	0	1	3	3	1	0	0	0	0	0	0	11	37	29
20:00	1	2	0	0	1	4	0	1	0	0	0	0	0	9	38	30
21:00	0	1	0	0	6	2	1	0	0	0	0	0	0	10	37	33
22:00	1	1	0	1	2	3	0	0	1	0	0	0	0	9	38	31
23:00	3	2	0	1	2	1	0	0	0	0	0	0	0	9	33	21
Total	17	65	48	45	87	82	33	12	5	0	0	0	0	394		
%	4.3%	16.5%	12.2%	11.4%	22.1%	20.8%	8.4%	3.0%	1.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	10:00	10:00	07:00	11:00	09:00	06:00	05:00	04:00					06:00		
Vol.	1	7	5	8	9	10	5	2	1					31		
PM Peak	23:00	14:00	14:00	15:00	13:00	13:00	13:00	16:00	18:00					13:00		
Vol.	3	5	8	4	11	11	5	2	1					40		

Stats

- 15th Percentile : 17 MPH
- 50th Percentile : 30 MPH
- 85th Percentile : 38 MPH
- 95th Percentile : 43 MPH

Mean Speed(Average) : 29 MPH

- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 169
- Percent in Pace : 42.9%
- Number of Vehicles > 35 MPH : 116
- Percent of Vehicles > 35 MPH : 29.3%



PRECISION
D A T A
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NB

176038 F Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/09/																													
18	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	42	35	
01:00	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	3	56	42	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	17		
04:00	0	1	4	1	2	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	40	31		
05:00	0	5	8	6	21	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	37	31		
06:00	6	11	12	10	19	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	35	27		
07:00	1	13	4	5	19	20	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	38	30		
08:00	0	17	8	8	13	24	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	38	30		
09:00	4	15	10	15	15	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	37	28		
10:00	0	14	8	8	27	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	35	29		
11:00	0	10	7	11	15	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	36	28		
12 PM	2	14	29	6	12	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	36	26		
13:00	1	10	10	6	11	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	38	29		
14:00	1	11	11	6	7	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	36	27		
15:00	1	8	4	9	7	3	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	36	28		
16:00	2	2	2	3	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	36	28		
17:00	1	4	2	3	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	38	29		
18:00	1	2	1	2	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	37	30		
19:00	0	1	3	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	35	30		
20:00	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	22	20		
21:00	0	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	37	30		
22:00	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	30	22		
23:00	0	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	21	144	129	103	193	163	52	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	821				
%	2.6%	17.5%	15.7%	12.5%	23.5%	19.9%	6.3%	1.5%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	06:00	08:00	06:00	09:00	10:00	08:00	07:00	06:00	08:00	01:00																09:00			
Vol.	6	17	12	15	27	24	7	3	1	1																80			
PM Peak	12:00	12:00	12:00	15:00	12:00	12:00	13:00	12:00	15:00																	12:00			
Vol.	2	14	29	9	12	14	6	1	2																	82			

Stats

15th Percentile : 17 MPH
 50th Percentile : 29 MPH
 85th Percentile : 37 MPH
 95th Percentile : 41 MPH

Mean Speed(Average) : 28 MPH
 10 MPH Pace Speed : 30-39 MPH
 Number in Pace : 356
 Percent in Pace : 43.4%
 Number of Vehicles > 35 MPH : 198
 Percent of Vehicles > 35 MPH : 24.2%



PRECISION
DATA
INDUSTRIES, LLC

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NB

176038 F Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed		
04/10/																														
18	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	38	37		
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*		
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*		
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	23	22			
04:00	0	1	4	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	35	27			
05:00	0	5	4	9	17	19	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	38	32			
06:00	3	8	9	10	17	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	36	29			
07:00	1	17	14	4	18	17	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	37	29			
08:00	0	17	8	10	15	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	37	29			
09:00	2	17	21	10	23	24	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	36	28			
10:00	0	6	7	10	14	15	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	38	31			
11:00	1	10	6	5	8	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	36	27			
12 PM	2	14	5	8	17	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	34	26			
13:00	1	12	10	7	9	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	36	27			
14:00	3	11	9	7	9	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	36	26			
15:00	4	14	6	5	7	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	36	25			
16:00	0	6	3	3	5	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	40	30			
17:00	2	5	5	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	32	24			
18:00	2	6	4	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	33	24			
19:00	1	7	1	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	33	25			
20:00	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	36	27			
21:00	2	0	0	0	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	38	31			
22:00	0	1	1	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	37	32			
23:00	0	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	35	28			
Total	24	159	121	91	189	169	41	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	809					
%	3.0%	19.7%	15.0%	11.2%	23.4%	20.9%	5.1%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%						
AM Peak	06:00	07:00	09:00	06:00	09:00	09:00	07:00	05:00																		09:00				
Vol.	3	17	21	10	23	24	7	3																		99				
PM Peak	15:00	12:00	13:00	12:00	12:00	13:00	16:00	15:00	14:00																	12:00				
Vol.	4	14	10	8	17	10	4	2	1																	55				

Stats	15th Percentile :	17 MPH
	50th Percentile :	29 MPH
	85th Percentile :	37 MPH
	95th Percentile :	40 MPH
	Mean Speed(Average) :	28 MPH
	10 MPH Pace Speed :	30-39 MPH
	Number in Pace :	358
	Percent in Pace :	44.3%
	Number of Vehicles > 35 MPH :	191
	Percent of Vehicles > 35 MPH :	23.6%



PRECISION
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north of Old Bedford Road
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176038 F Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/11/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	1	0	0	1	1	0	0	0	0	0	0	0	0	3	31	22
01:00	1	1	0	0	0	1	0	0	0	0	0	0	0	3	36	21
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	22	20
04:00	0	3	5	0	1	1	1	0	0	0	0	0	0	11	35	25
05:00	4	1	7	14	20	12	7	0	0	0	0	0	0	65	37	30
06:00	1	7	4	7	6	15	5	2	0	0	0	0	0	47	38	31
07:00	2	13	7	4	15	14	6	0	0	0	0	0	0	61	37	29
08:00	2	11	7	10	12	19	3	2	1	0	0	0	0	67	37	30
09:00	0	15	13	13	27	23	8	0	0	0	0	0	0	99	37	30
10:00	3	7	13	12	15	23	4	0	0	1	0	0	0	78	37	30
11:00	5	7	6	8	9	18	3	1	0	0	0	0	0	57	37	29
12 PM	0	5	7	6	17	16	9	2	0	0	0	0	0	62	39	32
13:00	0	4	4	10	19	13	7	2	1	0	0	0	0	60	39	33
14:00	7	6	8	7	16	12	7	1	0	0	0	0	0	64	38	28
15:00	1	7	10	2	11	6	2	1	1	0	0	0	0	41	37	28
16:00	0	7	6	3	2	4	3	1	0	0	0	0	0	26	39	28
17:00	3	2	2	4	7	8	1	0	0	0	0	0	0	27	37	29
18:00	2	1	2	3	3	2	2	0	0	0	0	0	0	15	38	27
19:00	0	1	2	2	3	4	3	0	0	0	0	0	0	15	40	32
20:00	0	0	1	0	3	1	0	0	0	0	0	0	0	5	35	31
21:00	0	0	0	2	0	4	2	0	0	0	0	0	0	8	41	36
22:00	0	0	1	1	3	4	2	0	0	0	0	0	0	11	39	34
23:00	2	0	1	2	0	1	0	0	0	0	0	0	0	6	34	21
Total	34	99	108	111	190	201	75	12	3	1	0	0	0	834		
%	4.1%	11.9%	12.9%	13.3%	22.8%	24.1%	9.0%	1.4%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	09:00	05:00	09:00	09:00	09:00	06:00	08:00	10:00						09:00
Vol.	5	15	13	14	27	23	8	2	1	1						99
PM Peak	14:00	15:00	15:00	13:00	13:00	12:00	12:00	12:00	13:00							14:00
Vol.	7	7	10	10	19	16	9	2	1							64

Stats

- 15th Percentile : 18 MPH
- 50th Percentile : 30 MPH
- 85th Percentile : 38 MPH
- 95th Percentile : 42 MPH

- Mean Speed(Average) : 30 MPH
- 10 MPH Pace Speed : 30-39 MPH
- Number in Pace : 391
- Percent in Pace : 46.9%
- Number of Vehicles > 35 MPH : 252
- Percent of Vehicles > 35 MPH : 30.2%



PRECISION
D A T A
INDUSTRIES, LLC

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Hanscom Drive (Main entrance of Hanscom Field)
north of Old Bedford Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse
SB

176038 F Speed
Site Code: TBA

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th % ile	Ave Speed
04/05/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	0	0	1	1	0	0	0	0	0	0	0	0	2	32	30
01:00	3	26	16	1	0	0	0	0	0	0	0	0	0	46	22	18
02:00	1	2	1	1	1	0	0	0	0	0	0	0	0	6	29	20
03:00	0	1	0	0	0	0	0	1	0	0	0	0	0	2	47	32
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	3	2	0	1	0	0	0	0	0	0	0	0	7	23	19
06:00	1	1	0	4	6	6	0	0	0	0	0	0	0	18	36	30
07:00	0	5	5	5	7	2	0	0	0	0	0	0	0	24	32	26
08:00	1	2	5	6	4	4	0	0	0	0	0	0	0	22	34	27
09:00	4	5	2	13	11	4	2	0	0	0	0	0	0	41	33	27
10:00	2	7	3	10	12	12	3	0	0	0	0	0	0	49	37	29
11:00	2	17	1	9	20	13	3	0	0	0	0	0	0	65	36	28
12 PM	4	15	5	13	21	9	2	0	0	0	0	0	0	69	34	27
13:00	1	11	3	13	21	15	5	0	0	0	0	0	0	69	37	30
14:00	2	18	14	18	18	18	7	0	0	0	0	0	0	95	36	28
15:00	2	26	1	8	15	14	5	1	0	0	0	0	0	72	37	27
16:00	0	16	2	3	4	12	6	3	0	0	0	0	0	46	40	30
17:00	0	10	2	7	16	9	6	0	0	0	0	0	0	50	38	30
18:00	2	8	1	7	13	12	3	0	0	0	0	0	0	46	37	29
19:00	1	5	1	7	5	4	0	0	0	0	0	0	0	23	34	27
20:00	1	5	2	5	5	0	1	0	0	0	0	0	0	19	32	25
21:00	1	4	0	1	1	1	3	0	0	0	0	0	0	11	41	27
22:00	0	0	0	9	4	6	1	1	0	1	0	0	0	22	38	34
23:00	0	6	3	0	4	1	0	0	0	0	0	0	0	14	32	24
Total	29	193	69	141	190	142	47	6	0	1	0	0	0	818		
%	3.5%	23.6%	8.4%	17.2%	23.2%	17.4%	5.7%	0.7%	0.0%	0.1%	0.0%	0.0%	0.0%			
AM Peak	09:00	01:00	01:00	09:00	11:00	11:00	10:00	03:00								11:00
Vol.	4	26	16	13	20	13	3	1								65
PM Peak	12:00	15:00	14:00	14:00	12:00	14:00	14:00	16:00		22:00						14:00
Vol.	4	26	14	18	21	18	7	3		1						95

Stats

15th Percentile : 16 MPH
 50th Percentile : 28 MPH
 85th Percentile : 36 MPH
 95th Percentile : 40 MPH

Mean Speed(Average) : 27 MPH
 10 MPH Pace Speed : 28-37 MPH
 Number in Pace : 332
 Percent in Pace : 40.6%
 Number of Vehicles > 35 MPH : 168
 Percent of Vehicles > 35 MPH : 20.5%



PRECISION
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SB

176038 F Speed
Site Code: TBA

Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed	
04/06/18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18	17	
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	17	
02:00	1	22	18	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	22	20	
03:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	18	17	
04:00	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	32	27	
05:00	3	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	28	19	
06:00	1	1	1	1	6	5	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	39	33	
07:00	1	2	4	5	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	36	29	
08:00	2	0	6	6	7	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	38	30	
09:00	4	5	3	7	7	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	36	27	
10:00	5	8	4	10	17	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	34	27	
11:00	1	10	5	19	14	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	36	28	
12 PM	5	11	4	10	9	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	36	27	
13:00	1	11	11	18	28	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	33	27	
14:00	2	15	9	18	12	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	35	27	
15:00	2	12	2	10	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	35	26	
16:00	6	20	4	1	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	33	23	
17:00	2	7	4	6	13	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	37	29	
18:00	0	6	6	9	11	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	37	29	
19:00	2	7	1	2	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	34	24	
20:00	0	6	1	2	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	36	28	
21:00	0	3	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	36	27	
22:00	1	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	31	22	
23:00	2	8	2	4	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	35	25	
Total	41	174	85	133	180	117	28	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	763			
%	5.4%	22.8%	11.1%	17.4%	23.6%	15.3%	3.7%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	10:00	02:00	02:00	11:00	10:00	11:00	08:00	08:00	09:00	06:00																	11:00		
Vol.	5	22	18	19	17	15	3	1	1	1																	65		
PM Peak	16:00	16:00	13:00	13:00	13:00	12:00	17:00	19:00																			13:00		
Vol.	6	20	11	18	28	12	4	1																			76		

Stats

- 15th Percentile : 16 MPH
- 50th Percentile : 27 MPH
- 85th Percentile : 35 MPH
- 95th Percentile : 38 MPH

Mean Speed(Average) : 27 MPH

- 10 MPH Pace Speed : 25-34 MPH
- Number in Pace : 313
- Percent in Pace : 41.0%
- Number of Vehicles > 35 MPH : 127
- Percent of Vehicles > 35 MPH : 16.6%



PRECISION
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Hanscom Drive (Main entrance of Hanscom Field)
north of Old Bedford Road
City, State: Lincoln, MA

Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 F Speed
Site Code: TBA

SB

Start Time	1	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th %ile	Ave Speed
04/07/	14	19	24	29	34	39	44	49	54	59	64	69	9999			
18	0	2	3	0	1	1	0	0	0	0	0	0	0	7	33	24
01:00	0	1	0	0	2	0	0	0	0	0	0	0	0	3	32	27
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18	17
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2	37	27
06:00	2	1	1	4	0	3	4	0	0	0	0	0	0	15	41	29
07:00	0	3	0	3	2	0	0	1	0	0	0	0	0	9	33	27
08:00	1	4	1	2	2	4	0	0	0	0	0	0	0	14	36	26
09:00	0	4	2	1	3	1	0	1	0	0	0	0	0	12	34	27
10:00	0	6	2	3	8	9	4	2	0	0	0	0	0	34	40	32
11:00	3	9	2	5	9	2	1	0	0	0	0	0	0	31	33	24
12 PM	1	10	1	4	10	10	0	1	0	0	0	0	0	37	36	28
13:00	1	6	6	9	5	2	1	0	1	0	0	0	0	31	33	26
14:00	1	10	3	5	7	4	7	0	0	0	0	0	0	37	40	28
15:00	0	5	2	5	8	6	2	0	0	0	0	0	0	28	37	29
16:00	2	4	2	2	8	7	2	0	0	0	0	0	0	27	37	29
17:00	1	5	1	4	9	9	2	1	0	0	0	0	0	32	38	30
18:00	0	4	0	0	7	5	2	1	0	0	0	0	0	19	39	32
19:00	2	1	1	1	4	8	0	0	0	0	0	0	0	17	37	30
20:00	1	1	0	0	1	1	0	0	0	0	0	0	0	4	36	23
21:00	0	3	0	1	4	0	0	0	0	0	0	0	0	8	32	26
22:00	0	2	0	0	3	1	0	0	0	0	0	0	0	6	34	28
23:00	0	11	2	2	0	3	1	0	0	0	0	0	0	19	35	23
Total	15	95	29	51	93	77	26	7	1	0	0	0	0	394		
%	3.8%	24.1%	7.4%	12.9%	23.6%	19.5%	6.6%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	00:00	11:00	11:00	10:00	06:00	10:00						10:00		
Vol.	3	9	3	5	9	9	4	2						34		
PM Peak	16:00	23:00	13:00	13:00	12:00	12:00	14:00	12:00	13:00					12:00		
Vol.	2	11	6	9	10	10	7	1	1					37		

Stats

15th Percentile : 16 MPH
50th Percentile : 29 MPH
85th Percentile : 37 MPH
95th Percentile : 41 MPH

Mean Speed(Average) : 28 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 170
Percent in Pace : 43.1%
Number of Vehicles > 35 MPH : 96
Percent of Vehicles > 35 MPH : 24.3%



Hanscom Drive (Main entrance of Hanscom Field)
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PRECISION
DATA
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176038 F Speed
Site Code: TBA

Table with columns: Start Time, 1, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, Total, 85th %ile, Ave Speed. Rows include hourly data from 04:00 to 23:00 and a Total row.

Summary table with columns: AM Peak, PM Peak, Vol. and corresponding time intervals and volume counts.

Stats
15th Percentile : 16 MPH
50th Percentile : 29 MPH
85th Percentile : 37 MPH
95th Percentile : 41 MPH
Mean Speed(Average) : 28 MPH
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 190
Percent in Pace : 43.7%
Number of Vehicles > 35 MPH : 97
Percent of Vehicles > 35 MPH : 22.4%



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Table with columns: Start Time, 14-70, Total, 85th %ile, Ave Speed. Rows include hourly data from 04:00 to 23:00, a Total row, and AM/PM Peak Vol. rows.

Stats table with columns: Stats, 15th Percentile, 50th Percentile, 85th Percentile, 95th Percentile, Mean Speed(Average), 10 MPH Pace Speed, Number in Pace, Percent in Pace, Number of Vehicles > 35 MPH, Percent of Vehicles > 35 MPH.



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176038 F Speed
Site Code: TBA

Table with columns: Start Time, 1, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, Total, 85th %ile, Ave Speed. Rows include hourly data from 04/10/18 to 23:00, a Total row, and AM/PM Peak Vol. rows.

Stats
15th Percentile : 16 MPH
50th Percentile : 28 MPH
85th Percentile : 36 MPH
95th Percentile : 40 MPH
Mean Speed(Average) : 27 MPH
10 MPH Pace Speed : 25-34 MPH
Number in Pace : 353
Percent in Pace : 44.6%
Number of Vehicles > 35 MPH : 142
Percent of Vehicles > 35 MPH : 18.0%



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Start Time	14	15	19	20	24	25	29	30	34	35	39	40	44	45	49	50	54	55	59	60	64	65	69	70	9999	Total	85th % ile	Ave Speed
04/11/18	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	32	30	
01:00	2	26	11	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	21	19	
02:00	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	18	15	
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	18	17	
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	18	17	
05:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	18	16	
06:00	2	4	1	4	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	38	28	
07:00	2	2	2	4	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	37	28	
08:00	1	5	1	3	11	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	36	30	
09:00	3	4	3	13	13	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	36	29	
10:00	3	8	3	10	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	33	26	
11:00	4	10	8	6	15	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	37	28	
12 PM	2	11	2	14	16	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	36	28	
13:00	3	14	4	9	24	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	34	27	
14:00	3	18	10	26	24	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	35	28	
15:00	2	19	2	19	20	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	36	28	
16:00	4	15	3	8	9	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	35	25	
17:00	3	6	0	9	15	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	37	29	
18:00	1	12	3	7	14	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	36	28	
19:00	1	12	2	6	5	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	37	27	
20:00	0	2	2	2	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	37	31	
21:00	0	3	3	4	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	36	28	
22:00	0	1	4	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	39	31	
23:00	0	10	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	30	22	
Total	39	200	67	148	205	137	41	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	841			
%	4.6%	23.8%	8.0%	17.6%	24.4%	16.3%	4.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	11:00	01:00	01:00	09:00	11:00	11:00	09:00	11:00																11:00				
Vol.	4	26	11	13	15	10	4	1																58				
PM Peak	16:00	15:00	14:00	14:00	13:00	15:00	14:00	13:00																14:00				
Vol.	4	19	10	26	24	15	7	1																100				

Stats

- 15th Percentile : 16 MPH
- 50th Percentile : 27 MPH
- 85th Percentile : 36 MPH
- 95th Percentile : 39 MPH

- Mean Speed(Average) : 27 MPH
- 10 MPH Pace Speed : 25-34 MPH
- Number in Pace : 353
- Percent in Pace : 42.0%
- Number of Vehicles > 35 MPH : 155
- Percent of Vehicles > 35 MPH : 18.4%



PRECISION
D A T A
INDUSTRIES, LLC

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Hanscom Drive (Main entrance of Hanscom Field)
north of Old Bedford Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 F Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/5/2018 Thu					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	1	8	2	14	3	22						
12:15	1	19	0	17	1	36						
12:30	2	12	0	21	2	33						
12:45	0	4	12	51	0	2	69	6	29	120		
01:00	1	12	0	9	1	21						
01:15	1	17	2	11	3	28						
01:30	0	15	38	19	38	34						
01:45	0	2	16	60	6	46	69	6	48	46	129	
02:00	0	21	1	38	1	59						
02:15	0	11	2	17	2	28						
02:30	0	12	0	24	0	36						
02:45	0	0	3	47	3	6	95	3	6	19	142	
03:00	0	9	1	17	1	26						
03:15	0	18	0	13	0	31						
03:30	1	10	1	27	2	37						
03:45	1	2	6	43	0	2	15	72	1	4	21	115
04:00	1	9	0	16	1	25						
04:15	2	4	0	14	2	18						
04:30	1	4	0	9	1	13						
04:45	3	7	3	20	0	0	7	46	3	7	10	66
05:00	1	9	1	17	2	26						
05:15	15	10	0	13	15	23						
05:30	14	5	3	7	17	12						
05:45	27	57	8	32	3	7	13	50	30	64	21	82
06:00	16	5	4	14	20	19						
06:15	22	4	3	11	25	15						
06:30	11	5	7	12	18	17						
06:45	13	62	4	18	4	18	9	46	17	80	13	64
07:00	21	3	6	10	27	13						
07:15	11	6	4	6	15	12						
07:30	10	2	9	5	19	7						
07:45	12	54	1	12	5	24	2	23	17	78	3	35
08:00	12	2	2	3	14	5						
08:15	16	0	6	3	22	3						
08:30	8	1	7	5	15	6						
08:45	21	57	3	6	7	22	8	19	28	79	11	25
09:00	26	1	9	3	35	4						
09:15	15	2	11	2	26	4						
09:30	31	1	10	3	41	4						
09:45	22	94	4	8	11	41	3	11	33	135	7	19
10:00	20	1	18	5	38	6						
10:15	19	1	13	9	32	10						
10:30	17	3	10	3	27	6						
10:45	18	74	4	9	8	49	5	22	26	123	9	31
11:00	17	0	12	10	29	10						
11:15	18	0	15	3	33	3						
11:30	19	0	18	0	37	0						
11:45	20	74	2	2	20	65	1	14	40	139	3	16
Total	487		308		282		536		769		844	
Percent	63.3%		36.5%		36.7%		63.5%					
Day Total		795		818		1613						
Peak	09:00	-	01:15	-	11:00	-	01:45	-	09:30	-	01:45	-
Vol.	94	-	69	-	65	-	109	-	144	-	169	-
P.H.F.	0.758		0.821		0.813		0.717		0.878		0.716	



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Hanscom Drive (Main entrance of Hanscom Field)
north of Old Bedford Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 F Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/6/2018 Fri
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	0	13	0	12	0	25	
12:15	0	12	0	18	0	30	
12:30	0	14	2	12	2	26	
12:45	0	12	51	0	2	12	54
01:00	0	11	0	19	0	30	105
01:15	0	7	1	11	1	18	
01:30	1	11	0	20	1	31	
01:45	0	14	43	0	1	26	76
02:00	2	14	0	27	2	41	119
02:15	4	11	1	12	5	23	
02:30	1	5	3	19	4	24	
02:45	0	12	42	39	43	12	70
03:00	1	9	4	13	5	22	
03:15	0	11	2	10	2	21	
03:30	2	3	2	7	4	10	
03:45	2	9	32	0	8	12	42
04:00	6	8	1	13	7	21	74
04:15	1	4	0	21	1	25	
04:30	0	6	0	8	0	14	
04:45	4	4	22	2	3	10	52
05:00	4	6	1	6	5	12	74
05:15	7	8	1	13	8	21	
05:30	26	5	1	10	27	15	
05:45	23	6	25	7	10	15	44
06:00	19	6	5	13	24	19	70
06:15	17	4	4	12	21	16	69
06:30	14	5	5	10	19	15	
06:45	16	3	18	4	18	8	43
07:00	18	3	5	5	23	8	84
07:15	17	5	10	5	27	10	11
07:30	13	3	6	4	19	7	61
07:45	20	3	14	9	30	5	19
08:00	25	3	9	4	34	7	98
08:15	23	2	7	2	30	4	8
08:30	17	2	3	3	20	5	33
08:45	25	2	9	13	32	9	18
09:00	22	0	8	3	30	3	122
09:15	31	1	13	1	44	2	11
09:30	14	1	10	3	24	4	27
09:45	13	0	2	5	36	1	18
10:00	13	2	16	3	29	5	116
10:15	14	2	13	2	27	4	8
10:30	15	3	18	5	33	8	109
10:45	14	0	7	6	53	1	11
11:00	14	0	19	9	33	9	109
11:15	16	0	15	6	31	6	9
11:30	8	2	12	3	20	5	116
11:45	13	2	4	19	32	9	25
Total	495	269	301	462	796	731	
Percent	62.2%	36.8%	37.8%	63.2%			
Day Total		764		763		1527	
Peak	08:30	-	12:00	-	11:00	-	01:30
Vol.	95	-	51	-	65	-	85
P.H.F.	0.766	-	0.911	-	0.855	-	0.773



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north of Old Bedford Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 F Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/7/2018 Sat
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	1	20	3	15	4	35	
12:15	1	6	1	4	2	10	
12:30	0	5	3	11	3	16	
12:45	0	2 9	40	0 7	37	0 9	16 77
01:00	0	6	0	11	0	17	
01:15	1	9	1	8	2	17	
01:30	0	8	1	6	1	14	
01:45	0	1 14	37	1 3	6 31	1 4	20 68
02:00	0	8	0	8	0	16	
02:15	0	9	0	9	0	18	
02:30	0	10	0	11	0	21	
02:45	0	0 6	33	0 0	9 37	0 0	15 70
03:00	0	7	0	9	0	16	
03:15	0	6	1	6	1	12	
03:30	3	6	1	8	4	14	
03:45	1	4 4	23	0 2	5 28	1 6	9 51
04:00	0	4	0	3	0	7	
04:15	1	8	0	7	1	15	
04:30	1	5	0	12	1	17	
04:45	2	4 3	20	0 0	5 27	2 4	8 47
05:00	1	3	1	5	2	8	
05:15	1	4	0	4	1	8	
05:30	2	4	1	9	3	13	
05:45	7	11 3	14	0 2	14 32	7 13	17 46
06:00	2	0	2	4	4	4	
06:15	8	2	3	7	11	9	
06:30	6	1	6	4	12	5	
06:45	5	21 2	5	4 15	4 19	9 36	6 24
07:00	5	4	5	3	10	7	
07:15	10	2	1	7	11	9	
07:30	10	5	2	6	12	11	
07:45	13	38 0	11	1 9	1 17	14 47	1 28
08:00	8	0	2	0	10	0	
08:15	10	2	5	3	15	5	
08:30	9	0	5	1	14	1	
08:45	10	37 0	2	2 14	0 4	12 51	0 6
09:00	4	1	2	1	6	2	
09:15	4	3	2	0	6	3	
09:30	7	1	4	5	11	6	
09:45	12	27 1	6	4 12	2 8	16 39	3 14
10:00	13	1	5	1	18	2	
10:15	9	4	8	2	17	6	
10:30	9	1	12	3	21	4	
10:45	6	37 2	8	9 34	0 6	15 71	2 14
11:00	2	1	11	9	13	10	
11:15	3	2	2	3	5	5	
11:30	9	0	8	3	17	3	
11:45	10	24 0	3	10 31	4 19	20 55	4 22
Total	206	202	129	265	335	467	
Percent	61.5%	43.3%	38.5%	56.7%			
Day Total		408		394		802	
Peak	09:45	- 01:45	- 10:15	- 02:15	- 09:45	- 12:00	- - -
Vol.	43	- 41	- 40	- 38	- 72	- 77	- - -
P.H.F.	0.827	0.732	0.833	0.864	0.857	0.550	



PRECISION
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Hanscom Drive (Main entrance of Hanscom Field)
north of Old Bedford Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 F Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/8/2018 Sun							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	0	5	3	7	3	12								
12:15	0	5	0	7	0	12								
12:30	1	9	3	6	4	15								
12:45	0	1	8	27	2	9	56							
01:00	0	4	0	11	0	15								
01:15	0	7	0	8	0	15								
01:30	0	14	0	8	0	22								
01:45	0	0	15	40	1	1	70							
02:00	0	12	0	12	0	24								
02:15	1	5	0	5	1	10								
02:30	0	9	0	13	0	22								
02:45	0	1	6	32	0	0	74							
03:00	0	6	0	10	0	16								
03:15	0	5	0	4	0	9								
03:30	1	3	0	8	1	11								
03:45	0	1	9	23	0	0	53							
04:00	3	0	2	2	5	2								
04:15	1	6	1	5	2	11								
04:30	1	3	0	10	1	13								
04:45	4	9	9	18	1	4	45							
05:00	0	4	0	12	0	16								
05:15	4	3	0	14	4	17								
05:30	4	7	0	14	4	21								
05:45	5	13	3	17	2	3	60							
06:00	4	4	3	6	7	10								
06:15	11	6	2	8	13	14								
06:30	4	5	3	10	7	15								
06:45	12	31	3	18	1	9	48							
07:00	2	2	1	6	3	8								
07:15	10	2	3	3	13	5								
07:30	4	4	1	6	5	10								
07:45	12	28	3	11	1	6	32							
08:00	3	3	0	7	3	10								
08:15	8	2	2	3	10	5								
08:30	3	2	4	3	7	5								
08:45	5	19	2	9	3	9	26							
09:00	1	2	6	4	7	6								
09:15	4	3	3	1	7	4								
09:30	7	3	2	4	9	7								
09:45	9	21	2	10	8	19	19							
10:00	10	2	1	3	11	5								
10:15	5	3	6	10	11	13								
10:30	8	3	2	3	10	6								
10:45	8	31	1	9	11	20	26							
11:00	6	1	7	13	13	14								
11:15	2	3	7	6	9	9								
11:30	4	2	4	7	8	9								
11:45	4	16	3	9	9	43	44							
Total	171	223	105	330	276	553								
Percent	62.0%	40.3%	38.0%	59.7%										
Day Total		394		435		829								
Peak	09:45	-	01:15	-	10:45	-	04:45	-	10:15	-	01:15	-	-	-
Vol.	32	-	48	-	29	-	50	-	53	-	79	-	-	-
P.H.F.	0.667		0.800		0.659		0.893		0.697		0.823			



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north of Old Bedford Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 F Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/9/2018 Mon						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	1	14	2	15	3	29							
12:15	1	13	5	12	6	25							
12:30	0	29	3	13	3	42							
12:45	0	2	26	82	5	15	12	134					
01:00	0	12	3	21	3	33							
01:15	2	9	3	10	5	19							
01:30	1	19	1	17	2	36							
01:45	0	3	16	56	2	9	17	121					
02:00	0	10	0	38	0	48							
02:15	0	13	0	10	0	23							
02:30	0	8	0	21	0	29							
02:45	0	0	17	48	0	0	12	129					
03:00	0	12	0	22	0	34							
03:15	0	9	0	11	0	20							
03:30	0	5	0	10	0	15							
03:45	1	1	10	36	0	0	1	101					
04:00	2	9	0	14	2	23							
04:15	5	3	1	14	6	17							
04:30	5	7	1	14	6	21							
04:45	2	14	3	22	4	14	18	78					
05:00	2	2	1	12	3	14							
05:15	12	6	0	10	12	16							
05:30	22	3	2	12	24	15							
05:45	26	62	10	21	2	5	17	67	72				
06:00	19	4	5	8	24	12							
06:15	27	4	6	18	33	22							
06:30	9	5	6	16	15	21							
06:45	17	72	5	18	6	23	95	15	70				
07:00	21	3	6	8	27	11							
07:15	16	4	2	4	18	8							
07:30	18	1	19	5	37	6							
07:45	14	69	3	11	6	33	5	22	20	102	8	33	
08:00	12	4	7	9	19	13							
08:15	23	1	16	4	39	5							
08:30	19	2	7	6	26	8							
08:45	24	78	0	7	2	32	1	20	26	110	1	27	
09:00	18	1	7	6	25	7							
09:15	21	3	10	2	31	5							
09:30	19	2	10	5	29	7							
09:45	22	80	2	8	13	40	5	18	35	120	7	26	
10:00	17	2	11	3	28	5							
10:15	23	0	14	2	37	2							
10:30	16	3	13	3	29	6							
10:45	16	72	0	5	8	46	1	9	24	118	1	14	
11:00	16	0	22	7	38	7							
11:15	11	0	12	7	23	7							
11:30	11	0	14	1	25	1							
11:45	16	54	0	0	9	57	0	15	25	111	0	15	
Total	507		314		264		506		771		820		
Percent	65.8%		38.3%		34.2%		61.7%						
Day Total		821			770				1591				
Peak	05:30	-	12:00	-	10:15	-	01:45	-	09:30	-	01:30	-	-
Vol.	94	-	82	-	57	-	86	-	129	-	140	-	-
P.H.F.	0.870		0.707		0.648		0.566		0.872		0.729		



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176038 F Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/10/2018 Tue					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	0	13	1	10	1	23						
12:15	1	16	1	14	2	30						
12:30	0	9	0	10	0	19						
12:45	0	1	17	55	1	3	22	56	1	4	39	111
01:00	0	10	0	14	0	24						
01:15	0	19	0	15	0	34						
01:30	0	8	2	15	2	23						
01:45	0	0	14	51	0	2	19	63	0	2	33	114
02:00	0	14	0	41	0	55						
02:15	0	16	0	9	0	25						
02:30	0	10	1	21	1	31						
02:45	0	0	8	48	1	2	18	89	1	2	26	137
03:00	0	9	0	19	0	28						
03:15	0	13	0	17	0	30						
03:30	1	16	0	16	1	32						
03:45	1	2	8	46	0	0	19	71	1	2	27	117
04:00	1	7	0	20	1	27						
04:15	2	8	0	22	2	30						
04:30	2	7	0	8	2	15						
04:45	6	11	5	27	0	0	13	63	6	11	18	90
05:00	6	8	0	18	6	26						
05:15	14	7	0	11	14	18						
05:30	21	2	4	11	25	13						
05:45	21	62	4	21	3	7	15	55	24	69	19	76
06:00	20	7	6	16	26	23						
06:15	13	4	3	12	16	16						
06:30	19	6	3	17	22	23						
06:45	16	68	3	20	4	16	9	54	20	84	12	74
07:00	21	4	4	11	25	15						
07:15	21	5	8	7	29	12						
07:30	13	4	14	5	27	9						
07:45	24	79	4	17	6	32	8	31	30	111	12	48
08:00	11	1	3	5	14	6						
08:15	14	1	7	4	21	5						
08:30	23	1	12	8	35	9						
08:45	27	75	1	4	10	32	0	17	37	107	1	21
09:00	24	3	9	5	33	8						
09:15	23	2	8	3	31	5						
09:30	23	1	13	6	36	7						
09:45	29	99	4	10	16	46	2	16	45	145	6	26
10:00	15	3	25	3	40	6						
10:15	10	1	6	1	16	2						
10:30	17	3	14	4	31	7						
10:45	18	60	3	10	14	59	6	14	32	119	9	24
11:00	7	1	12	11	19	12						
11:15	9	1	7	7	16	8						
11:30	12	3	9	2	21	5						
11:45	10	38	0	5	15	43	1	21	25	81	1	26
Total	495		314		242		550		737		864	
Percent	67.2%		36.3%		32.8%		63.7%					
Day Total		809			792				1601			
Peak	09:00	-	12:00	-	09:15	-	01:15	-	09:15	-	01:15	-
Vol.	99	-	55	-	62	-	90	-	152	-	145	-
P.H.F.	0.853		0.809		0.620		0.549		0.844		0.659	



PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Hanscom Drive (Main entrance of Hanscom Field)
north of Old Bedford Road
City, State: Lincoln, MA
Client: Fitzgerald & Halliday, Inc. / M.Morehouse

176038 F Volume
Site Code: TBA

Start Time	NB		SB		Combin ed		4/11/2018 Wed							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.								
12:00	2	10	2	19	4	29								
12:15	0	19	0	13	0	32								
12:30	1	9	0	9	1	18								
12:45	0	3 24	62	0	2 19	60	5 43 122							
01:00	0	20	0	20	0	40								
01:15	3	11	3	10	6	21								
01:30	0	14	0	12	0	26								
01:45	0	3 15	60	37	40	22	64 37 43 37 124							
02:00	0	13	7	41	7	54								
02:15	0	18	1	16	1	34								
02:30	0	18	1	28	1	46								
02:45	0	0 15	64	0	9 15	100	0 9 30 164							
03:00	0	13	0	22	0	35								
03:15	0	11	1	19	1	30								
03:30	1	9	0	14	1	23								
03:45	2	3 8	41	2	3 27	82	4 6 35 123							
04:00	0	11	3	14	3	25								
04:15	1	9	0	7	1	16								
04:30	3	4	0	15	3	19								
04:45	7	11 2	26	0	3 13	49	7 14 15 75							
05:00	2	9	1	12	3	21								
05:15	11	7	3	7	14	14								
05:30	14	6	1	16	15	22								
05:45	38	65 5	27	2	7 10	45	40 72 15 72							
06:00	14	2	6	13	20	15								
06:15	9	5	3	13	12	18								
06:30	13	3	3	11	16	14								
06:45	11	47 5	15	11	23 15	52	22 70 20 67							
07:00	21	5	2	8	23	13								
07:15	12	3	5	13	17	16								
07:30	13	4	4	6	17	10								
07:45	15	61 3	15	9	20 10	37	24 81 13 52							
08:00	15	2	7	3	22	5								
08:15	15	1	7	6	22	7								
08:30	13	0	9	3	22	3								
08:45	24	67 2	5	7	30 8	20	31 97 10 25							
09:00	16	0	8	3	24	3								
09:15	37	2	12	1	49	3								
09:30	21	3	13	6	34	9								
09:45	25	99 3	8	14	47 6	16	39 146 9 24							
10:00	11	1	17	3	28	4								
10:15	26	1	9	1	35	2								
10:30	28	4	9	3	37	7								
10:45	13	78 5	11	8	43 5	12	21 121 10 23							
11:00	15	0	15	6	30	6								
11:15	13	4	15	8	28	12								
11:30	12	1	13	2	25	3								
11:45	17	57 1	6	15	58 3	19	32 115 4 25							
Total	494	340	285	556	779	896								
Percent	63.4%	37.9%	36.6%	62.1%										
Day Total		834		841		1675								
Peak	09:00	-	00:15	-	11:00	-	01:45	-	09:15	-	01:45	-	-	-
Vol.	99	-	72	-	58	-	107	-	150	-	171	-	-	-
P.H.F.	0.669	-	0.750	-	0.853	-	0.652	-	0.765	-	0.792	-	-	-

Appendix C-4

2018 Vehicle Occupancy Survey

Hanscom Drive AM Vehicle Occupancy Counts

Date: 4/5/2018
 Time: 6:00 AM - 9:00 AM
 Major Street: N/S: Hanscom Drive
 Minor Street: E/W: Old Bedford Road
 City, State: Lexington, MA

Start Time	Entering Hanscom Drive from South				Exiting Hanscom Drive from South			
	1	2	3+	Total	1	2	3+	Total
6:00 AM	14	0	0	14	3	1	0	4
6:15 AM	16	3	0	19	2	1	0	3
6:30 AM	11	0	0	11	6	1	0	7
6:45 AM	11	0	2	13	3	0	1	4
7:00 AM	19	1	0	20	5	0	1	6
7:15 AM	9	1	0	10	3	0	0	3
7:30 AM	9	0	1	10	8	0	1	9
7:45 AM	13	0	0	13	5	0	0	5
8:00 AM	11	2	0	13	3	0	0	3
8:15 AM	13	1	0	14	2	2	0	4
8:30 AM	9	0	0	9	5	0	1	6
8:45 AM	15	1	3	19	6	1	1	8
Total Vehicles	150	9	6	165	51	6	5	62
Total Passengers	150	18	18	186	51	12	15	78
VOR	1.13				1.26			
	1.16							

Hanscom Drive PM Vehicle Occupancy Counts

Date: 4/4/2018
 Time: 3:00 PM - 6:00 PM
 Major Street: N/S: Hanscom Drive
 Minor Street: E/W: Old Bedford Road
 City, State: Lexington, MA

Start Time	Entering Hanscom Drive from South				Exiting Hanscom Drive from North			
	1	2	3+	Total	1	2	3+	Total
3:00 PM	1	1	1	3	7	2	2	11
3:15 PM	6	0	0	6	12	0	0	12
3:30 PM	4	2	0	6	15	0	0	15
3:45 PM	4	2	1	7	6	2	1	9
4:00 PM	7	4	1	12	12	2	0	14
4:15 PM	7	2	1	10	7	4	0	11
4:30 PM	2	1	0	3	8	2	0	10
4:45 PM	4	2	0	6	5	2	0	7
5:00 PM	2	0	0	2	15	1	1	17
5:15 PM	2	0	0	2	7	3	0	10
5:30 PM	4	1	0	5	7	0	1	8
5:45 PM	2	2	0	4	12	1	0	13
Total Vehicles	45	17	4	66	113	19	5	137
Total Passengers	45	34	12	91	113	38	15	166
VOR	1.38				1.21			
	1.27							

Hanscom Drive Total Vehicle Occupancy Counts

		Entering Hanscom Drive from South				Exiting Hanscom Drive From South			
Start Time		1	2	3+	Total	1	2	3+	Total
AM	Total Vehicles	150	9	6	165	51	6	5	62
	Total Passengers	150	18	18	186	51	12	15	78
	VOR	1.13				1.26			
1.16									
PM	Total Vehicles	45	17	4	66	113	19	5	137
	Total Passengers	45	34	12	91	113	38	15	166
	VOR	1.38				1.21			
1.27									
Total	Total Vehicles	195	26	10	231	164	25	10	199
	Total Passengers	195	52	30	277	164	50	30	244
	VOR	1.20				1.23			
1.21									

Appendix C-5

2018 Parking Survey Counts

Hanscom Field Parking Survey Count

Date: 4/4/2018

Time: 11:00 A.M – 1:00 P.M.

2005 GLP No.	Facility	Number of Parking Spaces				Comments
		2000	2005	2012	2018	
1	Hanger 1	37	37	37	37*	11 spaces not striped
2	Hanger 2	20	20	20	22*	
3	Hanger 3	22	22	20	20*	
7	Field Maintenance Building	18	18	18	18*	5 spaces not striped
8	Air Traffic Control Tower	93	107	107	105*	16 spaces not striped, 4 vehicles in unmarked spaces
9	Storage Building	n/a	n/a	18	18*	
9A	Sand Storage Building	n/a	0	0	0*	
10	Hanger 10	64	64	64	37	35 vacant spaces
11	Hanger 11	34	34	34	11	6 vacant spaces
11A	Hanger 11A	25	25	25	18	5 vacant spaces, 1 vehicle in an unmarked space
12	Hanger 12	12	12	12	12	9 vacant spaces
12A	Hanger 12A	57	57	57	n/a	Under construction
13	Hanger 13	12	15	15	14	1 vacant space, 3 vehicles in unmarked spaces
14	FBO Facility	10	10	10	10	2 vacant spaces, 1 vehicle in an unmarked space
15	Civil Air Terminal Building	701	667	667	444	222 vacant spaces, 18 spaces with snow
16	Hanger 16	11	45	45	45	28 vacant spaces
17	Hanger 17	25	25	25	31	21 vacant spaces
20	Maintenance Building	23	23	23	0	No striped spaces, 2 vehicles parked
21	Hanger 21	142	142	142	178	72 vacant spaces, dumpster in 1 space
22	FBO Garage and Fuel Farm	0	0	0	5*	
23	Draper Lab	n/a	17	17	17*	No striped spaces
24	Hanger 24	42	42	70	97	41 vacant spaces, 5 spaces had snow
25	Draper Lab	26	26	26	26*	Spaces not striped, observed from outside fence
30	Customs Trailer	0	5	5	5*	Spaces not striped
31	T-Hanger Row A	12	12	12	0	Spaces not striped, no vehicles observed
32	T-Hanger Row B	12	12	12	0	Spaces not striped, no vehicles observed
33	T-Hanger Row C	12	12	12	0	Spaces not striped, no vehicles observed
34	T-Hanger Row D	12	12	12	0	Spaces not striped, no vehicles observed
35	T-Hanger Row E	12	12	12	0	Spaces not striped, no vehicles observed
36	T-Hanger Row F	12	12	12	0	Spaces not striped, no vehicles observed
37	T-Hanger Row G	8	8	8	17*	Spaces not at building, but at entrance to hangers
38	T-Hanger Row H	12	12	12	0*	No striped spaces
39	T-Hanger Row J	18	18	18	0*	No striped spaces
New Lot	At Entrance	n/a	n/a	n/a	77	46 vacant spaces
Total		1484	1523	1567	974	

* = Could not access, parking spaces from Google Earth

Appendix C-6

SYNCRO Level of Service Analysis: 2018

Intersection												
Int Delay, s/veh	10.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕			↕	↗
Traffic Vol, veh/h	17	211	117	0	13	5	138	44	0	5	21	6
Future Vol, veh/h	17	211	117	0	13	5	138	44	0	5	21	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	300	-	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	85	83	25	65	100	87	84	39	33	53	42
Heavy Vehicles, %	0	1	1	0	1	1	0	4	0	0	2	2
Mvmt Flow	29	248	141	0	20	5	159	52	0	15	40	14

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	453	440	40	-	440	52	40	0	-	52	0	0
Stage 1	70	70	-	-	370	-	-	-	-	-	-	-
Stage 2	383	370	-	-	70	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.51	6.21	-	6.51	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.51	-	-	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.51	-	-	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.009	3.309	-	4.009	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	520	513	1034	0	513	1019	1583	-	0	1567	-	-
Stage 1	945	839	-	0	622	-	-	-	0	-	-	-
Stage 2	644	622	-	0	839	-	-	-	0	-	-	-
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	458	456	1034	-	456	1019	1583	-	-	1567	-	-
Mov Cap-2 Maneuver	458	456	-	-	456	-	-	-	-	-	-	-
Stage 1	848	831	-	-	558	-	-	-	-	-	-	-
Stage 2	554	558	-	-	831	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.9		12.2		5.7		1.6	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1583	-	456	456	1034	456	559	1567	-	-
HCM Lane V/C Ratio	0.1	-	0.336	0.272	0.136	0.022	0.027	0.01	-	-
HCM Control Delay (s)	7.5	0	16.8	15.8	9	13.1	11.6	7.3	-	-
HCM Lane LOS	A	A	C	C	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	1.5	1.1	0.5	0.1	0.1	0	-	-

Intersection						
Int Delay, s/veh	79.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	308	895	438	320	110	141
Future Vol, veh/h	308	895	438	320	110	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Stop
Storage Length	100	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	92	95	84	83	81
Heavy Vehicles, %	1	1	5	3	3	2
Mvmt Flow	358	973	461	381	133	174
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	461	0	-	0	2150	461
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	1689	-
Critical Hdwy	4.11	-	-	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.209	-	-	-	3.527	3.318
Pot Cap-1 Maneuver	1105	-	-	-	~ 53	600
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	163	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1105	-	-	-	~ 36	600
Mov Cap-2 Maneuver	-	-	-	-	~ 36	-
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	163	-
Approach	EB	WB	SB			
HCM Control Delay, s	2.6	0	\$ 628.4			
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1105	-	-	-	36	600
HCM Lane V/C Ratio	0.324	-	-	-	3.681	0.29
HCM Control Delay (s)	9.8	-	-	-	\$ 1436.1	13.4
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	1.4	-	-	-	15.3	1.2
Notes						
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	29	173	228	140	320
Future Vol, veh/h	40	29	173	228	140	320
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	50	89	86	94	91
Heavy Vehicles, %	10	7	1	1	0	2
Mvmt Flow	62	58	194	265	149	352
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	977	327	0	0	459	0
Stage 1	327	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Critical Hdwy	6.5	6.27	-	-	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	-	-	2.2	-
Pot Cap-1 Maneuver	269	703	-	-	1113	-
Stage 1	713	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	224	703	-	-	1113	-
Mov Cap-2 Maneuver	224	-	-	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	21.6	0	2.6			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	335	1113	-	
HCM Lane V/C Ratio	-	-	0.357	0.134	-	
HCM Control Delay (s)	-	-	21.6	8.7	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	1.6	0.5	-	

Intersection												
Int Delay, s/veh	7.2											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	182	0	0	0	0	0	0	0	0	115	0
Future Vol, veh/h	0	182	0	0	0	0	0	0	0	0	115	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	86	92	92	92	92	92	92	92	92	86	92
Heavy Vehicles, %	2	7	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	212	0	0	0	0	0	0	0	0	134	0

Major/Minor	Minor1	Minor2	Major1	Major2
Conflicting Flow All	- 134	- - 134	- - 0	- - - 0
Stage 1	- 0	- - 134	- - -	- - - -
Stage 2	- 134	- - 0	- - -	- - - -
Critical Hdwy	- 6.57	- - 6.52	- - -	- - - -
Critical Hdwy Stg 1	- 5.57	- - 5.52	- - -	- - - -
Critical Hdwy Stg 2	- 5.57	- - 5.52	- - -	- - - -
Follow-up Hdwy	- 4.063	- - 4.018	- - -	- - - -
Pot Cap-1 Maneuver	0 748	0 0 757	0 0 - 0 0	- 0 0 - 0
Stage 1	0 -	0 0 785	0 0 - 0 0	- 0 0 - 0
Stage 2	0 776	0 0 -	0 0 - 0 0	- 0 0 - 0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	- 748	- - 757	- - -	- - - -
Mov Cap-2 Maneuver	- 748	- - 757	- - -	- - - -
Stage 1	- -	- - 785	- - -	- - - -
Stage 2	- 776	- - -	- - -	- - - -

Approach	NB	SB	NE	SW
HCM Control Delay, s	11.7	0	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NET NBLn1	SBLn1	SWT
Capacity (veh/h)	- 748	- -	-
HCM Lane V/C Ratio	- 0.283	- -	-
HCM Control Delay (s)	- 11.7	0 -	-
HCM Lane LOS	- B	A -	-
HCM 95th %tile Q(veh)	- 1.2	- -	-

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	215	0	0	0	0	0	0	0	0	115	0
Future Vol, veh/h	0	215	0	0	0	0	0	0	0	0	115	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	85	92	92	92	92	92	92	92	92	86	92
Heavy Vehicles, %	2	0	2	2	2	2	2	2	2	2	7	2
Mvmt Flow	0	253	0	0	0	0	0	0	0	0	134	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	134	-	-	134	-	-	0	-	-	-	0
Stage 1	-	134	-	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	134	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.5	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	760	0	0	757	0	0	-	0	0	-	0
Stage 1	0	789	0	0	-	0	0	-	0	0	-	0
Stage 2	0	-	0	0	785	0	0	-	0	0	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	760	-	-	757	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	760	-	-	757	-	-	-	-	-	-	-
Stage 1	-	789	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	785	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	0	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	760	760	-	-	-
HCM Lane V/C Ratio	-	0.166	0.166	-	-	-
HCM Control Delay (s)	-	10.7	10.7	0	0	-
HCM Lane LOS	-	B	B	A	A	-
HCM 95th %tile Q(veh)	-	0.6	0.6	-	-	-

Intersection						
Int Delay, s/veh	9.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	215	0	0	0	0	452
Future Vol, veh/h	215	0	0	0	0	452
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	92	92	92	92	85
Heavy Vehicles, %	0	2	2	2	2	2
Mvmt Flow	253	0	0	0	0	532

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	900	-	-
HCM Lane V/C Ratio	0.591	-	-
HCM Control Delay (s)	14.6	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	4	-	-

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕			↕	↗
Traffic Vol, veh/h	6	13	151	0	215	1	105	21	0	1	44	22
Future Vol, veh/h	6	13	151	0	215	1	105	21	0	1	44	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	300	-	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	81	78	97	90	25	90	57	39	25	62	50
Heavy Vehicles, %	0	8	0	0	1	0	0	13	0	0	6	0
Mvmt Flow	10	16	194	0	239	4	117	37	0	4	71	44

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	472	350	71	-	350	37	71	0	-	37	0	0
Stage 1	79	79	-	-	271	-	-	-	-	-	-	-
Stage 2	393	271	-	-	79	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.58	6.2	-	6.51	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.58	-	-	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.58	-	-	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.072	3.3	-	4.009	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	506	565	997	0	576	1041	1542	-	0	1587	-	-
Stage 1	935	818	-	0	687	-	-	-	0	-	-	-
Stage 2	636	674	-	0	831	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	308	520	997	-	530	1041	1542	-	-	1587	-	-
Mov Cap-2 Maneuver	308	520	-	-	530	-	-	-	-	-	-	-
Stage 1	863	816	-	-	634	-	-	-	-	-	-	-
Stage 2	364	622	-	-	829	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	10		13.7		5.7			0.2		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1542	-	379	520	997	530	539	1587	-	-
HCM Lane V/C Ratio	0.076	-	0.046	0.015	0.194	0.225	0.229	0.003	-	-
HCM Control Delay (s)	7.5	0	15	12	9.5	13.8	13.7	7.3	-	-
HCM Lane LOS	A	A	C	B	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0	0.7	0.9	0.9	0	-	-

Intersection						
Int Delay, s/veh	151.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	66	299	1044	173	225	323
Future Vol, veh/h	66	299	1044	173	225	323
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Stop
Storage Length	100	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	83	95	79	79	90
Heavy Vehicles, %	0	3	1	1	2	0
Mvmt Flow	90	360	1099	219	285	359
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1099	0	-	0	1639	1099
Stage 1	-	-	-	-	1099	-
Stage 2	-	-	-	-	540	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	643	-	-	-	~ 110	~ 261
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	584	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	643	-	-	-	~ 95	~ 261
Mov Cap-2 Maneuver	-	-	-	-	~ 95	-
Stage 1	-	-	-	-	~ 274	-
Stage 2	-	-	-	-	584	-
Approach	EB	WB	SB			
HCM Control Delay, s	2.3	0	\$ 567.8			
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	643	-	-	-	95	261
HCM Lane V/C Ratio	0.141	-	-	-	2.998	1.375
HCM Control Delay (s)	11.5	-	-	-	\$ 995.7	228.3
HCM Lane LOS	B	-	-	-	F	F
HCM 95th %tile Q(veh)	0.5	-	-	-	27.6	19.2
Notes						
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	36.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	82	310	447	32	17	130
Future Vol, veh/h	82	310	447	32	17	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	73	81	78	50	74
Heavy Vehicles, %	0	0	1	3	6	2
Mvmt Flow	89	425	552	41	34	176

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	817	573	0	0	593	0
Stage 1	573	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.16	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.254	-
Pot Cap-1 Maneuver	349	523	-	-	964	-
Stage 1	568	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	335	523	-	-	964	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	801	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	92.8	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	477	964
HCM Lane V/C Ratio	-	-	1.077	0.035
HCM Control Delay (s)	-	-	92.8	8.9
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	16.4	0.1

Intersection												
Int Delay, s/veh	3.4											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	126	0	0	0	0	0	0	0	0	405	0
Future Vol, veh/h	0	126	0	0	0	0	0	0	0	0	405	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	94	92	92	92	92	92	92	92	92	90	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	1	2
Mvmt Flow	0	134	0	0	0	0	0	0	0	0	450	0

Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	-	450	-	-	450	-	-	0	-	-	-	0
Stage 1	-	0	-	-	450	-	-	-	-	-	-	-
Stage 2	-	450	-	-	0	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	504	0	0	504	0	0	-	0	0	-	0
Stage 1	0	-	0	0	572	0	0	-	0	0	-	0
Stage 2	0	572	0	0	-	0	0	-	0	0	-	0
Platoon blocked, %									-			
Mov Cap-1 Maneuver	-	504	-	-	504	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	504	-	-	504	-	-	-	-	-	-	-
Stage 1	-	-	-	-	572	-	-	-	-	-	-	-
Stage 2	-	572	-	-	-	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	14.7	0	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NET NBLn1	SBLn1	SWT
Capacity (veh/h)	-	504	-
HCM Lane V/C Ratio	-	0.266	-
HCM Control Delay (s)	-	14.7	0
HCM Lane LOS	-	B	A
HCM 95th %tile Q(veh)	-	1.1	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	14	0	0	0	0	0	0	0	0	405	0
Future Vol, veh/h	0	14	0	0	0	0	0	0	0	0	405	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	81	92	92	92	92	92	92	92	92	90	92
Heavy Vehicles, %	2	8	2	2	2	2	2	2	2	2	1	2
Mvmt Flow	0	17	0	0	0	0	0	0	0	0	450	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	450	-	-	450	-	-	0	-	-	-	0
Stage 1	-	450	-	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	450	-	-	-	-	-	-	-
Critical Hdwy	-	6.58	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.58	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.58	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.072	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	496	0	0	504	0	0	-	0	0	-	0
Stage 1	0	562	0	0	-	0	0	-	0	0	-	0
Stage 2	0	-	0	0	572	0	0	-	0	0	-	0
Platoon blocked, %	-											
Mov Cap-1 Maneuver	-	496	-	-	504	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	496	-	-	504	-	-	-	-	-	-	-
Stage 1	-	562	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	572	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.4		0		0		0	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	496	496	-	-	-
HCM Lane V/C Ratio	-	0.017	0.017	-	-	-
HCM Control Delay (s)	-	12.4	12.4	0	0	-
HCM Lane LOS	-	B	B	A	A	-
HCM 95th %tile Q(veh)	-	0.1	0.1	-	-	-

Intersection						
Int Delay, s/veh	7.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	0	0	0	0	90
Future Vol, veh/h	14	0	0	0	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	92	92	92	92	94
Heavy Vehicles, %	8	2	2	2	2	2
Mvmt Flow	17	0	0	0	0	96
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	9
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	1070
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	8.7			
HCM LOS						A
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	1070	-	-			
HCM Lane V/C Ratio	0.089	-	-			
HCM Control Delay (s)	8.7	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.3	-	-			

Appendix C-7

SYNCRO Level of Service Analysis: 2025 No Build

Intersection												
Int Delay, s/veh	11.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔	↗		↔↔			↔			↕	↗
Traffic Vol, veh/h	17	264	123	0	13	6	145	44	0	6	21	6
Future Vol, veh/h	17	264	123	0	13	6	145	44	0	6	21	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	300	-	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	85	83	25	65	100	87	84	39	33	53	42
Heavy Vehicles, %	0	1	1	0	1	1	0	4	0	0	2	2
Mvmt Flow	29	311	148	0	20	6	167	52	0	18	40	14

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	475	462	40	-	462	52	40	0	-	52	0	0
Stage 1	76	76	-	-	386	-	-	-	-	-	-	-
Stage 2	399	386	-	-	76	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.51	6.21	-	6.51	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.51	-	-	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.51	-	-	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.009	3.309	-	4.009	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	503	498	1034	0	498	1019	1583	-	0	1567	-	-
Stage 1	938	834	-	0	612	-	-	-	0	-	-	-
Stage 2	631	612	-	0	834	-	-	-	0	-	-	-
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	439	438	1034	-	438	1019	1583	-	-	1567	-	-
Mov Cap-2 Maneuver	439	438	-	-	438	-	-	-	-	-	-	-
Stage 1	836	824	-	-	545	-	-	-	-	-	-	-
Stage 2	538	545	-	-	824	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.6	12.4	5.7	1.8
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1583	-	438	438	1034	438	557	1567	-	-
HCM Lane V/C Ratio	0.105	-	0.421	0.355	0.143	0.023	0.029	0.012	-	-
HCM Control Delay (s)	7.5	0	19.1	17.7	9.1	13.4	11.7	7.3	-	-
HCM Lane LOS	A	A	C	C	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	2.1	1.6	0.5	0.1	0.1	0	-	-

Intersection						
Int Delay, s/veh	158.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	367	943	462	381	125	161
Future Vol, veh/h	367	943	462	381	125	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Stop
Storage Length	100	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	92	95	84	83	81
Heavy Vehicles, %	1	1	5	3	3	2
Mvmt Flow	427	1025	486	454	151	199
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	486	0	-	0	2365	486
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	1879	-
Critical Hdwy	4.11	-	-	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.209	-	-	-	3.527	3.318
Pot Cap-1 Maneuver	1082	-	-	-	~ 38	581
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	~ 131	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1082	-	-	-	~ 23	581
Mov Cap-2 Maneuver	-	-	-	-	~ 23	-
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	~ 131	-
Approach	EB	WB	SB			
HCM Control Delay, s	3.1	0	\$ 1228.5			
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1082	-	-	-	23	581
HCM Lane V/C Ratio	0.394	-	-	-	6.548	0.342
HCM Control Delay (s)	10.5	-	-	-	\$ 2830.9	14.4
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	1.9	-	-	-	18.9	1.5
Notes						
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	31	182	266	163	337
Future Vol, veh/h	43	31	182	266	163	337
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	50	89	86	94	91
Heavy Vehicles, %	10	7	1	1	0	2
Mvmt Flow	66	62	204	309	173	370
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1075	359	0	0	513	0
Stage 1	359	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Critical Hdwy	6.5	6.27	-	-	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	-	-	2.2	-
Pot Cap-1 Maneuver	235	674	-	-	1063	-
Stage 1	689	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	187	674	-	-	1063	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	27.1	0	2.9			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	288	1063	-	
HCM Lane V/C Ratio	-	-	0.445	0.163	-	
HCM Control Delay (s)	-	-	27.1	9	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	2.2	0.6	-	

Intersection												
Int Delay, s/veh	6.9											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	189	0	0	0	0	0	0	0	0	143	0
Future Vol, veh/h	0	189	0	0	0	0	0	0	0	0	143	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	86	92	92	92	92	92	92	92	92	86	92
Heavy Vehicles, %	2	7	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	220	0	0	0	0	0	0	0	0	166	0

Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	-	166	-	-	166	-	-	0	-	-	-	0
Stage 1	-	0	-	-	166	-	-	-	-	-	-	-
Stage 2	-	166	-	-	0	-	-	-	-	-	-	-
Critical Hdwy	-	6.57	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.57	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.57	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.063	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	718	0	0	727	0	0	-	0	0	-	0
Stage 1	0	-	0	0	761	0	0	-	0	0	-	0
Stage 2	0	752	0	0	-	0	0	-	0	0	-	0
Platoon blocked, %									-			
Mov Cap-1 Maneuver	-	718	-	-	727	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	718	-	-	727	-	-	-	-	-	-	-
Stage 1	-	-	-	-	761	-	-	-	-	-	-	-
Stage 2	-	752	-	-	-	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	12.2	0	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NET NBLn1	SBLn1	SWT
Capacity (veh/h)	-	718	-
HCM Lane V/C Ratio	-	0.306	-
HCM Control Delay (s)	-	12.2	0
HCM Lane LOS	-	B	A
HCM 95th %tile Q(veh)	-	1.3	-

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	270	0	0	0	0	0	0	0	0	143	0
Future Vol, veh/h	0	270	0	0	0	0	0	0	0	0	143	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	85	92	92	92	92	92	92	92	92	86	92
Heavy Vehicles, %	2	0	2	2	2	2	2	2	2	2	7	2
Mvmt Flow	0	318	0	0	0	0	0	0	0	0	166	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	166	-	-	166	-	-	0	-	-	-	0
Stage 1	-	166	-	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	166	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.5	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	730	0	0	727	0	0	-	0	0	-	0
Stage 1	0	765	0	0	-	0	0	-	0	0	-	0
Stage 2	0	-	0	0	761	0	0	-	0	0	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	730	-	-	727	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	730	-	-	727	-	-	-	-	-	-	-
Stage 1	-	765	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	761	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.3		0		0		0	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	730	730	-	-	-
HCM Lane V/C Ratio	-	0.218	0.218	-	-	-
HCM Control Delay (s)	-	11.3	11.3	0	0	-
HCM Lane LOS	-	B	B	A	A	-
HCM 95th %tile Q(veh)	-	0.8	0.8	-	-	-

Intersection						
Int Delay, s/veh	14.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	0	0	0	0	565
Future Vol, veh/h	270	0	0	0	0	565
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	92	92	92	92	85
Heavy Vehicles, %	0	2	2	2	2	2
Mvmt Flow	318	0	0	0	0	665
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	159
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	858
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	858
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	22			
HCM LOS						C
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	858	-	-			
HCM Lane V/C Ratio	0.775	-	-			
HCM Control Delay (s)	22	-	-			
HCM Lane LOS	C	-	-			
HCM 95th %tile Q(veh)	7.8	-	-			

Intersection												
Int Delay, s/veh	9.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕			↕	↗
Traffic Vol, veh/h	6	17	159	0	269	1	110	21	0	1	44	22
Future Vol, veh/h	6	17	159	0	269	1	110	21	0	1	44	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	300	-	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	81	78	97	90	25	90	57	39	25	62	50
Heavy Vehicles, %	0	8	0	0	1	0	0	13	0	0	6	0
Mvmt Flow	10	21	204	0	299	4	122	37	0	4	71	44

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	512	360	71	-	360	37	71	0	-	37	0	0
Stage 1	79	79	-	-	281	-	-	-	-	-	-	-
Stage 2	433	281	-	-	79	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.58	6.2	-	6.51	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.58	-	-	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.58	-	-	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.072	3.3	-	4.009	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	476	557	997	0	568	1041	1542	-	0	1587	-	-
Stage 1	935	818	-	0	680	-	-	-	0	-	-	-
Stage 2	605	668	-	0	831	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	243	510	997	-	520	1041	1542	-	-	1587	-	-
Mov Cap-2 Maneuver	243	510	-	-	520	-	-	-	-	-	-	-
Stage 1	859	816	-	-	625	-	-	-	-	-	-	-
Stage 2	289	614	-	-	829	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	10.2		14.6		5.8			0.2		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1542	-	335	510	997	520	527	1587	-	-
HCM Lane V/C Ratio	0.079	-	0.06	0.021	0.204	0.287	0.291	0.003	-	-
HCM Control Delay (s)	7.5	0	16.4	12.2	9.5	14.7	14.6	7.3	-	-
HCM Lane LOS	A	A	C	B	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	0.1	0.8	1.2	1.2	0	-	-

Intersection						
Int Delay, s/veh	267.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	74	315	1100	194	269	386
Future Vol, veh/h	74	315	1100	194	269	386
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Stop
Storage Length	100	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	83	95	79	79	90
Heavy Vehicles, %	0	3	1	1	2	0
Mvmt Flow	101	380	1158	246	341	429
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1158	0	-	0	1740	1158
Stage 1	-	-	-	-	1158	-
Stage 2	-	-	-	-	582	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	611	-	-	-	~ 96	~ 241
Stage 1	-	-	-	-	~ 299	-
Stage 2	-	-	-	-	559	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	611	-	-	-	~ 80	~ 241
Mov Cap-2 Maneuver	-	-	-	-	~ 80	-
Stage 1	-	-	-	-	~ 250	-
Stage 2	-	-	-	-	559	-
Approach	EB	WB	SB			
HCM Control Delay, s	2.5	0	\$ 919.9			
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	611	-	-	-	80	241
HCM Lane V/C Ratio	0.166	-	-	-	4.256	1.78
HCM Control Delay (s)	12.1	-	-	-	\$ 1572	\$ 402.1
HCM Lane LOS	B	-	-	-	F	F
HCM 95th %tile Q(veh)	0.6	-	-	-	36.1	29
Notes						
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	74.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	95	359	471	35	19	137
Future Vol, veh/h	95	359	471	35	19	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	73	81	78	50	74
Heavy Vehicles, %	0	0	1	3	6	2
Mvmt Flow	103	492	581	45	38	185
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	865	604	0	0	626	0
Stage 1	604	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.16	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.254	-
Pot Cap-1 Maneuver	327	502	-	-	937	-
Stage 1	550	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	312	502	-	-	937	-
Mov Cap-2 Maneuver	312	-	-	-	-	-
Stage 1	525	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	180.6	0	1.5			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	454	937	-	
HCM Lane V/C Ratio	-	-	1.311	0.041	-	
HCM Control Delay (s)	-	-	180.6	9	0	
HCM Lane LOS	-	-	F	A	A	
HCM 95th %tile Q(veh)	-	-	26.2	0.1	-	

Intersection												
Int Delay, s/veh	3.4											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	131	0	0	0	0	0	0	0	0	507	0
Future Vol, veh/h	0	131	0	0	0	0	0	0	0	0	507	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	94	92	92	92	92	92	92	92	92	90	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	1	2
Mvmt Flow	0	139	0	0	0	0	0	0	0	0	563	0

Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	-	563	-	-	563	-	-	0	-	-	-	0
Stage 1	-	0	-	-	563	-	-	-	-	-	-	-
Stage 2	-	563	-	-	0	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	435	0	0	435	0	0	-	0	0	-	0
Stage 1	0	-	0	0	509	0	0	-	0	0	-	0
Stage 2	0	509	0	0	-	0	0	-	0	0	-	0
Platoon blocked, %									-			
Mov Cap-1 Maneuver	-	435	-	-	435	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	435	-	-	435	-	-	-	-	-	-	-
Stage 1	-	-	-	-	509	-	-	-	-	-	-	-
Stage 2	-	509	-	-	-	-	-	-	-	-	-	-

Approach	NB		SB		NE		SW	
HCM Control Delay, s	17.1		0		0		0	
HCM LOS	C		A					

Minor Lane/Major Mvmt	NET	NBLn1	SBLn1	SWT
Capacity (veh/h)	-	435	-	-
HCM Lane V/C Ratio	-	0.32	-	-
HCM Control Delay (s)	-	17.1	0	-
HCM Lane LOS	-	C	A	-
HCM 95th %tile Q(veh)	-	1.4	-	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	18	0	0	0	0	0	0	0	0	507	0
Future Vol, veh/h	0	18	0	0	0	0	0	0	0	0	507	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	81	92	92	92	92	92	92	92	92	90	92
Heavy Vehicles, %	2	8	2	2	2	2	2	2	2	2	1	2
Mvmt Flow	0	22	0	0	0	0	0	0	0	0	563	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	563	-	-	563	-	-	0	-	-	-	0
Stage 1	-	563	-	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	563	-	-	-	-	-	-	-
Critical Hdwy	-	6.58	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.58	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.58	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.072	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	427	0	0	435	0	0	-	0	0	-	0
Stage 1	0	499	0	0	-	0	0	-	0	0	-	0
Stage 2	0	-	0	0	509	0	0	-	0	0	-	0
Platoon blocked, %	-											
Mov Cap-1 Maneuver	-	427	-	-	435	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	427	-	-	435	-	-	-	-	-	-	-
Stage 1	-	499	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	509	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.7		0		0		0	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	427	427	-	-	-
HCM Lane V/C Ratio	-	0.026	0.026	-	-	-
HCM Control Delay (s)	-	13.7	13.7	0	0	-
HCM Lane LOS	-	B	B	A	A	-
HCM 95th %tile Q(veh)	-	0.1	0.1	-	-	-

Intersection						
Int Delay, s/veh	7.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	0	0	0	0	113
Future Vol, veh/h	18	0	0	0	0	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	92	92	92	92	94
Heavy Vehicles, %	8	2	2	2	2	2
Mvmt Flow	22	0	0	0	0	120
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	11
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	1067
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	1067
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	8.8			
HCM LOS						A
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	1067	-	-			
HCM Lane V/C Ratio	0.113	-	-			
HCM Control Delay (s)	8.8	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.4	-	-			

Appendix C-8

SYNCRO Level of Service Analysis: 2025 Build

Intersection												
Int Delay, s/veh	11.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕			↕	↗
Traffic Vol, veh/h	18	264	125	0	17	6	149	45	0	7	26	7
Future Vol, veh/h	18	264	125	0	17	6	149	45	0	7	26	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	300	-	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	85	83	25	65	100	87	84	39	33	53	42
Heavy Vehicles, %	0	1	1	0	1	1	0	4	0	0	2	2
Mvmt Flow	31	311	151	0	26	6	171	54	0	21	49	17

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	503	487	49	-	487	54	49	0	-	54	0	0
Stage 1	91	91	-	-	396	-	-	-	-	-	-	-
Stage 2	412	396	-	-	91	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.51	6.21	-	6.51	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.51	-	-	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.51	-	-	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.009	3.309	-	4.009	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	482	482	1022	0	482	1016	1571	-	0	1564	-	-
Stage 1	921	821	-	0	606	-	-	-	0	-	-	-
Stage 2	621	606	-	0	821	-	-	-	0	-	-	-
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	414	422	1022	-	422	1016	1571	-	-	1564	-	-
Mov Cap-2 Maneuver	414	422	-	-	422	-	-	-	-	-	-	-
Stage 1	818	810	-	-	538	-	-	-	-	-	-	-
Stage 2	522	538	-	-	810	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.2		12.9		5.8		1.8	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1571	-	421	422	1022	422	517	1564	-	-
HCM Lane V/C Ratio	0.109	-	0.443	0.368	0.147	0.031	0.037	0.014	-	-
HCM Control Delay (s)	7.6	0	20.2	18.4	9.1	13.8	12.2	7.3	-	-
HCM Lane LOS	A	A	C	C	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	2.2	1.7	0.5	0.1	0.1	0	-	-

Intersection						
Int Delay, s/veh	165.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	369	943	462	384	128	165
Future Vol, veh/h	369	943	462	384	128	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Stop
Storage Length	100	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	92	95	84	83	81
Heavy Vehicles, %	1	1	5	3	3	2
Mvmt Flow	429	1025	486	457	154	204
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	486	0	-	0	2369	486
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	1883	-
Critical Hdwy	4.11	-	-	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.209	-	-	-	3.527	3.318
Pot Cap-1 Maneuver	1082	-	-	-	~ 38	581
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	~ 131	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1082	-	-	-	~ 23	581
Mov Cap-2 Maneuver	-	-	-	-	~ 23	-
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	~ 131	-
Approach	EB	WB	SB			
HCM Control Delay, s	3.1	0	\$ 1258.3			
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1082	-	-	-	23	581
HCM Lane V/C Ratio	0.397	-	-	-	6.705	0.351
HCM Control Delay (s)	10.5	-	-	-	\$ 2901.2	14.5
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	1.9	-	-	-	19.4	1.6
Notes						
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	4.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	31	182	268	164	337
Future Vol, veh/h	44	31	182	268	164	337
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	50	89	86	94	91
Heavy Vehicles, %	10	7	1	1	0	2
Mvmt Flow	68	62	204	312	174	370
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1078	360	0	0	516	0
Stage 1	360	-	-	-	-	-
Stage 2	718	-	-	-	-	-
Critical Hdwy	6.5	6.27	-	-	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	-	-	2.2	-
Pot Cap-1 Maneuver	234	673	-	-	1060	-
Stage 1	689	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	186	673	-	-	1060	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	27.9	0		2.9		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	284	1060	-	
HCM Lane V/C Ratio	-	-	0.457	0.165	-	
HCM Control Delay (s)	-	-	27.9	9.1	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	2.3	0.6	-	

Intersection												
Int Delay, s/veh	7.1											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	194	0	0	0	0	0	0	0	0	143	0
Future Vol, veh/h	0	194	0	0	0	0	0	0	0	0	143	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	86	92	92	92	92	92	92	92	92	86	92
Heavy Vehicles, %	2	7	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	226	0	0	0	0	0	0	0	0	166	0

Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	-	166	-	-	166	-	-	0	-	-	-	0
Stage 1	-	0	-	-	166	-	-	-	-	-	-	-
Stage 2	-	166	-	-	0	-	-	-	-	-	-	-
Critical Hdwy	-	6.57	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.57	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.57	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.063	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	718	0	0	727	0	0	-	0	0	-	0
Stage 1	0	-	0	0	761	0	0	-	0	0	-	0
Stage 2	0	752	0	0	-	0	0	-	0	0	-	0
Platoon blocked, %									-			
Mov Cap-1 Maneuver	-	718	-	-	727	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	718	-	-	727	-	-	-	-	-	-	-
Stage 1	-	-	-	-	761	-	-	-	-	-	-	-
Stage 2	-	752	-	-	-	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	12.3	0	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NET NBLn1	SBLn1	SWT
Capacity (veh/h)	-	718	-
HCM Lane V/C Ratio	-	0.314	-
HCM Control Delay (s)	-	12.3	0
HCM Lane LOS	-	B	A
HCM 95th %tile Q(veh)	-	1.3	-

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	271	0	0	0	0	0	0	0	0	143	0
Future Vol, veh/h	0	271	0	0	0	0	0	0	0	0	143	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	85	92	92	92	92	92	92	92	92	86	92
Heavy Vehicles, %	2	0	2	2	2	2	2	2	2	2	7	2
Mvmt Flow	0	319	0	0	0	0	0	0	0	0	166	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	166	-	-	166	-	-	0	-	-	-	0
Stage 1	-	166	-	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	166	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.5	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	730	0	0	727	0	0	-	0	0	-	0
Stage 1	0	765	0	0	-	0	0	-	0	0	-	0
Stage 2	0	-	0	0	761	0	0	-	0	0	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	730	-	-	727	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	730	-	-	727	-	-	-	-	-	-	-
Stage 1	-	765	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	761	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.3		0		0		0	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	730	730	-	-	-
HCM Lane V/C Ratio	-	0.218	0.218	-	-	-
HCM Control Delay (s)	-	11.3	11.3	0	0	-
HCM Lane LOS	-	B	B	A	A	-
HCM 95th %tile Q(veh)	-	0.8	0.8	-	-	-

Intersection						
Int Delay, s/veh	14.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	271	0	0	0	0	565
Future Vol, veh/h	271	0	0	0	0	565
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	92	92	92	92	85
Heavy Vehicles, %	0	2	2	2	2	2
Mvmt Flow	319	0	0	0	0	665
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	160	
Stage 1	-	-	-	-	-	
Stage 2	-	-	-	-	-	
Critical Hdwy	-	-	-	-	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	
Follow-up Hdwy	-	-	-	-	3.32	
Pot Cap-1 Maneuver	-	0	0	-	857	
Stage 1	-	0	0	-	-	
Stage 2	-	0	0	-	-	
Platoon blocked, %	-	-	-	-	-	
Mov Cap-1 Maneuver	-	-	-	-	857	
Mov Cap-2 Maneuver	-	-	-	-	-	
Stage 1	-	-	-	-	-	
Stage 2	-	-	-	-	-	
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	22.1			
HCM LOS				C		
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	857	-	-			
HCM Lane V/C Ratio	0.776	-	-			
HCM Control Delay (s)	22.1	-	-			
HCM Lane LOS	C	-	-			
HCM 95th %tile Q(veh)	7.8	-	-			

Intersection												
Int Delay, s/veh	9.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕			↕	↗
Traffic Vol, veh/h	6	17	163	0	269	1	112	21	0	1	42	21
Future Vol, veh/h	6	17	163	0	269	1	112	21	0	1	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	300	-	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	81	78	97	90	25	90	57	39	25	62	50
Heavy Vehicles, %	0	8	0	0	1	0	0	13	0	0	6	0
Mvmt Flow	10	21	209	0	299	4	124	37	0	4	68	42

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	513	361	68	-	361	37	68	0	-	37	0	0
Stage 1	76	76	-	-	285	-	-	-	-	-	-	-
Stage 2	437	285	-	-	76	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.58	6.2	-	6.51	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.58	-	-	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.58	-	-	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.072	3.3	-	4.009	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	475	557	1001	0	568	1041	1546	-	0	1587	-	-
Stage 1	938	820	-	0	678	-	-	-	0	-	-	-
Stage 2	602	665	-	0	834	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	242	510	1001	-	520	1041	1546	-	-	1587	-	-
Mov Cap-2 Maneuver	242	510	-	-	520	-	-	-	-	-	-	-
Stage 1	861	818	-	-	622	-	-	-	-	-	-	-
Stage 2	286	610	-	-	831	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.2		14.6		5.8		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1546	-	334	510	1001	520	527	1587	-	-
HCM Lane V/C Ratio	0.08	-	0.06	0.021	0.209	0.287	0.291	0.003	-	-
HCM Control Delay (s)	7.5	0	16.5	12.2	9.5	14.7	14.6	7.3	-	-
HCM Lane LOS	A	A	C	B	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	0.1	0.8	1.2	1.2	0	-	-

Intersection						
Int Delay, s/veh	268.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	74	315	1100	196	270	387
Future Vol, veh/h	74	315	1100	196	270	387
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Stop
Storage Length	100	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	83	95	79	79	90
Heavy Vehicles, %	0	3	1	1	2	0
Mvmt Flow	101	380	1158	248	342	430
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1158	0	-	0	1740	1158
Stage 1	-	-	-	-	1158	-
Stage 2	-	-	-	-	582	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	611	-	-	-	~ 96	~ 241
Stage 1	-	-	-	-	~ 299	-
Stage 2	-	-	-	-	559	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	611	-	-	-	~ 80	~ 241
Mov Cap-2 Maneuver	-	-	-	-	~ 80	-
Stage 1	-	-	-	-	~ 250	-
Stage 2	-	-	-	-	559	-
Approach	EB	WB	SB			
HCM Control Delay, s	2.5	0	\$ 924.4			
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	611	-	-	-	80	241
HCM Lane V/C Ratio	0.166	-	-	-	4.272	1.784
HCM Control Delay (s)	12.1	-	-	-	\$ 1579	\$ 404.1
HCM Lane LOS	B	-	-	-	F	F
HCM 95th %tile Q(veh)	0.6	-	-	-	36.3	29.2
Notes						
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	75.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	96	359	471	35	20	137
Future Vol, veh/h	96	359	471	35	20	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	73	81	78	50	74
Heavy Vehicles, %	0	0	1	3	6	2
Mvmt Flow	104	492	581	45	40	185

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	869	604	0	0	626	0
Stage 1	604	-	-	-	-	-
Stage 2	265	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.16	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.254	-
Pot Cap-1 Maneuver	325	502	-	-	937	-
Stage 1	550	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	309	502	-	-	937	-
Mov Cap-2 Maneuver	309	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	182.8	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	453	937
HCM Lane V/C Ratio	-	-	1.316	0.043
HCM Control Delay (s)	-	-	182.8	9
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	26.4	0.1

Intersection												
Int Delay, s/veh	3.5											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	133	0	0	0	0	0	0	0	0	507	0
Future Vol, veh/h	0	133	0	0	0	0	0	0	0	0	507	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	94	92	92	92	92	92	92	92	92	90	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	1	2
Mvmt Flow	0	141	0	0	0	0	0	0	0	0	563	0

Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	-	563	-	-	563	-	-	0	-	-	-	0
Stage 1	-	0	-	-	563	-	-	-	-	-	-	-
Stage 2	-	563	-	-	0	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	435	0	0	435	0	0	-	0	0	-	0
Stage 1	0	-	0	0	509	0	0	-	0	0	-	0
Stage 2	0	509	0	0	-	0	0	-	0	0	-	0
Platoon blocked, %									-			
Mov Cap-1 Maneuver	-	435	-	-	435	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	435	-	-	435	-	-	-	-	-	-	-
Stage 1	-	-	-	-	509	-	-	-	-	-	-	-
Stage 2	-	509	-	-	-	-	-	-	-	-	-	-

Approach	NB		SB		NE		SW	
HCM Control Delay, s	17.2		0		0		0	
HCM LOS	C		A					

Minor Lane/Major Mvmt	NET NBLn1	SBLn1	SWT
Capacity (veh/h)	-	435	-
HCM Lane V/C Ratio	-	0.325	-
HCM Control Delay (s)	-	17.2	0
HCM Lane LOS	-	C	A
HCM 95th %tile Q(veh)	-	1.4	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	18	0	0	0	0	0	0	0	0	507	0
Future Vol, veh/h	0	18	0	0	0	0	0	0	0	0	507	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	81	92	92	92	92	92	92	92	92	90	92
Heavy Vehicles, %	2	8	2	2	2	2	2	2	2	2	1	2
Mvmt Flow	0	22	0	0	0	0	0	0	0	0	563	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	563	-	-	563	-	-	0	-	-	-	0
Stage 1	-	563	-	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	563	-	-	-	-	-	-	-
Critical Hdwy	-	6.58	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.58	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.58	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.072	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	427	0	0	435	0	0	-	0	0	-	0
Stage 1	0	499	0	0	-	0	0	-	0	0	-	0
Stage 2	0	-	0	0	509	0	0	-	0	0	-	0
Platoon blocked, %	-											
Mov Cap-1 Maneuver	-	427	-	-	435	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	427	-	-	435	-	-	-	-	-	-	-
Stage 1	-	499	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	509	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	0	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	427	427	-	-	-
HCM Lane V/C Ratio	-	0.026	0.026	-	-	-
HCM Control Delay (s)	-	13.7	13.7	0	0	-
HCM Lane LOS	-	B	B	A	A	-
HCM 95th %tile Q(veh)	-	0.1	0.1	-	-	-

Intersection						
Int Delay, s/veh	7.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	0	0	0	0	113
Future Vol, veh/h	18	0	0	0	0	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	92	92	92	92	94
Heavy Vehicles, %	8	2	2	2	2	2
Mvmt Flow	22	0	0	0	0	120
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	11
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	1067
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	1067
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	8.8			
HCM LOS						A
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	1067	-	-			
HCM Lane V/C Ratio	0.113	-	-			
HCM Control Delay (s)	8.8	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.4	-	-			

Appendix C-9

SYNCRO Level of Service Analysis: 2035 No Build

Intersection												
Int Delay, s/veh	12.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕			↕	↗
Traffic Vol, veh/h	17	279	131	0	18	6	154	44	0	6	21	6
Future Vol, veh/h	17	279	131	0	18	6	154	44	0	6	21	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	300	-	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	85	83	25	65	100	87	84	39	33	53	42
Heavy Vehicles, %	0	1	1	0	1	1	0	4	0	0	2	2
Mvmt Flow	29	328	158	0	28	6	177	52	0	18	40	14

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	499	482	40	-	482	52	40	0	-	52	0	0
Stage 1	76	76	-	-	406	-	-	-	-	-	-	-
Stage 2	423	406	-	-	76	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.51	6.21	-	6.51	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.51	-	-	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.51	-	-	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.009	3.309	-	4.009	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	485	485	1034	0	485	1019	1583	-	0	1567	-	-
Stage 1	938	834	-	0	600	-	-	-	0	-	-	-
Stage 2	613	600	-	0	834	-	-	-	0	-	-	-
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	414	424	1034	-	424	1019	1583	-	-	1567	-	-
Mov Cap-2 Maneuver	414	424	-	-	424	-	-	-	-	-	-	-
Stage 1	830	824	-	-	531	-	-	-	-	-	-	-
Stage 2	511	531	-	-	824	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.5		12.9		5.8		1.8	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1583	-	422	424	1034	424	515	1567	-	-
HCM Lane V/C Ratio	0.112	-	0.458	0.387	0.153	0.033	0.039	0.012	-	-
HCM Control Delay (s)	7.6	0	20.5	18.8	9.1	13.8	12.3	7.3	-	-
HCM Lane LOS	A	A	C	C	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	2.3	1.8	0.5	0.1	0.1	0	-	-

Intersection

Int Delay, s/veh 218.3

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations

Traffic Vol, veh/h	387	1006	493	402	132	170
Future Vol, veh/h	387	1006	493	402	132	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Stop
Storage Length	100	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	92	95	84	83	81
Heavy Vehicles, %	1	1	5	3	3	2
Mvmt Flow	450	1093	519	479	159	210

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	519	0	-	0	2512	519
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	1993	-
Critical Hdwy	4.11	-	-	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.209	-	-	-	3.527	3.318
Pot Cap-1 Maneuver	1052	-	-	-	~ 31	557
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	~ 115	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1052	-	-	-	~ 18	557
Mov Cap-2 Maneuver	-	-	-	-	~ 18	-
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	~ 115	-

Approach EB WB SB

HCM Control Delay, s 3.2 0 \$ 1708.8
HCM LOS F

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2

Capacity (veh/h)	1052	-	-	-	18	557
HCM Lane V/C Ratio	0.428	-	-	-	8.835	0.377
HCM Control Delay (s)	11	-	-	-	\$ 3943.6	15.3
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	2.2	-	-	-	20.5	1.7

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	33	194	281	172	360
Future Vol, veh/h	46	33	194	281	172	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	50	89	86	94	91
Heavy Vehicles, %	10	7	1	1	0	2
Mvmt Flow	71	66	218	327	183	396
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1144	382	0	0	545	0
Stage 1	382	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Critical Hdwy	6.5	6.27	-	-	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	-	-	2.2	-
Pot Cap-1 Maneuver	213	654	-	-	1034	-
Stage 1	673	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	165	654	-	-	1034	-
Mov Cap-2 Maneuver	165	-	-	-	-	-
Stage 1	520	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	33.7	0	2.9			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	258	1034	-	
HCM Lane V/C Ratio	-	-	0.53	0.177	-	
HCM Control Delay (s)	-	-	33.7	9.2	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	2.8	0.6	-	

Intersection												
Int Delay, s/veh	7.1											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	198	0	0	0	0	0	0	0	0	151	0
Future Vol, veh/h	0	198	0	0	0	0	0	0	0	0	151	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	86	92	92	92	92	92	92	92	92	86	92
Heavy Vehicles, %	2	7	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	230	0	0	0	0	0	0	0	0	176	0

Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	-	176	-	-	176	-	-	0	-	-	-	0
Stage 1	-	0	-	-	176	-	-	-	-	-	-	-
Stage 2	-	176	-	-	0	-	-	-	-	-	-	-
Critical Hdwy	-	6.57	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.57	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.57	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.063	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	709	0	0	717	0	0	-	0	0	-	0
Stage 1	0	-	0	0	753	0	0	-	0	0	-	0
Stage 2	0	744	0	0	-	0	0	-	0	0	-	0
Platoon blocked, %									-			
Mov Cap-1 Maneuver	-	709	-	-	717	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	709	-	-	717	-	-	-	-	-	-	-
Stage 1	-	-	-	-	753	-	-	-	-	-	-	-
Stage 2	-	744	-	-	-	-	-	-	-	-	-	-

Approach	NB		SB		NE		SW	
HCM Control Delay, s	12.5		0		0		0	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NET	NBLn1	SBLn1	SWT
Capacity (veh/h)	-	709	-	-
HCM Lane V/C Ratio	-	0.325	-	-
HCM Control Delay (s)	-	12.5	0	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	1.4	-	-

Intersection												
Int Delay, s/veh	7.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	285	0	0	0	0	0	0	0	0	151	0
Future Vol, veh/h	0	285	0	0	0	0	0	0	0	0	151	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	85	92	92	92	92	92	92	92	92	86	92
Heavy Vehicles, %	2	0	2	2	2	2	2	2	2	2	7	2
Mvmt Flow	0	335	0	0	0	0	0	0	0	0	176	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	176	-	-	176	-	-	0	-	-	-	0
Stage 1	-	176	-	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	176	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.5	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	721	0	0	717	0	0	-	0	0	-	0
Stage 1	0	757	0	0	-	0	0	-	0	0	-	0
Stage 2	0	-	0	0	753	0	0	-	0	0	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	721	-	-	717	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	721	-	-	717	-	-	-	-	-	-	-
Stage 1	-	757	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	753	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.5		0		0		0	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	721	721	-	-	-
HCM Lane V/C Ratio	-	0.233	0.233	-	-	-
HCM Control Delay (s)	-	11.5	11.5	0	0	-
HCM Lane LOS	-	B	B	A	A	-
HCM 95th %tile Q(veh)	-	0.9	0.9	-	-	-

Intersection						
Int Delay, s/veh	17.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	285	0	0	0	0	597
Future Vol, veh/h	285	0	0	0	0	597
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	92	92	92	92	85
Heavy Vehicles, %	0	2	2	2	2	2
Mvmt Flow	335	0	0	0	0	702
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	168
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	847
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	847
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	26.2			
HCM LOS				D		
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	847	-	-			
HCM Lane V/C Ratio	0.829	-	-			
HCM Control Delay (s)	26.2	-	-			
HCM Lane LOS	D	-	-			
HCM 95th %tile Q(veh)	9.5	-	-			

Intersection												
Int Delay, s/veh	9.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕			↕	↗
Traffic Vol, veh/h	6	18	169	0	284	1	118	21	0	1	44	22
Future Vol, veh/h	6	18	169	0	284	1	118	21	0	1	44	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	300	-	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	81	78	97	90	25	90	57	39	25	62	50
Heavy Vehicles, %	0	8	0	0	1	0	0	13	0	0	6	0
Mvmt Flow	10	22	217	0	316	4	131	37	0	4	71	44

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	538	378	71	-	378	37	71	0	-	37	0	0
Stage 1	79	79	-	-	299	-	-	-	-	-	-	-
Stage 2	459	299	-	-	79	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.58	6.2	-	6.51	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.58	-	-	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.58	-	-	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.072	3.3	-	4.009	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	457	544	997	0	555	1041	1542	-	0	1587	-	-
Stage 1	935	818	-	0	668	-	-	-	0	-	-	-
Stage 2	586	656	-	0	831	-	-	-	0	-	-	-
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	214	495	997	-	505	1041	1542	-	-	1587	-	-
Mov Cap-2 Maneuver	214	495	-	-	505	-	-	-	-	-	-	-
Stage 1	854	816	-	-	610	-	-	-	-	-	-	-
Stage 2	257	599	-	-	829	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	10.4		15.2		5.9			0.2		
HCM LOS	B		C							

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1542	-	308	495	997	505	512	1587	-	-
HCM Lane V/C Ratio	0.085	-	0.067	0.022	0.217	0.312	0.316	0.003	-	-
HCM Control Delay (s)	7.6	0	17.5	12.4	9.6	15.3	15.2	7.3	-	-
HCM Lane LOS	A	A	C	B	A	C	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	0.1	0.8	1.3	1.3	0	-	-

Intersection						
Int Delay, s/veh	356.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	78	336	1174	205	283	407
Future Vol, veh/h	78	336	1174	205	283	407
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Stop
Storage Length	100	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	83	95	79	79	90
Heavy Vehicles, %	0	3	1	1	2	0
Mvmt Flow	107	405	1236	259	358	452
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1236	0	-	0	1855	1236
Stage 1	-	-	-	-	1236	-
Stage 2	-	-	-	-	619	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	571	-	-	-	~ 81	~ 217
Stage 1	-	-	-	-	~ 274	-
Stage 2	-	-	-	-	537	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	571	-	-	-	~ 66	~ 217
Mov Cap-2 Maneuver	-	-	-	-	~ 66	-
Stage 1	-	-	-	-	~ 223	-
Stage 2	-	-	-	-	537	-
Approach	EB	WB	SB			
HCM Control Delay, s	2.7	0	\$ 1236.6			
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	571	-	-	-	66	217
HCM Lane V/C Ratio	0.187	-	-	-	5.428	2.084
HCM Control Delay (s)	12.8	-	-	-	\$ 2116.8	\$ 539.4
HCM Lane LOS	B	-	-	-	F	F
HCM 95th %tile Q(veh)	0.7	-	-	-	39.9	34.3
Notes						
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	102.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	101	379	503	37	20	146
Future Vol, veh/h	101	379	503	37	20	146
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	73	81	78	50	74
Heavy Vehicles, %	0	0	1	3	6	2
Mvmt Flow	110	519	621	47	40	197
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	922	645	0	0	668	0
Stage 1	645	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.16	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.254	-
Pot Cap-1 Maneuver	302	~ 476	-	-	903	-
Stage 1	526	-	-	-	-	-
Stage 2	774	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	287	~ 476	-	-	903	-
Mov Cap-2 Maneuver	287	-	-	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	774	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	249.9	0	1.5			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	427	903	-	
HCM Lane V/C Ratio	-	-	1.473	0.044	-	
HCM Control Delay (s)	-	-	249.9	9.2	0	
HCM Lane LOS	-	-	F	A	A	
HCM 95th %tile Q(veh)	-	-	32.5	0.1	-	
Notes						
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection												
Int Delay, s/veh	3.6											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	139	0	0	0	0	0	0	0	0	535	0
Future Vol, veh/h	0	139	0	0	0	0	0	0	0	0	535	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	94	92	92	92	92	92	92	92	92	90	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	1	2
Mvmt Flow	0	148	0	0	0	0	0	0	0	0	594	0

Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	-	594	-	-	594	-	-	0	-	-	-	0
Stage 1	-	0	-	-	594	-	-	-	-	-	-	-
Stage 2	-	594	-	-	0	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	418	0	0	418	0	0	-	0	0	-	0
Stage 1	0	-	0	0	493	0	0	-	0	0	-	0
Stage 2	0	493	0	0	-	0	0	-	0	0	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	-	418	-	-	418	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	418	-	-	418	-	-	-	-	-	-	-
Stage 1	-	-	-	-	493	-	-	-	-	-	-	-
Stage 2	-	493	-	-	-	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	18.3	0	0	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NET NBLn1	SBLn1	SWT
Capacity (veh/h)	-	418	-
HCM Lane V/C Ratio	-	0.354	-
HCM Control Delay (s)	-	18.3	0
HCM Lane LOS	-	C	A
HCM 95th %tile Q(veh)	-	1.6	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	16	0	0	0	0	0	0	0	0	535	0
Future Vol, veh/h	0	16	0	0	0	0	0	0	0	0	535	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	81	92	92	92	92	92	92	92	92	90	92
Heavy Vehicles, %	2	8	2	2	2	2	2	2	2	2	1	2
Mvmt Flow	0	20	0	0	0	0	0	0	0	0	594	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	594	-	-	594	-	-	0	-	-	-	0
Stage 1	-	594	-	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	594	-	-	-	-	-	-	-
Critical Hdwy	-	6.58	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.58	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.58	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.072	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	410	0	0	418	0	0	-	0	0	-	0
Stage 1	0	484	0	0	-	0	0	-	0	0	-	0
Stage 2	0	-	0	0	493	0	0	-	0	0	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	410	-	-	418	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	410	-	-	418	-	-	-	-	-	-	-
Stage 1	-	484	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	493	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14		0		0		0	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	410	410	-	-	-
HCM Lane V/C Ratio	-	0.024	0.024	-	-	-
HCM Control Delay (s)	-	14	14	0	0	-
HCM Lane LOS	-	B	B	A	A	-
HCM 95th %tile Q(veh)	-	0.1	0.1	-	-	-

Intersection						
Int Delay, s/veh	7.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	0	0	0	0	119
Future Vol, veh/h	16	0	0	0	0	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	92	92	92	92	94
Heavy Vehicles, %	8	2	2	2	2	2
Mvmt Flow	20	0	0	0	0	127
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	10
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	1069
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	8.8			
HCM LOS						A
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	1069	-	-			
HCM Lane V/C Ratio	0.118	-	-			
HCM Control Delay (s)	8.8	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.4	-	-			



Appendix C-10

SYNCRO Level of Service Analysis: 2035 Build

Intersection												
Int Delay, s/veh	12.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕			↕	↗
Traffic Vol, veh/h	20	279	135	0	18	7	161	52	0	9	32	9
Future Vol, veh/h	20	279	135	0	18	7	161	52	0	9	32	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	300	-	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	85	83	25	65	100	87	84	39	33	53	42
Heavy Vehicles, %	0	1	1	0	1	1	0	4	0	0	2	2
Mvmt Flow	34	328	163	0	28	7	185	62	0	27	60	21

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	564	546	60	-	546	62	60	0	-	62	0	0
Stage 1	114	114	-	-	432	-	-	-	-	-	-	-
Stage 2	450	432	-	-	114	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.51	6.21	-	6.51	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.51	-	-	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.51	-	-	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.009	3.309	-	4.009	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	439	447	1008	0	447	1006	1556	-	0	1554	-	-
Stage 1	896	803	-	0	584	-	-	-	0	-	-	-
Stage 2	592	584	-	0	803	-	-	-	0	-	-	-
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	369	385	1008	-	385	1006	1556	-	-	1554	-	-
Mov Cap-2 Maneuver	369	385	-	-	385	-	-	-	-	-	-	-
Stage 1	786	789	-	-	512	-	-	-	-	-	-	-
Stage 2	488	512	-	-	789	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.6		13.5		5.7		1.8	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1556	-	382	385	1008	385	486	1554	-	-
HCM Lane V/C Ratio	0.119	-	0.52	0.426	0.161	0.036	0.043	0.018	-	-
HCM Control Delay (s)	7.6	0	24.2	21.1	9.3	14.7	12.7	7.4	-	-
HCM Lane LOS	A	A	C	C	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	2.9	2.1	0.6	0.1	0.1	0.1	-	-

Intersection

Int Delay, s/veh 250.7

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations

Traffic Vol, veh/h	394	1006	493	410	138	179
Future Vol, veh/h	394	1006	493	410	138	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Stop
Storage Length	100	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	92	95	84	83	81
Heavy Vehicles, %	1	1	5	3	3	2
Mvmt Flow	458	1093	519	488	166	221

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	519	0	-	0	2528	519
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	2009	-
Critical Hdwy	4.11	-	-	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.209	-	-	-	3.527	3.318
Pot Cap-1 Maneuver	1052	-	-	-	~ 30	557
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	~ 113	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1052	-	-	-	~ 17	557
Mov Cap-2 Maneuver	-	-	-	-	~ 17	-
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	~ 113	-

Approach EB WB SB

HCM Control Delay, s	3.3	0	\$ 1894.2
HCM LOS			F

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2

Capacity (veh/h)	1052	-	-	-	17	557
HCM Lane V/C Ratio	0.435	-	-	-	9.78	0.397
HCM Control Delay (s)	11	-	-	-	\$ 4391.2	15.6
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	2.2	-	-	-	21.6	1.9

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	5.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	35	194	284	175	360
Future Vol, veh/h	48	35	194	284	175	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	65	50	89	86	94	91
Heavy Vehicles, %	10	7	1	1	0	2
Mvmt Flow	74	70	218	330	186	396
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1151	383	0	0	548	0
Stage 1	383	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Critical Hdwy	6.5	6.27	-	-	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	-	-	2.2	-
Pot Cap-1 Maneuver	211	654	-	-	1032	-
Stage 1	672	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	162	654	-	-	1032	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	35.7	0	3			
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	256	1032	-	
HCM Lane V/C Ratio	-	-	0.562	0.18	-	
HCM Control Delay (s)	-	-	35.7	9.3	0	
HCM Lane LOS	-	-	E	A	A	
HCM 95th %tile Q(veh)	-	-	3.1	0.7	-	

Intersection												
Int Delay, s/veh	7.5											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	213	0	0	0	0	0	0	0	0	151	0
Future Vol, veh/h	0	213	0	0	0	0	0	0	0	0	151	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	86	92	92	92	92	92	92	92	92	86	92
Heavy Vehicles, %	2	7	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	248	0	0	0	0	0	0	0	0	176	0

Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	-	176	-	-	176	-	-	0	-	-	-	0
Stage 1	-	0	-	-	176	-	-	-	-	-	-	-
Stage 2	-	176	-	-	0	-	-	-	-	-	-	-
Critical Hdwy	-	6.57	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.57	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.57	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.063	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	709	0	0	717	0	0	-	0	0	-	0
Stage 1	0	-	0	0	753	0	0	-	0	0	-	0
Stage 2	0	744	0	0	-	0	0	-	0	0	-	0
Platoon blocked, %									-			
Mov Cap-1 Maneuver	-	709	-	-	717	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	709	-	-	717	-	-	-	-	-	-	-
Stage 1	-	-	-	-	753	-	-	-	-	-	-	-
Stage 2	-	744	-	-	-	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	12.8	0	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NET NBLn1	SBLn1	SWT
Capacity (veh/h)	-	709	-
HCM Lane V/C Ratio	-	0.349	-
HCM Control Delay (s)	-	12.8	0
HCM Lane LOS	-	B	A
HCM 95th %tile Q(veh)	-	1.6	-

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	288	0	0	0	0	0	0	0	0	151	0
Future Vol, veh/h	0	288	0	0	0	0	0	0	0	0	151	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	85	92	92	92	92	92	92	92	92	86	92
Heavy Vehicles, %	2	0	2	2	2	2	2	2	2	2	7	2
Mvmt Flow	0	339	0	0	0	0	0	0	0	0	176	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	176	-	-	176	-	-	0	-	-	-	0
Stage 1	-	176	-	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	176	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.5	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	721	0	0	717	0	0	-	0	0	-	0
Stage 1	0	757	0	0	-	0	0	-	0	0	-	0
Stage 2	0	-	0	0	753	0	0	-	0	0	-	0
Platoon blocked, %									-			
Mov Cap-1 Maneuver	-	721	-	-	717	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	721	-	-	717	-	-	-	-	-	-	-
Stage 1	-	757	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	753	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.5		0		0		0	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	721	721	-	-	-
HCM Lane V/C Ratio	-	0.235	0.235	-	-	-
HCM Control Delay (s)	-	11.5	11.5	0	0	-
HCM Lane LOS	-	B	B	A	A	-
HCM 95th %tile Q(veh)	-	0.9	0.9	-	-	-

Intersection						
Int Delay, s/veh	17.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	288	0	0	0	0	597
Future Vol, veh/h	288	0	0	0	0	597
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	92	92	92	92	85
Heavy Vehicles, %	0	2	2	2	2	2
Mvmt Flow	339	0	0	0	0	702
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	170
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	844
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	844
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	26.5			
HCM LOS				D		
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	844	-	-			
HCM Lane V/C Ratio	0.832	-	-			
HCM Control Delay (s)	26.5	-	-			
HCM Lane LOS	D	-	-			
HCM 95th %tile Q(veh)	9.6	-	-			

Intersection												
Int Delay, s/veh	10											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕			↕			↕	↗
Traffic Vol, veh/h	7	18	176	0	284	1	124	23	0	1	46	23
Future Vol, veh/h	7	18	176	0	284	1	124	23	0	1	46	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	300	-	-	-	-	-	-	-	-	300
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	81	78	97	90	25	90	57	39	25	62	50
Heavy Vehicles, %	0	8	0	0	1	0	0	13	0	0	6	0
Mvmt Flow	11	22	226	0	316	4	138	40	0	4	74	46

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	558	398	74	-	398	40	74	0	-	40	0	0
Stage 1	82	82	-	-	316	-	-	-	-	-	-	-
Stage 2	476	316	-	-	82	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.58	6.2	-	6.51	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.58	-	-	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.58	-	-	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.072	3.3	-	4.009	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	443	530	993	0	541	1037	1538	-	0	1583	-	-
Stage 1	931	815	-	0	657	-	-	-	0	-	-	-
Stage 2	574	644	-	0	829	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	200	480	993	-	490	1037	1538	-	-	1583	-	-
Mov Cap-2 Maneuver	200	480	-	-	490	-	-	-	-	-	-	-
Stage 1	845	813	-	-	597	-	-	-	-	-	-	-
Stage 2	245	585	-	-	827	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.6		15.7		5.9		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1538	-	282	480	993	490	496	1583	-	-
HCM Lane V/C Ratio	0.09	-	0.079	0.023	0.227	0.322	0.326	0.003	-	-
HCM Control Delay (s)	7.6	0	18.9	12.7	9.7	15.8	15.7	7.3	-	-
HCM Lane LOS	A	A	C	B	A	C	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	0.1	0.9	1.4	1.4	0	-	-

Intersection

Int Delay, s/veh 369.7

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations

Traffic Vol, veh/h	80	336	1174	211	287	412
Future Vol, veh/h	80	336	1174	211	287	412
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Stop
Storage Length	100	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	83	95	79	79	90
Heavy Vehicles, %	0	3	1	1	2	0
Mvmt Flow	110	405	1236	267	363	458

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	1236	0	-	0	1861	1236
Stage 1	-	-	-	-	1236	-
Stage 2	-	-	-	-	625	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	571	-	-	-	~ 80	~ 217
Stage 1	-	-	-	-	~ 274	-
Stage 2	-	-	-	-	534	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	571	-	-	-	~ 65	~ 217
Mov Cap-2 Maneuver	-	-	-	-	~ 65	-
Stage 1	-	-	-	-	~ 221	-
Stage 2	-	-	-	-	534	-

Approach EB WB SB

HCM Control Delay, s	2.7	0	\$ 1276.4
HCM LOS			F

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 SBLn2

Capacity (veh/h)	571	-	-	-	65	217
HCM Lane V/C Ratio	0.192	-	-	-	5.589	2.11
HCM Control Delay (s)	12.8	-	-	-	\$ 2190.9	\$ 550.7
HCM Lane LOS	B	-	-	-	F	F
HCM 95th %tile Q(veh)	0.7	-	-	-	40.6	35

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	106.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	102	382	503	38	21	146
Future Vol, veh/h	102	382	503	38	21	146
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	73	81	78	50	74
Heavy Vehicles, %	0	0	1	3	6	2
Mvmt Flow	111	523	621	49	42	197
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	927	646	0	0	670	0
Stage 1	646	-	-	-	-	-
Stage 2	281	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.16	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.254	-
Pot Cap-1 Maneuver	300	~ 475	-	-	902	-
Stage 1	526	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	284	~ 475	-	-	902	-
Mov Cap-2 Maneuver	284	-	-	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	258.2		0		1.6	
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	425	902	-	
HCM Lane V/C Ratio	-	-	1.492	0.047	-	
HCM Control Delay (s)	-	-	258.2	9.2	0	
HCM Lane LOS	-	-	F	A	A	
HCM 95th %tile Q(veh)	-	-	33.3	0.1	-	
Notes						
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection												
Int Delay, s/veh	3.9											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	147	0	0	0	0	0	0	0	0	535	0
Future Vol, veh/h	0	147	0	0	0	0	0	0	0	0	535	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	94	92	92	92	92	92	92	92	92	90	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	1	2
Mvmt Flow	0	156	0	0	0	0	0	0	0	0	594	0

Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	-	594	-	-	594	-	-	0	-	-	-	0
Stage 1	-	0	-	-	594	-	-	-	-	-	-	-
Stage 2	-	594	-	-	0	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	418	0	0	418	0	0	-	0	0	-	0
Stage 1	0	-	0	0	493	0	0	-	0	0	-	0
Stage 2	0	493	0	0	-	0	0	-	0	0	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	-	418	-	-	418	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	418	-	-	418	-	-	-	-	-	-	-
Stage 1	-	-	-	-	493	-	-	-	-	-	-	-
Stage 2	-	493	-	-	-	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	18.7	0	0	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NET NBLn1	SBLn1	SWT
Capacity (veh/h)	-	418	-
HCM Lane V/C Ratio	-	0.374	-
HCM Control Delay (s)	-	18.7	0
HCM Lane LOS	-	C	A
HCM 95th %tile Q(veh)	-	1.7	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	16	0	0	0	0	0	0	0	0	535	0
Future Vol, veh/h	0	16	0	0	0	0	0	0	0	0	535	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	81	92	92	92	92	92	92	92	92	90	92
Heavy Vehicles, %	2	8	2	2	2	2	2	2	2	2	1	2
Mvmt Flow	0	20	0	0	0	0	0	0	0	0	594	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	594	-	-	594	-	-	0	-	-	-	0
Stage 1	-	594	-	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	594	-	-	-	-	-	-	-
Critical Hdwy	-	6.58	-	-	6.52	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	5.58	-	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.58	-	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.072	-	-	4.018	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	410	0	0	418	0	0	-	0	0	-	0
Stage 1	0	484	0	0	-	0	0	-	0	0	-	0
Stage 2	0	-	0	0	493	0	0	-	0	0	-	0
Platoon blocked, %	-											
Mov Cap-1 Maneuver	-	410	-	-	418	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	410	-	-	418	-	-	-	-	-	-	-
Stage 1	-	484	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	493	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14		0		0		0	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBT
Capacity (veh/h)	-	410	410	-	-	-
HCM Lane V/C Ratio	-	0.024	0.024	-	-	-
HCM Control Delay (s)	-	14	14	0	0	-
HCM Lane LOS	-	B	B	A	A	-
HCM 95th %tile Q(veh)	-	0.1	0.1	-	-	-

Intersection						
Int Delay, s/veh	7.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	0	0	0	0	119
Future Vol, veh/h	16	0	0	0	0	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	92	92	92	92	94
Heavy Vehicles, %	8	2	2	2	2	2
Mvmt Flow	20	0	0	0	0	127
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	10
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	1069
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	8.8			
HCM LOS						A
Minor Lane/Major Mvmt	NBLn1	EBT	WBT			
Capacity (veh/h)	1069	-	-			
HCM Lane V/C Ratio	0.118	-	-			
HCM Control Delay (s)	8.8	-	-			
HCM Lane LOS	A	-	-			
HCM 95th %tile Q(veh)	0.4	-	-			

Appendix C-11

2012 – 2016 MassDOT Crash Worksheets

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Lincoln COUNT DATE : April 5, 2018

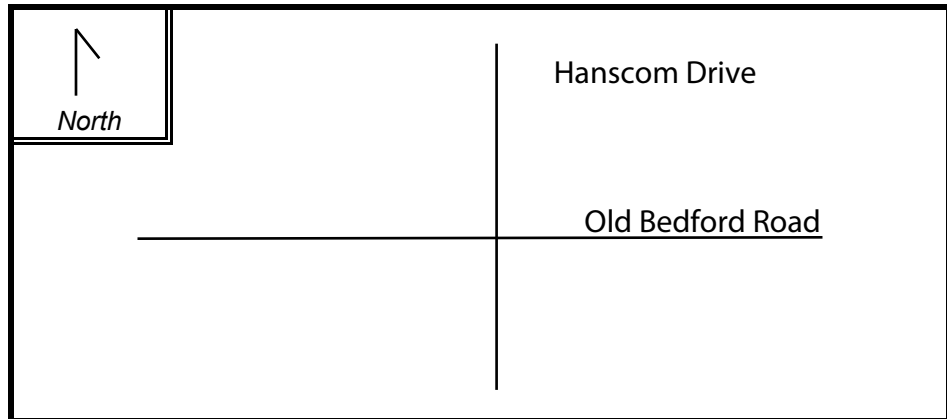
DISTRICT : 4 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Hanscom Drive

MINOR STREET(S) : Old Bedford Road

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	SB	WB	EB		
PEAK HOURLY VOLUMES (AM/PM) :	212	58	621	169		1,060

" K " FACTOR : INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

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

CRASH RATE CALCULATION :

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

Comments : _____

Project Title & Date: Hanscom 2017 ESPR

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Lincoln COUNT DATE : April 5, 2018

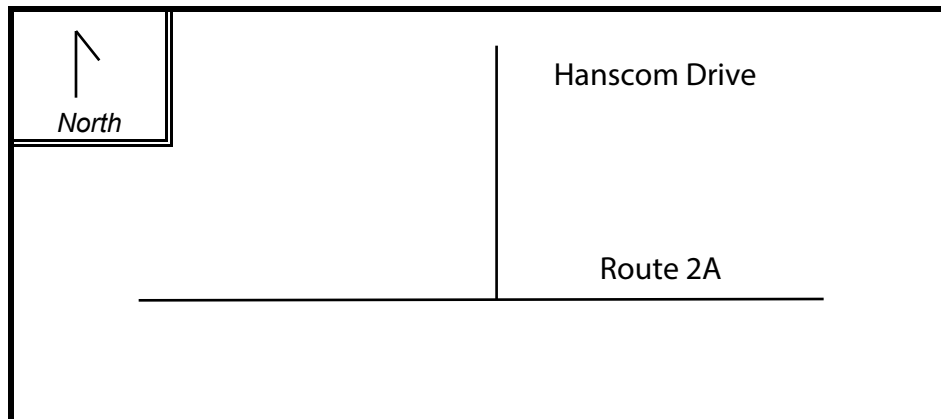
DISTRICT : 4 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Route 2A

MINOR STREET(S) : Hanscom Drive

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	SB	WB	EB			
PEAK HOURLY VOLUMES (AM/PM) :	548	1,217	365			2,130

" K " FACTOR : INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME :

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

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

Comments : _____

Project Title & Date: Hanscom 2017 ESPR

Appendix C-12

Count data for 2017 on I-95 at Route 2A

ADT by Day of Week by Month for 1/1/2017 - 12/31/2017

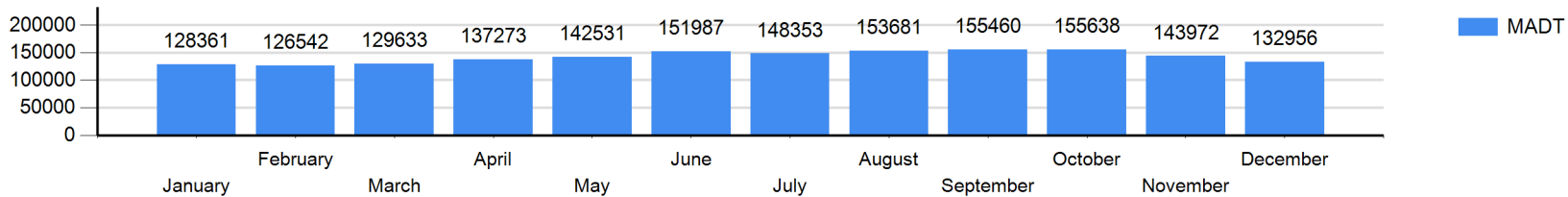
District
Community Lexington
County Middlesex
Factor Group U1-Boston

Location ID H8509
Direction 2-WAY
RoadBed ML

Located On YANKEE DIVISION HIGHWAY
AA DT 143113
Collection Type SAS 1
Functional Class (1) Interstate

	Average Daily Number of Vehicles							Avg. Day (Mon-Sun)	Avg. Day as % of Year Avg.	Avg. Weekday (Mon-Thu)	Avg. Day as % of Avg. Weekday (Mon-Thu)	Avg. Weekday (Mon-Fri)	Avg. Day as % of Avg. Weekday (Mon-Fri)
	Sun	Mon	Tue	Wed	Thu	Fri	Sat						
JAN	95,650	126,534	140,371	138,888	151,252	142,788	103,050	128,361	90.27%	139,261	92.17%	139,967	91.71%
FEB	97,863	134,703	144,218	143,533	116,940	134,634	113,909	126,542	88.99%	134,849	93.84%	134,806	93.87%
MAR	100,569	138,423	117,576	140,930	151,637	142,198	116,103	129,633	91.16%	137,142	94.52%	138,153	93.83%
APR	115,521	145,969	147,821	139,392	147,270	146,419	118,528	137,273	96.54%	145,113	94.60%	145,374	94.43%
MAY	114,207	128,040	152,434	159,202	162,601	148,500	132,740	142,531	100.23%	150,569	94.66%	150,155	94.92%
JUN	130,502	155,065	157,146	160,108	164,819	158,857	137,416	151,987	106.88%	159,285	95.42%	159,199	95.47%
JUL	124,474	151,394	146,176	160,594	166,069	156,146	133,620	148,353	104.33%	156,058	95.06%	156,076	95.05%
AUG	126,176	157,761	162,659	165,936	167,225	159,455	136,561	153,681	108.07%	163,395	94.05%	162,607	94.51%
SEP	130,721	159,957	162,852	162,961	166,495	163,859	141,384	155,460	109.33%	163,066	95.34%	163,225	95.24%
OCT	127,103	153,739	161,988	165,803	166,872	167,525	146,444	155,638	109.45%	162,101	96.01%	163,185	95.37%
NOV	110,084	152,220	159,716	156,492	154,235	147,490	127,569	143,972	101.25%	155,666	92.49%	154,031	93.47%
DEC	94,984	130,550	144,699	158,365	149,701	141,703	110,699	132,956	93.50%	145,829	91.17%	145,004	91.69%
Year	113,988	144,530	149,805	154,350	155,426	150,798	126,502	142,199		151,028	94.15%	150,982	94.18%

MADT By Month



NOTE: VALUES ARE ROUNDED; TOTALS AND PERCENTS MAY NOT ADD UP.

Appendix C-13

Trip Generation, Assignment, and Distribution Estimation Procedures

Hanscom Drive Volume Adjustment

In order to accurately report Hanscom Field trip generation, a review of peak hour counts on the Automatic Traffic Recorder were compared for the week of Thursday, April 5, 2018 through Wednesday, April 11, 2018. Since trip generation numbers are primarily derived from turning counts at Hanscom Drive and Old Bedford Road, every effort was taken to accurately report Hanscom Field trip distribution. Since the morning peak hour at the Hanscom Drive and Old Bedford intersection was reported as 7:30 – 8:30 AM and the afternoon peak hour was reported as 3:45 – 4:45 PM, review of counts during this time frame were reviewed. As the turning counts were completed on April 5, 2018, a review of this count versus the counts by the average Tuesday, Wednesday, Thursday count completed by the ATR resulted in an increase in the Hanscom Field trips between 13 and 23%. These adjustments are made on all figures throughout the 2017 ESPR, however, these adjustments were not followed through to subsequent intersections.

	IN		OUT	
	AM (7:30 - 8:30 AM)	PM (3:45 - 4:45 PM)	AM (7:30 - 8:30 AM)	PM (3:45 - 4:45 PM)
<i>Thursday, April 5, 2018</i>	50	23	22	54
Friday, April 6, 2018	81	27	31	54
Saturday, April 7, 2018	41	21	10	27
Sunday, April 8, 2018	27	18	4	25
<i>Monday, April 9, 2018</i>	<i>67</i>	<i>29</i>	<i>48</i>	<i>64</i>
<i>Tuesday, April 10, 2018</i>	<i>62</i>	<i>30</i>	<i>30</i>	<i>69</i>
Wednesday, April 11, 2018	58	32	27	63
Tu/W/Th Average	57	28	26	62
Count Day Adjustment	1.13	1.23	1.20	1.15

Rectrix Aviation Facility

The completion of the Rectrix Aviation facility on Virginia Road in the Pine Hill area of Hanscom Field since the 2012 ESPR has resulted in an increased vehicle trips related to Hanscom Field via access points on Virginia Road. Thus, aviation related trips which may have previously exclusively used the Hanscom Drive access may now access Hanscom Field via Virginia Road as well. However, the 2017 ESPR count program did not include any counts of Rectrix Aviation facility. With this being the case, the 2017 ESPR estimates the peak hour trip generation in the Pine Hill area utilizing parking occupancy counts completed on April 12, 2018, given the following relationship:

$$Peak\ Hour\ Trip\ Gen_{(Rectrix)} = \frac{Parked\ Vehicles_{(Rectrix)}}{Parked\ Vehicles_{(Terminal\ Area)}} * Peak\ Hour\ Trip\ Gen_{(Terminal\ Area)}$$

Given that the parking occupancy count indicates that 52 vehicles were parked at the Rectrix Aviation Facility and 415 vehicles were parked at the Terminal Area (all parking lots accessed by Hanscom Drive), roughly 12.5% of the trip generation observed at the Terminal Area access were applied to the Rectrix Aviation Facility. This results in the following table:

	Hanscom Drive Peak Hour Trip Generation	Rectrix Facility Estimate (12.5% of Hanscom Drive Traffic)	Total Peak Hour Trip Generation
2018 AM PEAK ENTER:	66	8	74
2018 AM PEAK EXIT:	32	4	36
2018 PM PEAK ENTER:	28	4	32
2018 PM PEAK EXIT:	67	8	75

It is recommended that with further development planned outside the terminal area, future ESPR reports conduct traffic volume counts at other Hanscom Field access points.

Trip Generation Estimation Procedures

As aviation use similar to that found at Hanscom Field is not a standard use in the *Institute of Transportation Trip Generation Manual*, the 2017 ESPR utilized the trip generation model from the 2012 ESPR. Unlike the 2012 ESPR, the 2017 ESPR does not add expected vehicle trips from either a hotel or aviation museum. Thus, the 2017 ESPR is a composite of 3 factors; 1) general aviation, 2) commercial aviation, and 3) other trips due to non-aviation uses. The following describe the process to estimate trip generation for the 2017 ESPR.

Trip Generation Rates from Aviation

Using the 2012 ESPR trip generation estimates, the following rates for general aviation and commercial aviation were determined:

Use	AM		PM		Unit
	IN	OUT	IN	OUT	
GA	2.89	0.96	1.79	2.81	Per 10k Annual Operations
Comm	2.93	2.93	2.28	0.57	Per 10k Annual Passengers

Trip Generation due to Aviation

Using the rates determined above, trip generation due to aviation were estimated as follows:

	Morning Peak Hour			Afternoon Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
2017 ESPR Existing Trip Generation from Aviation						
General Aviation	37	12	49	23	36	59
Commercial	0	0	0	0	0	0
Total	37	12	49	23	36	59
2025 Forecast Trip Generation from Aviation						
General Aviation	38	13	51	24	37	61
Commercial	7	6	13	5	1	6
Total	45	19	64	29	38	67
2035 Forecast Trip Generation from Aviation						
General Aviation	40	13	53	25	39	64
Commercial	13	13	26	10	3	13
Total	53	26	79	35	42	77

2017 ESPR Trip Generation due to Other Uses

In order to estimate trip generation due to other uses, the following process was followed: 1) balanced 2017 ESPR Existing Trip Generation Volumes and assigned these trips to the other use, 2) grew these trips in the 2025 and 2035 forecast year based on the proportional growth in the aviation related trips. A summary is provided below:

	Morning Peak Hour			Afternoon Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Total 2017 ESPR Trip Generation	74	36	110	32	75	107
LESS (Total Trip Generation from Aviation)	37	12	49	23	36	59
Estimated 2017 ESPR Trip Generation from Other Uses	37	24	61	9	39	48

Growth in Trip Generation due to Aviation

In order to grow the trip generation from other uses, the growth in trip generation due to aviation was determined as follows:

	AM Total	PM Total	Total	Ratio compared to Existing Trip Generation
2017 ESPR	49	59	108	1.00
2025 Forecast	64	67	131	1.21
2035 Forecast	79	77	156	1.44

Future Trip Generation Due to Other Uses

Utilizing the trip growth due to aviation, the following trip generation forecast for other uses is calculated:

	Morning Peak Hour			Afternoon Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Estimated 2017 ESPR Trip Generation from Other Uses	37	24	61	9	39	48
2025 Forecast Trip Generation from Other Uses	45	29	74	11	47	58
2035 Forecast Trip Generation from Other Uses	53	35	88	13	56	69

Final Trip Generation Table

Thus, a final trip generation table reflecting peak hour trips due to both aviation and other uses is compiled. This is seen below:

	Morning Peak Hour			Afternoon Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
2017 ESPR Existing Trip Generation from Aviation						
General Aviation	37	12	49	23	36	59
Commercial	0	0	0	0	0	0
Other	37	24	61	9	39	48
Total	74	36	110	32	75	107
2025 Forecast Trip Generation from Aviation						
General Aviation	38	13	51	24	37	61
Commercial	7	6	13	5	1	6
Other	45	29	74	11	47	58
Total	90	48	138	40	85	125
2035 Forecast Trip Generation from Aviation						
General Aviation	40	13	53	25	39	64
Commercial	13	13	26	10	3	13
Other	53	35	88	13	56	69
Total	106	61	167	48	98	146

Trip Assignment to Hanscom Field Driveways

In recognition that the 2017 ESPR expects a continued trend in the development outside the Terminal area, it is necessary to show future traffic volumes at the Pine Hill and the North Airfield access points. While the 2012 ESPR elected to apply all trips to the main access at Hanscom Drive, development as described in Chapter 4 of the 2017 ESPR shows that a notable proportion of aviation uses will be developed on the Pine Hill and North Airfield sectors of the airport. Distribution assumptions are documented in Chapter 6, with these assumptions resulting in the following table which details estimated peak hour trip generation by driveway.

	Morning Peak Hour			Afternoon Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
2017 ESPR Existing Trip Generation from Aviation						
Pine Hill	8	4	12	4	8	12
North Airfield	0	0	0	0	0	0
Terminal Area	66	32	98	28	67	95
Total	74	36	110	32	75	107
2025 Forecast Trip Generation from Aviation						
Pine Hill	14	6	20	7	14	21
North Airfield	8	3	11	5	7	12
Terminal Area	68	39	107	28	64	92
Total	90	48	138	40	85	125
2035 Forecast Trip Generation from Aviation						
Pine Hill	18	9	27	11	18	29
North Airfield	10	3	13	6	10	16
Terminal Area	78	49	127	31	70	101
Total	106	61	167	48	98	146

Trip Distribution Estimation for Pine Hill and North Airfield

As discussed throughout Chapter 6 of the 2017 ESPR, Hanscom Field trips destined to and originating from the main access point at Hanscom Drive were distributed based on observed traffic behavior at main intersections studied. In the case of the additional driveways studied, effort to maintain travel behavior as indicated by traffic out of the Terminal Area Access at Hanscom Drive was maintained. This was completed through the following approaches.

Pine Hill Access

Access to and from facilities on Pine Hill (such as the Rectrix facility) were distributed in the same manner as traffic volume at Hanscom Drive. However, traffic between Hanscom Drive and Hanscom Air Force Base were disregarded.

North Airfield Access

Traffic was assumed to access North Airfield access through three entries on the network: 1) from the east with access from Exit 31 on I-95 via Route 4/225 and South Road, 2) from the north with access to Bedford Center via Route 62 from the north, and 3) from the south and points west via Route 62 towards Lincoln Center. Trips were distributed to these access points proportional to the manner calculated for the 2018 existing conditions for Hanscom Traffic.

Appendix D — Noise

D.1 Noise Effects

This section addresses the primary ways people are affected by aircraft noise: annoyance, sleep disturbance, and speech interference.

D.1.1 Annoyance

Social survey data have long made it clear that individual reactions to noise vary widely for a given noise level. Nevertheless, as a group, people's aggregate response to factors such as speech and sleep interference and desire for an acceptable environment is predictable and relates well to measures of cumulative noise exposure such as DNL. A wide variety of responses have been investigated in social survey research. The concept of "percent highly annoyed" in sample populations seems to provide the most consistent response of a community to a particular noise source (see Figure D-1).

The most widely recognized relationship between noise and annoyance – regardless of the noise source– was developed by Schultz in the late 1970s. This relationship or the "Schultz Curve" is shown in Figure D-2. Schultz based his analysis on data from 18 surveys conducted worldwide; the curve indicates that at levels as low as 55 dB DNL, approximately five percent of the people will still be highly annoyed, with the percentage increasing more rapidly as exposure increases above 65 dB DNL¹. Separate work by the EPA has shown that overall community reaction to a noise environment is also dependent on DNL².

The most recent analysis of community annoyance (1989) supports the conclusions set forth by Schultz; that is, that the DNL-%HA relationship presented in the "Schultz curve" is applicable to all transportation noise. This analysis included Schultz' original data (161 points) and added to it data from more recent social surveys (269 points). A logistic regression of the relationship is shown in Figure D-3. This is the preferred relationship for current investigations³. The more recent analysis also showed that communities near airports are slightly more willing to describe

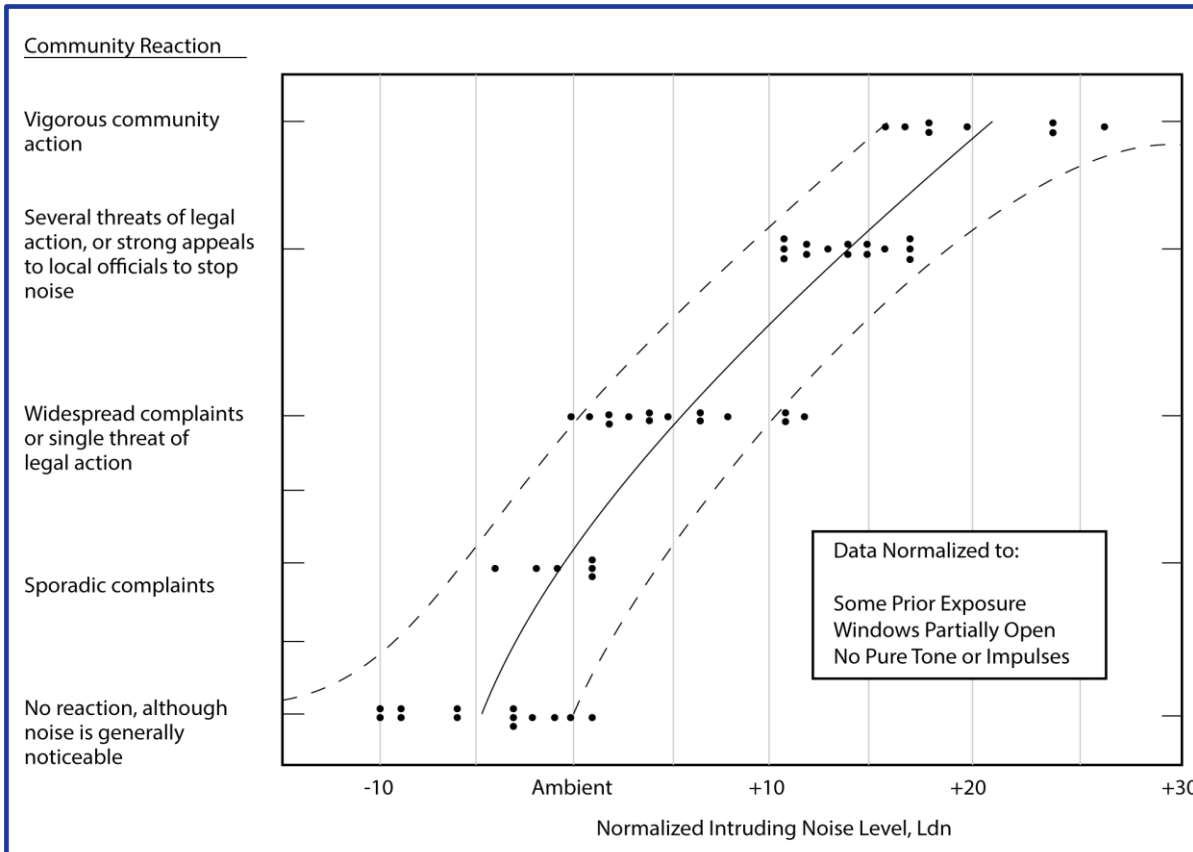
¹ Schultz, T.J., "Synthesis of Social Surveys on Noise Annoyance", Journal of the Acoustical Society of America, Vol. 64, No. 2, August 1978.

² Wyle Labs, Community Noise, DOT Report NTID300.3, December, 1971.

³ FICON 1992. Federal Interagency Committee on Noise, Federal Agency Review of Selected Airport Noise Analysis Issues, August, 1992.

themselves as annoyed than those near surface transportation noise sources, although there are no statistically significant differences between modes of transportation⁴.

Figure D-1 Community reaction as a function of outdoor noise level



Source: Wyle Laboratories, "Community Noise," prepared for the U.S. Environmental Protection Agency, Office of Noise Abatement and Control, Washington, D.C., December 1971, pg. 63

D.1.2 Speech Interference

One of the primary effects of aircraft noise is its tendency to drown out or "mask" speech, making it difficult or impossible to carry on a normal conversation without interruption. The sound level of speech decreases as distance between a talker and listener increases. As the level of speech decreases in the presence of background noise, it becomes harder and harder to hear. Figure D-4 presents typical distances between talker and listener for satisfactory

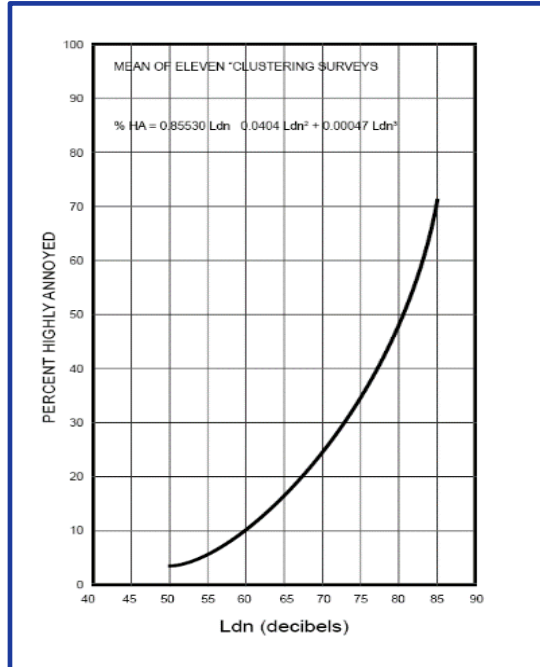
⁴ Fidell, S., Barber, D., and Schultz., Updating a Dosage-Effect Relationship for the Prevalence of Annoyance Due to General Transportation Noise, HSD-TR-89-009, Wright-Patterson AFB, Ohio: US Air Force, Noise and Sonic Boom Impact Technology.

outdoor conversations in the presence of different steady A-weighted background noise normal, and relaxed⁵. As the background level increases, the talker must raise his/her voice, or the individuals must get closer together to continue their conversation.

As indicated in Figure D-4, satisfactory conversation does not always require hearing every word; 95 percent intelligibility is acceptable for many conversations. This is because a few unheard words can be inferred when they occur in a familiar context. However, in relaxed conversation, we have higher expectations of hearing speech and require complete 100 percent intelligibility. Any combination of talker-listener distances and background noise that falls below the bottom line in the figure represents an ideal environment for outdoor speech communication and is considered necessary for acceptable indoor conversation as well.

One implication of the relationships in the figure is that for typical communication distances of three or four feet (one to one and one-half meters), acceptable outdoor conversations where 95 percent intelligibility is acceptable can be carried on in a normal voice as long as the background noise outdoors is less than about 65 dB(A). If 100 percent intelligibility is desired, the interior background level must be less than about 45 dB(A). If the noise exceeds either of these levels, as might occur when an aircraft passes overhead, intelligibility is lost unless vocal effort is increased or communication distance decreased.

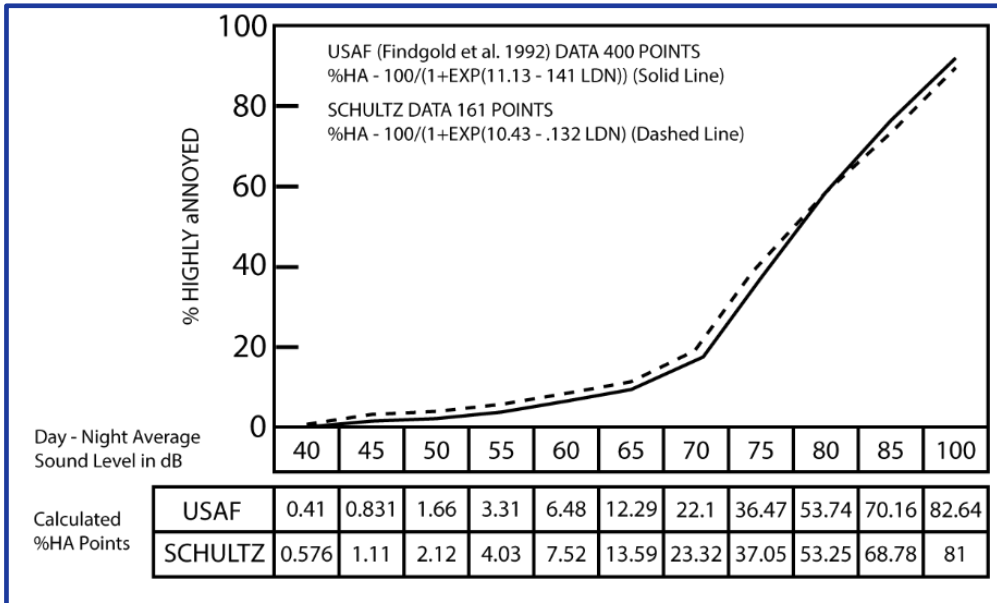
Figure D-2 Percentage of People Highly Annoyed as a Function of Exposure



Source: Schultz, 1978

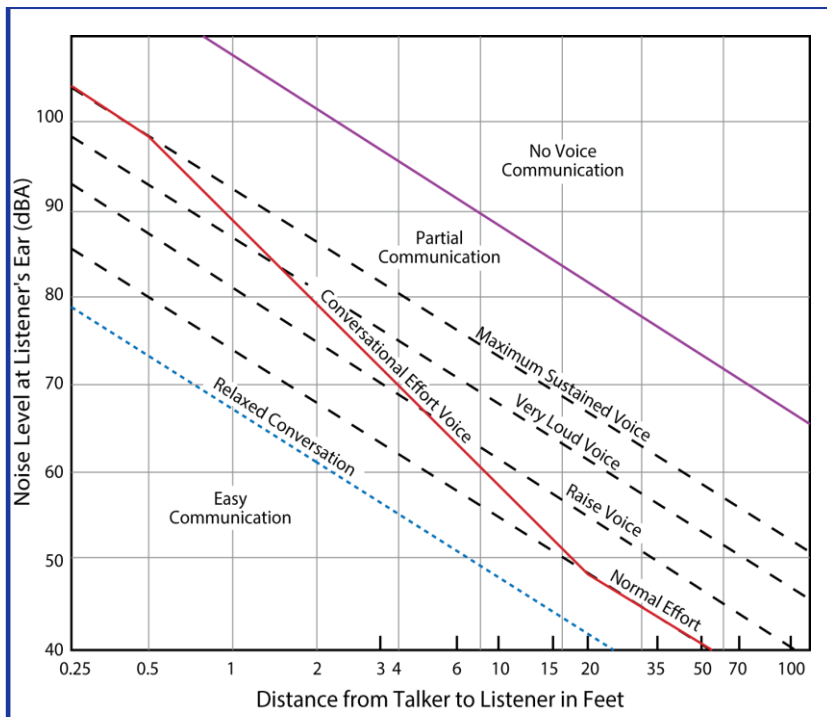
⁵ United States Environmental Protection Agency, Public Health and Welfare Criteria for Noise, 1973.

Figure D-4 Comparison of Schultz Data (1978) and USAF Data (1992) on Annoyance



Source: FICON. "Federal Agency Review of Selected Airport Noise Analysis Issues." August 1992. (From data provided by USAF Armstrong Laboratory). pp. 3-6.

Figure D-3 Distances at Which Ordinary Speech Can be Understood



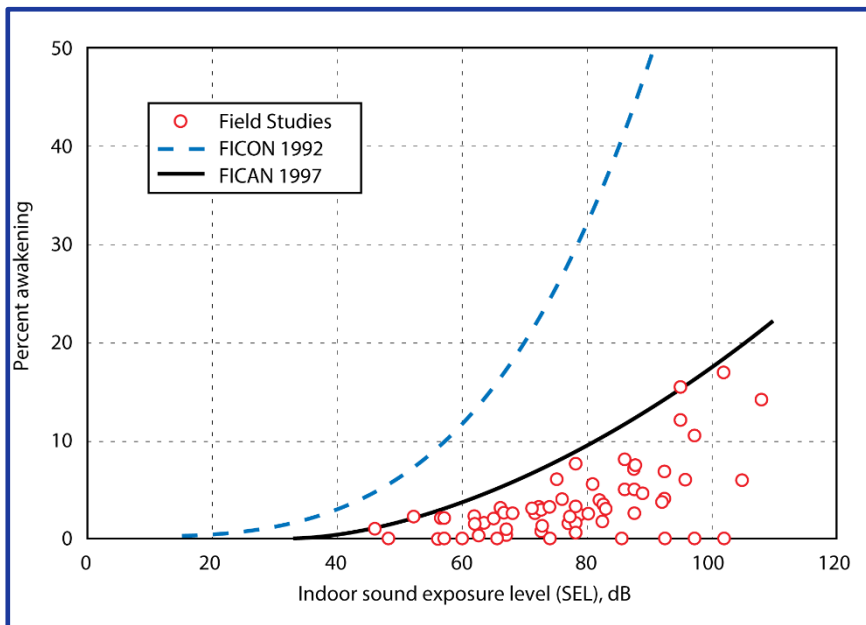
Source: U.S. EPA, 1973

D.1.3 Sleep Interference

The effect of aviation noise on sleep is a long-recognized concern of those interested in addressing the impacts of noise on people. Historical studies of sleep disturbance were conducted mainly in laboratories, using various indicators of response (electroencephalographic recordings, verbal response, button push, etc.). Field studies also were conducted, in which subjects were exposed to noise in their own homes, using real or simulated noise. However, in a 1989 assessment of existing research, Pearsons indicated the need for substantially more work in this area, citing the large discrepancy between laboratory and field studies as a major concern.

In 1992, the Federal Interagency Committee on Noise (FICON) recommended an interim dose-response curve to predict the percent of the exposed population expected to be awakened

Figure D-5 Recommended Sleep Disturbance Dose-Response Relationship



(percent awakening) as a function of the exposure to single event noise levels expressed in terms of sound exposure level (SEL)⁶. This interim curve was based on the data presented in the 1989 study. The FICON report also recommended continued research into community reactions to aircraft noise, including sleep disturbance.

Since the adoption of FICON's interim curve in 1992, substantial field

research in the area of sleep disturbance was conducted, using a variety of test methods, and in a number of locations. The data from these studies show a consistent pattern, with considerably less percent of the exposed population expected to be behaviorally awakened than had been shown with laboratory studies. In 1997, FICAN recommended a new dose-

⁶ FICON 1992

response curve for predicting awakening, based on the results of the field studies described above⁷. This curve is presented in Figure D-5. Because the curve represents the upper limit of the data, it should be interpreted as predicting the “maximum percent of the exposed population expected to be behaviorally awakened”, or the “maximum % awakened”. The dose-response relationship presented here relies on behavioral awakening as the indicator of sleep disturbance; relationships between aircraft noise and other potential sleep disturbance or related health effects responses have not been established by any of these newer studies. This curve should be applied only to long-term residential settings and should not be generalized to include children.

The finding on the relationship between aircraft noise and sleep disturbance does not call into question the nighttime penalty applied to Day Night Sound Level (DNL). The 10 dB penalty added to noise levels for the period 10:00 p.m. to 7:00 a.m. is intended to account for the increased intrusiveness of noise at night. The ambient is generally lower and more people are at home during this period than at other times of the day. Thus, the opportunities for activity interference are much higher during nighttime, which could lead to greater annoyance.

D.2 Noise Prediction Methodology

This section provides supplemental information on the noise prediction methodology described in Chapter 7. It specifically addresses the process used to develop AEDT flight tracks from radar data, the detailed aircraft operations input, and methodology used to assess the population within various noise contour intervals.

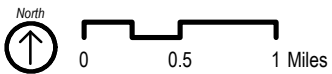
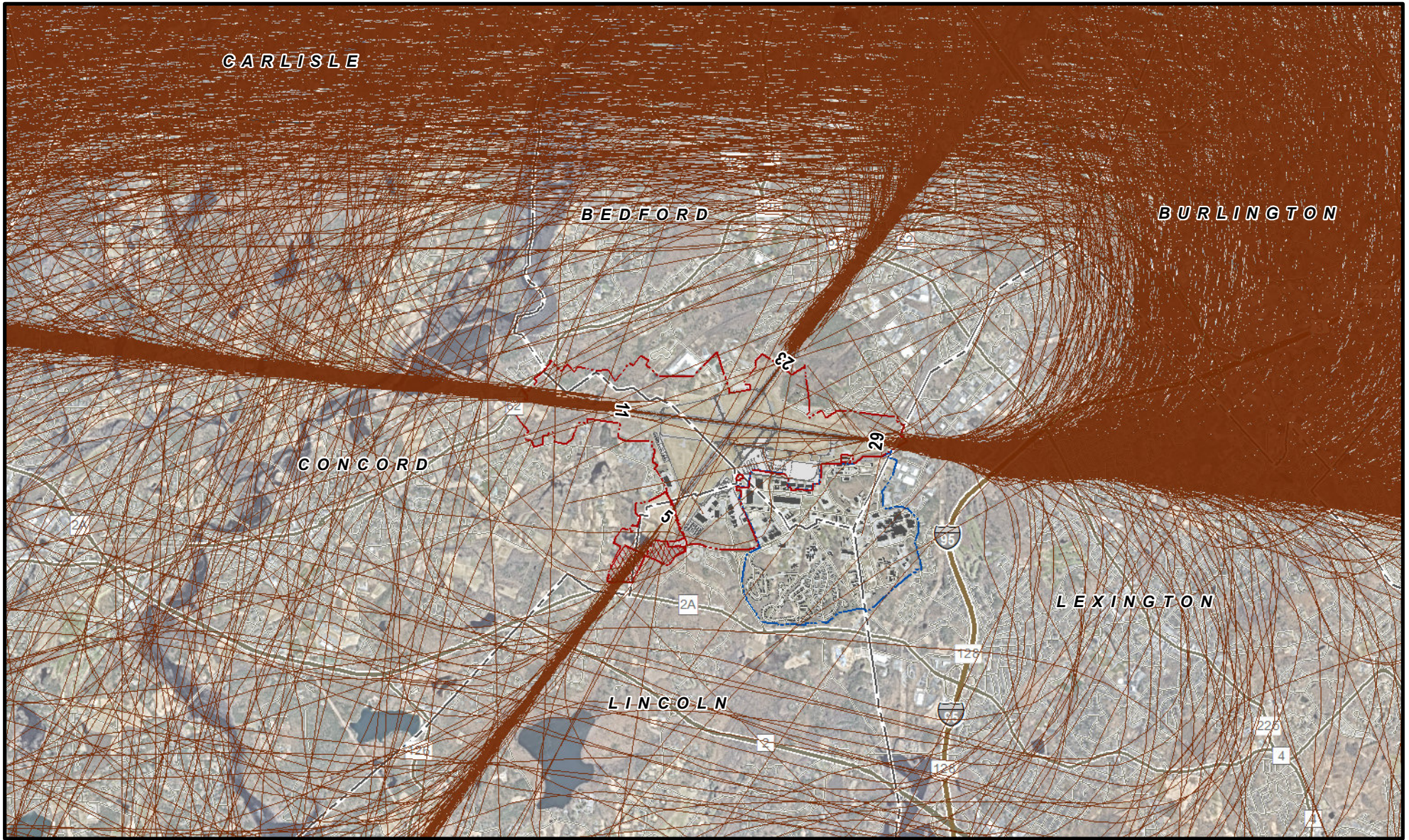
D.2.1 Flight Tracks




As described in Section 7.3.1, RealContours for AEDT was used to prepare the modeling input for AEDT. This allowed the direct use of over 50,000 individual radar tracks in the modeling. Each track was assigned the appropriate AEDT aircraft based on the identifying information in the radar data. Additionally, departures tracks were assigned the proper stagelength, a surrogate for aircraft takeoff weight, based on filed destination in the radar data. The runway for each operation was assigned automatically based on the proximity of the end of flight path to the runway ends and then further checked and refined by detailed visual review. Once fully reviewed for quality control, the individual flight track were imported to AEDT for modeling.

Figure 7-4 through Figure 7-8 display density plots for all of the flight tracks used in the modeling. The following figures display samples of the flight tracks used in the modeling. For clarity, approximately 20% of the tracks used in the modeling are displayed.

⁷ FICAN 1997. Federal Interagency Committee on Aviation Noise (FICAN) Effects of Aviation Noise on Awakenings from Sleep, June 1997.

Figure D-6 and Figure D-7 present a sample of the arrival and departure tracks for jet aircraft. Figure D-8 and Figure D-9 present representative tracks for arrivals and departures by propeller aircraft, including helicopters. Figure D-10 presents representative radar tracks for local piston aircraft operations.



-  Jet Arrival Flight Tracks
-  Hanscom Field Property Boundary
-  Massport Property within MMNHP
-  Congressional Boundary
-  Hanscom AFB Property Boundary
-  Municipal Boundary
-  Interstate
-  Highway
-  Road

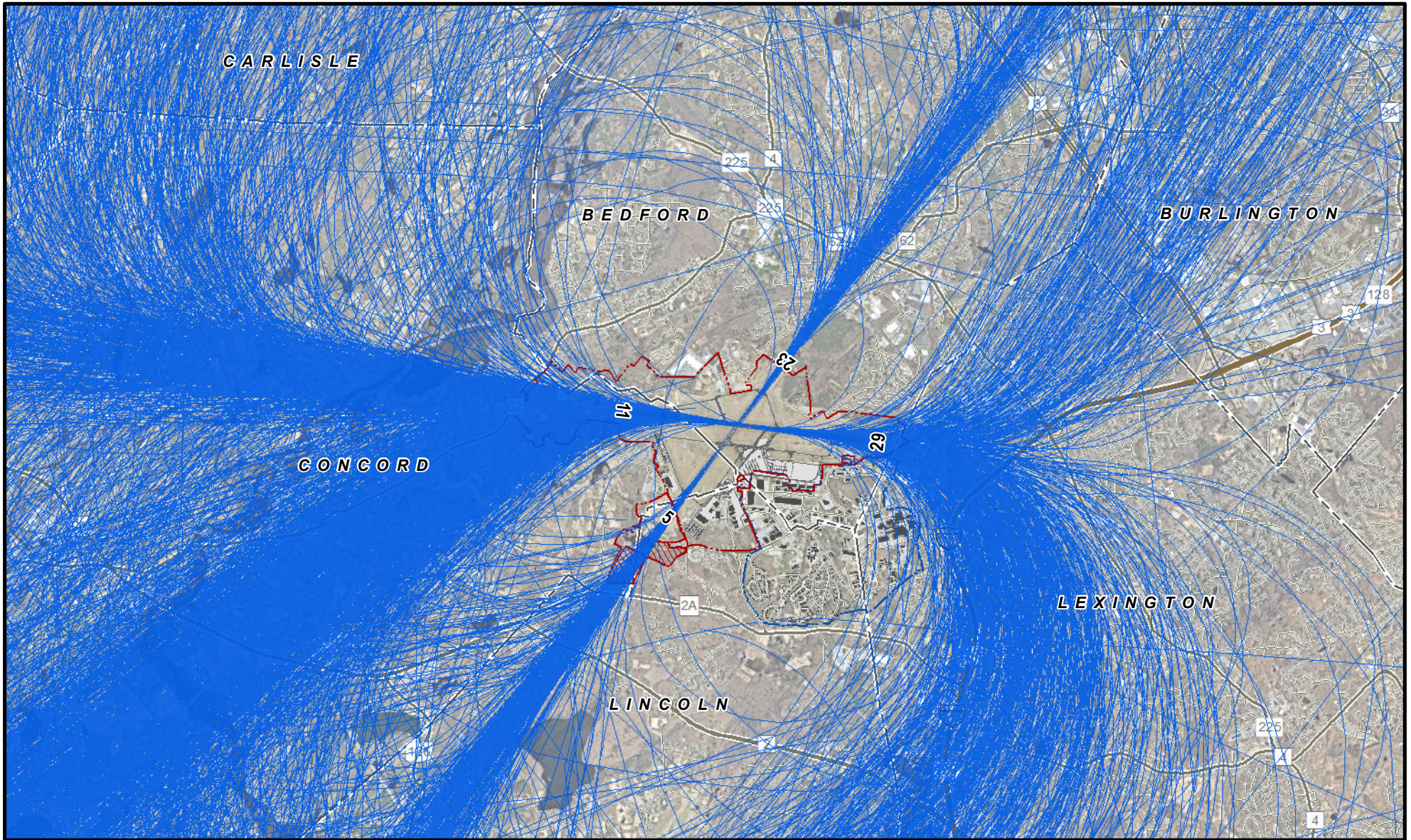











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**Representative Jet Arrival
 Flight Tracks**

Data Sources: Massport Noise and Operations Monitoring System (flight tracks) March 1, 2018; MassGIS (Roads, Rail), July 30, 2018; MassGIS (Community Boundaries), July 30, 2018; NPS (Park Boundary), July 30, 2018; NPS (Streets and Trails), July 30, 2018; MassGIS (Building Footprints), July 30, 2018

Figure D-6



-  Jet Departure Flight Tracks
-  Hanscom Field Property Boundary
-  Massport Property within MMNHP
-  Congressional Boundary
-  Hanscom AFB Property Boundary
-  Municipal Boundary
-  Interstate
-  Highway
-  Road

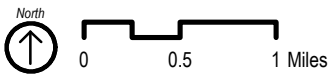
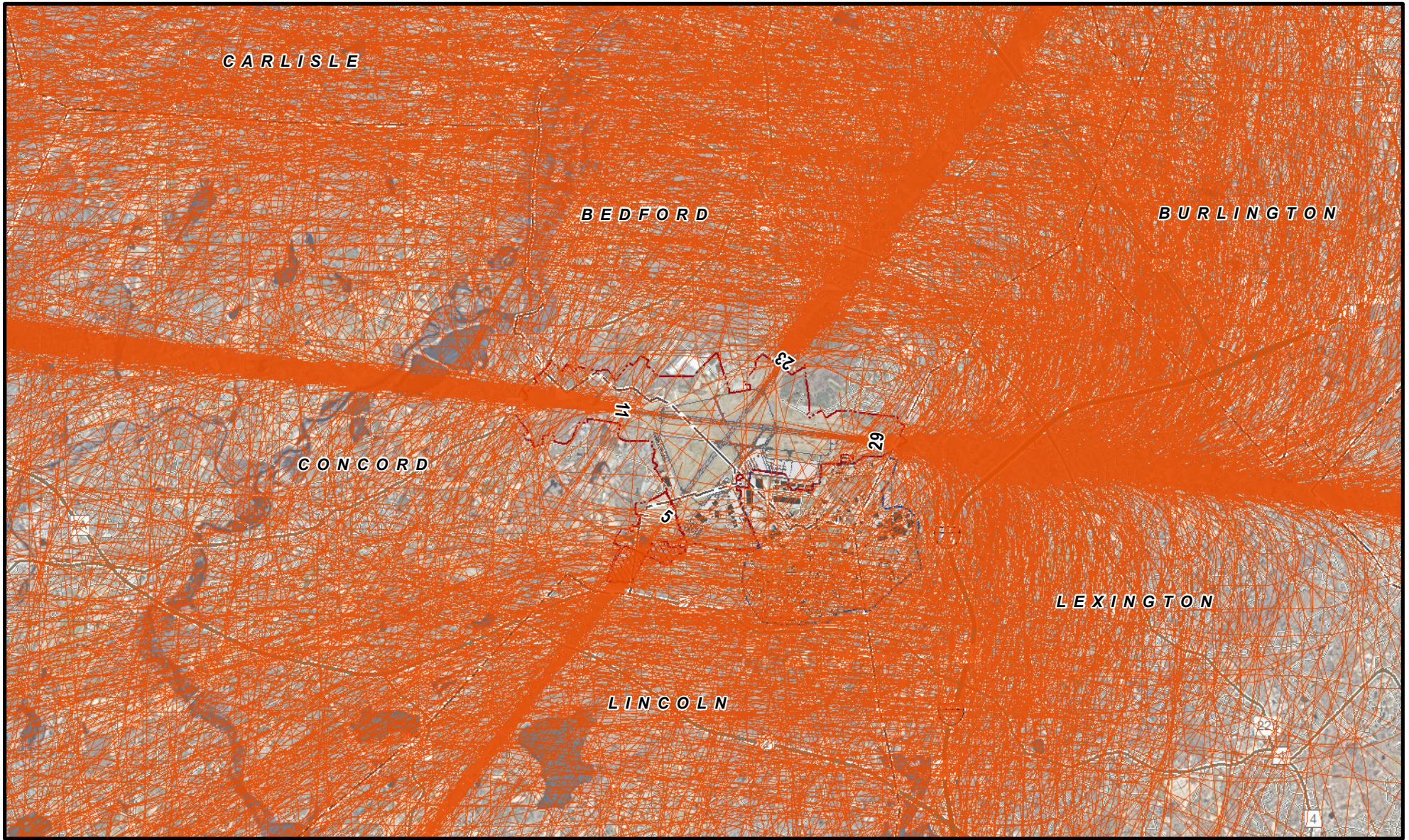


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Representative Jet Departure Flight Tracks

Data Sources: Massport Noise and Operations Monitoring System (flight tracks) March 1, 2018; MassGIS (Roads, Rail), July 30, 2018; MassGIS (Community Boundaries), July 30, 2018; NPS (Park Boundary), July 30, 2018; NPS (Streets and Trails), July 30, 2018; MassGIS (Building Footprints), July 30, 2018

Figure D-7



Data Sources: Massport Noise and Operations Monitoring System (flight tracks) March 1, 2018; MassGIS (Roads, Rail), July 30, 2018; MassGIS (Community Boundaries), July 30, 2018; NPS (Park Boundary), July 30, 2018; NPS (Streets and Trails), July 30, 2018; MassGIS (Building Footprints), July 30, 2018

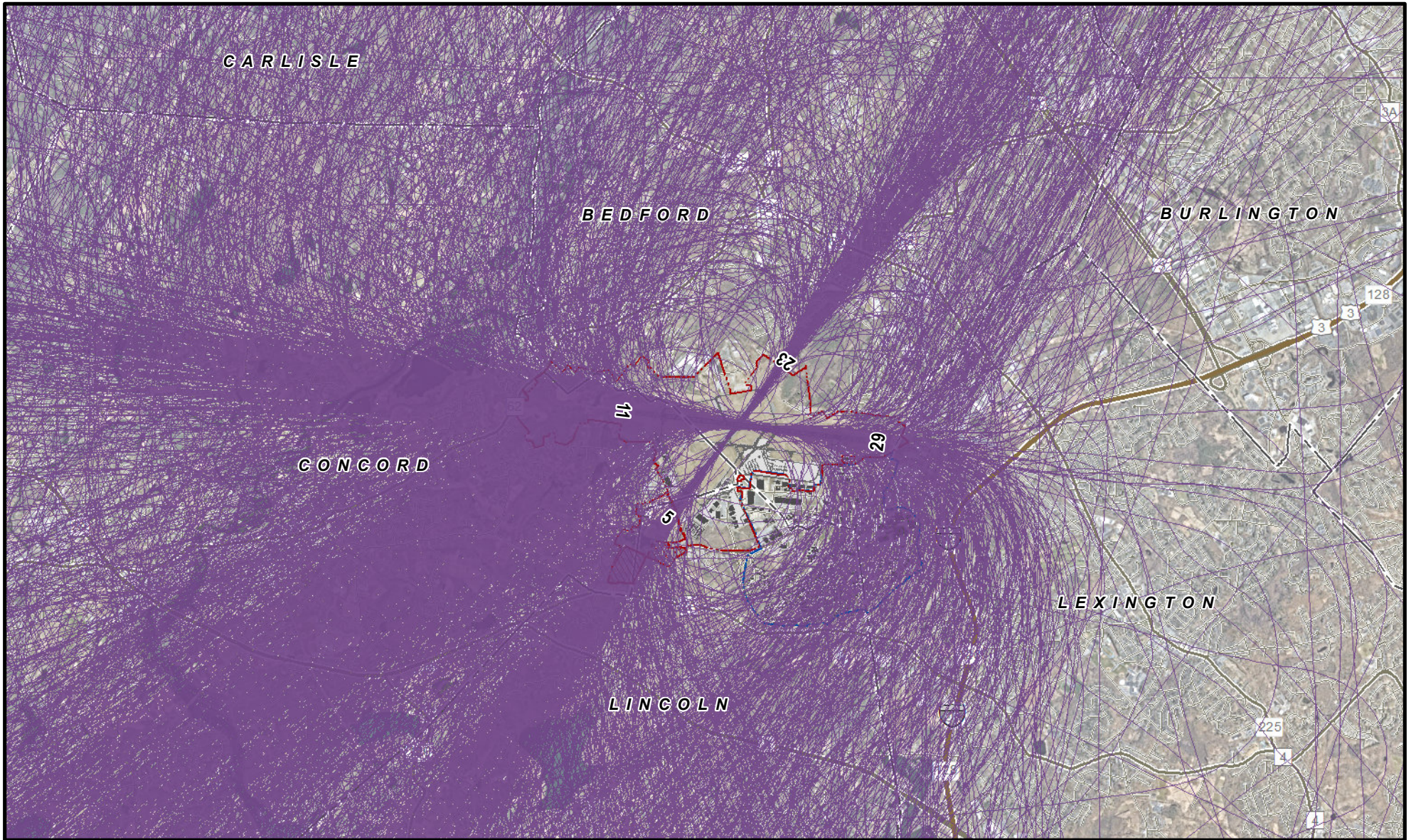
-  Propeller Arrival Flight Tracks
-  Hanscom Field Property Boundary
-  Massport Property within MMNHP
-  Congressional Boundary
-  Hanscom AFB Property Boundary
-  Municipal Boundary
-  Interstate
-  Highway
-  Road












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Representative Propeller Arrival Flight Tracks

Figure D-8



-  Propeller Departure Flight Tracks
-  Hanscom Field Property Boundary
-  Massport Property within MMNHP
-  Congressional Boundary
-  Hanscom AFB Property Boundary
-  Municipal Boundary
-  Interstate
-  Highway
-  Road

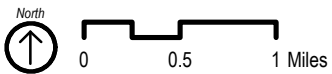
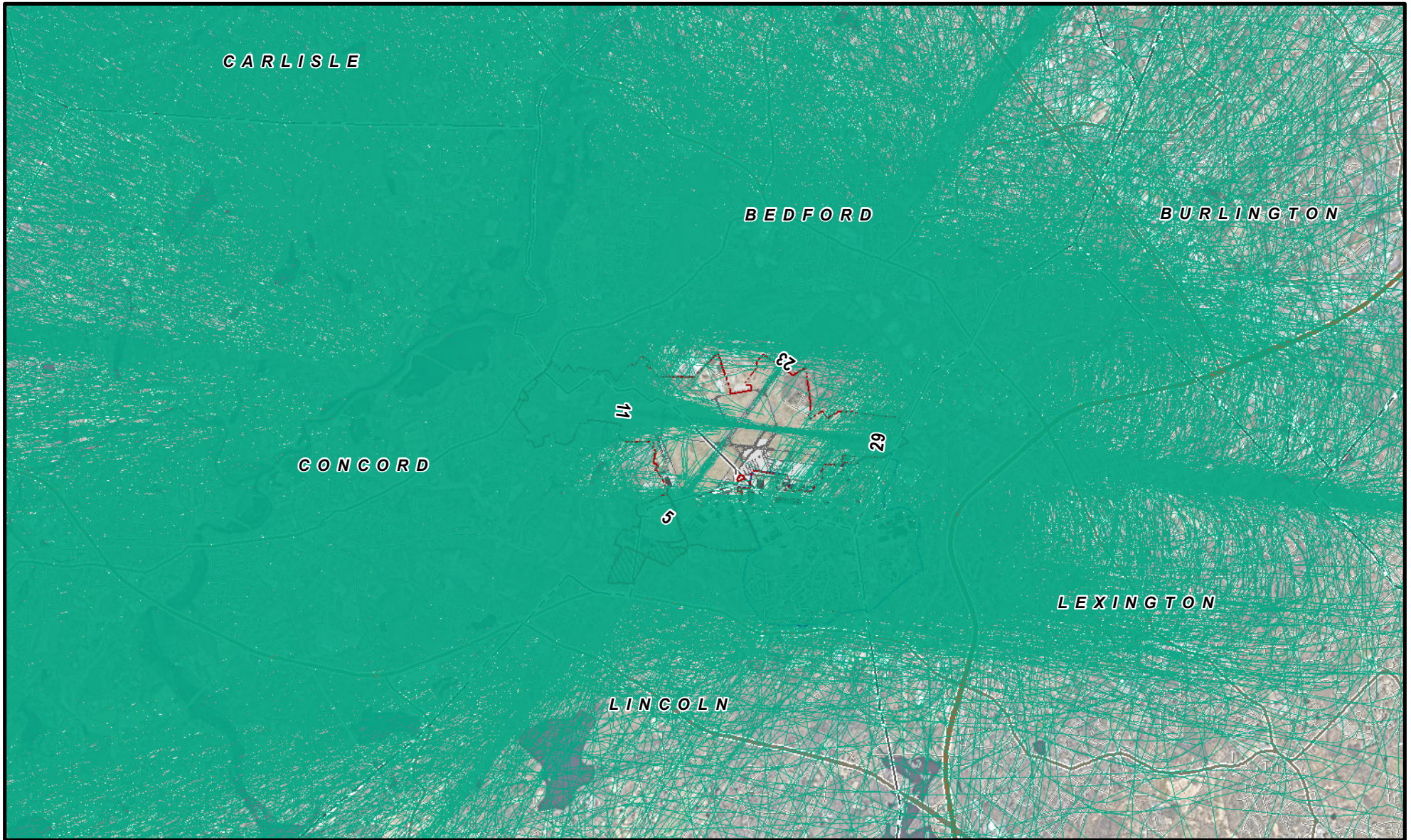











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Representative Propeller Departure Flight Tracks

Data Sources: Massport Noise and Operations Monitoring System (flight tracks) March 1, 2018; MassGIS (Roads, Rail), July 30, 2018; MassGIS (Community Boundaries), July 30, 2018; NPS (Park Boundary), July 30, 2018; NPS (Streets and Trails), July 30, 2018; MassGIS (Building Footprints), July 30, 2018

Figure D-9



-  Local Flight Tracks
-  Hanscom Field Property Boundary
-  Massport Property within MMNHP
-  Congressional Boundary
-  Hanscom AFB Property Boundary
-  Municipal Boundary
-  Interstate
-  Highway
-  Road



Representative Local Flight Tracks

Data Sources: Massport Noise and Operations Monitoring System (flight tracks) March 1, 2018; MassGIS (Roads, Rail), July 30, 2018; MassGIS (Community Boundaries), July 30, 2018; NPS (Park Boundary), July 30, 2018; NPS (Streets and Trails), July 30, 2018; MassGIS (Building Footprints), July 30, 2018

D.2.2 Detailed Operations Tables

Table D-1 through Table D-3 present the average daily operations for 2017 and the two future scenarios. The operations are organized by AEDT noise aircraft type.

Table D-1 Year 2017 Average Daily Operations

Aircraft Category	AEDT ¹ TYPE	Departures		Arrivals		Total
		Day	Night	Day	Night	
Jet	707	0.03	0.00	0.03	0.00	0.06
	737400	0.18	0.04	0.11	0.11	0.43
	737700	0.08	0.01	0.08	0.01	0.19
	737800	0.01	0.00	0.01	0.00	0.03
	767400	0.01	0.00	0.01	0.00	0.01
	757PW	0.13	0.05	0.09	0.09	0.37
	767CF6	0.00	0.00	0.00	0.00	0.01
	A319-131	0.01	0.00	0.01	0.00	0.03
	A320-211	0.00	0.00	0.00	0.00	0.01
	A321-232	0.00	0.00	0.00	0.00	0.01
	B57E	0.00	0.00	0.00	0.00	0.01
	BD-700-1A10	1.33	0.08	1.22	0.20	2.82
	BD-700-1A11	0.10	0.01	0.10	0.01	0.23
	CIT3	0.17	0.01	0.17	0.01	0.36
	CL600	5.80	0.38	5.54	0.63	12.35
	CL601	1.92	0.15	1.83	0.24	4.15
	CNA500	0.51	0.07	0.53	0.06	1.17
	CNA510	0.35	0.01	0.36	0.01	0.73
	CNA525C	1.10	0.09	1.05	0.15	2.39
	CNA55B	2.09	0.12	2.12	0.09	4.41
	CNA560E	0.50	0.01	0.48	0.02	1.01
	CNA560U	1.85	0.06	1.83	0.08	3.83
	CNA560XL	2.23	0.08	2.18	0.13	4.63
	CNA680	1.57	0.05	1.54	0.08	3.23
	CNA750	5.28	0.30	5.24	0.35	11.17
	CRJ9-ER	0.01	0.00	0.01	0.00	0.02
	ECLIPSE500	0.29	0.02	0.28	0.03	0.62

Aircraft Category	AEDT ¹ TYPE	Departures		Arrivals		Total
		Day	Night	Day	Night	
Jet (continued)	EMB145	0.19	0.01	0.18	0.02	0.40
	EMB14L	0.03	0.01	0.04	0.00	0.08
	F-18	0.04	0.00	0.03	0.01	0.08
	FAL20	0.24	0.01	0.22	0.03	0.49
	GIIB	0.10	0.00	0.10	0.00	0.21
	GIV	4.06	0.18	3.88	0.35	8.47
	GV	1.80	0.17	1.78	0.19	3.94
	IA1125	0.65	0.04	0.66	0.03	1.38
	LEAR25	0.00	0.00	0.00	0.00	0.01
	LEAR35	6.63	0.32	6.46	0.48	13.89
	MD81	0.01	0.01	0.01	0.01	0.04
	MD82	0.01	0.00	0.01	0.00	0.01
	MD83	0.02	0.00	0.02	0.00	0.05
	MU3001	1.44	0.07	1.45	0.07	3.02
	T-38A	0.01	0.00	0.01	0.00	0.01
	Subtotal Jet Operations		40.81	2.36	39.68	3.50
Turboprop	1900D	0.70	0.00	0.69	0.01	1.40
	C130AD	0.08	0.00	0.08	0.00	0.17
	CNA208	4.94	0.16	4.90	0.20	10.20
	CNA441	0.29	0.01	0.29	0.01	0.60
	DHC6	4.43	0.11	4.34	0.20	9.08
	DO328	0.01	0.00	0.01	0.00	0.01
	EMB120	0.00	0.00	0.00	0.00	0.01
	PA42	0.03	0.00	0.03	0.00	0.05
Subtotal Turboprop Operations		10.48	0.27	10.35	0.41	21.52
Piston	BEC58P	4.12	0.07	4.07	0.13	8.39
	CNA172	7.09	0.01	7.08	0.03	14.20
	CNA182	3.59	0.00	3.58	0.00	7.18
	CNA206	0.95	0.00	0.95	0.00	1.90
	CNA20T	0.24	0.00	0.24	0.00	0.48
	COMSEP	14.14	0.03	14.13	0.04	28.34
	GASEPF	51.69	0.05	51.69	0.05	103.48
	GASEPV	24.70	0.03	24.70	0.03	49.45

Aircraft Category	AEDT ¹ TYPE	Departures		Arrivals		Total
		Day	Night	Day	Night	
	PA28	6.38	0.00	6.36	0.02	12.76
Subtotal Piston Operations		112.89	0.20	112.79	0.29	226.17
Helicopter	A109	0.39	0.00	0.38	0.01	0.79
	B206L	0.11	0.00	0.11	0.00	0.22
	B429	1.80	0.07	1.77	0.11	3.74
	H500D	0.41	0.00	0.41	0.00	0.81
	R44	1.51	0.00	1.51	0.00	3.02
	S70	0.08	0.00	0.08	0.00	0.16
	S76	5.51	0.15	5.28	0.38	11.31
	SA330J	1.85	0.05	1.89	0.01	3.81
	SA350D	0.05	0.00	0.05	0.00	0.11
Subtotal Helicopter Operations		11.71	0.28	11.48	0.51	23.98
Total Operations		175.90	3.12	174.29	4.72	358.02

Source: Hanscom EXP System, Massport NOMS, HMMH 2018
Notes: 1.AEDT = Aviation Environmental Design Tool

Table D-2 2025 Forecast Average Daily Operations

Aircraft Category	AEDT ¹ TYPE	Departures		Arrivals		Total
		Day	Night	Day	Night	
Jet	707	0.03	0.00	0.03	0.00	0.06
	737400	0.21	0.05	0.13	0.13	0.53
	737700	0.10	0.01	0.10	0.02	0.23
	737800	0.01	0.00	0.01	0.00	0.03
	767400	0.01	0.00	0.01	0.00	0.02
	757PW	0.16	0.06	0.11	0.11	0.44
	767CF6	0.00	0.00	0.00	0.00	0.01
	A319-131	0.01	0.00	0.02	0.00	0.03
	A320-211	0.00	0.00	0.00	0.00	0.01
	A321-232	0.00	0.00	0.00	0.00	0.01
	B57E	0.00	0.00	0.00	0.00	0.01
	BD-700-1A10	1.63	0.10	1.49	0.24	3.45
	BD-700-1A11	0.13	0.01	0.13	0.01	0.28

Aircraft Category	AEDT ¹ TYPE	Departures		Arrivals		Total
		Day	Night	Day	Night	
Jet (Continued)	CIT3	0.21	0.01	0.21	0.01	0.44
	CL600	7.09	0.46	6.78	0.77	15.09
	CL601	2.35	0.19	2.24	0.30	5.07
	CNA500	0.63	0.09	0.64	0.07	1.43
	CNA510	0.43	0.01	0.44	0.01	0.89
	CNA525C	1.35	0.11	1.28	0.18	2.92
	CNA55B	2.55	0.15	2.59	0.11	5.39
	CNA560E	0.61	0.01	0.59	0.03	1.24
	CNA560U	2.27	0.07	2.24	0.10	4.68
	CNA560XL	2.73	0.10	2.67	0.16	5.66
	CNA680	1.92	0.06	1.88	0.09	3.95
	CNA750	6.46	0.36	6.41	0.42	13.66
	CRJ9-ER	0.01	0.00	0.01	0.00	0.03
	ECLIPSE500	0.36	0.03	0.34	0.04	0.76
	EMB145	0.23	0.01	0.22	0.03	0.49
	EMB14L	0.04	0.01	0.04	0.01	0.10
	F-18	0.04	0.00	0.04	0.00	0.07
	FAL20	0.28	0.01	0.25	0.04	0.57
	GIIB	0.12	0.00	0.12	0.00	0.24
	GIV	4.96	0.21	4.75	0.43	10.35
	GV	2.19	0.21	2.17	0.23	4.81
	IA1125	0.79	0.05	0.81	0.03	1.68
	LEAR25	0.00	0.00	0.00	0.00	0.01
	LEAR35	8.10	0.39	7.90	0.58	16.96
	MD81	0.02	0.01	0.02	0.01	0.05
	MD82	0.01	0.00	0.01	0.00	0.02
	MD83	0.02	0.01	0.03	0.00	0.06
	MU3001	1.77	0.08	1.77	0.08	3.70
	T-38A	0.01	0.00	0.01	0.00	0.01
	Subtotal Jet Operations		49.85	2.86	48.47	4.23
Turboprop	1900D	0.91	0.00	0.90	0.01	1.83
	C130AD	0.09	0.00	0.09	0.00	0.18

Aircraft Category	AEDT ¹ TYPE	Departures		Arrivals		Total
		Day	Night	Day	Night	
Turboprop (Continued)	CNA208	6.42	0.20	6.38	0.24	13.23
	CNA441	0.38	0.01	0.38	0.01	0.77
	DHC6	5.70	0.14	5.60	0.24	11.68
	DO328	0.01	0.00	0.01	0.00	0.02
	EMB120	1.40	0.00	1.40	0.00	2.80
	PA42	0.04	0.00	0.04	0.00	0.07
Subtotal Turboprop Operations		14.94	0.35	14.79	0.50	30.58
Piston	BEC58P	3.98	0.08	3.92	0.14	8.12
	CNA172	6.27	0.02	6.26	0.03	12.58
	CNA182	3.17	0.00	3.17	0.01	6.35
	CNA206	0.84	0.00	0.84	0.00	1.68
	CNA20T	0.21	0.00	0.21	0.00	0.42
	COMSEP	12.50	0.05	12.50	0.05	25.10
	GASEPF	45.87	0.06	45.86	0.06	91.85
	GASEPV	23.36	0.05	23.37	0.04	46.82
	PA28	5.64	0.01	5.62	0.03	11.30
Subtotal Piston Operations		101.85	0.26	101.74	0.37	204.23
Helicopter	A109	0.45	0.01	0.44	0.02	0.92
	B206L	0.12	0.00	0.12	0.00	0.25
	B429	2.07	0.10	2.03	0.15	4.35
	H500D	0.47	0.00	0.47	0.00	0.94
	R44	1.73	0.01	1.73	0.00	3.47
	S70	0.09	0.00	0.09	0.00	0.19
	S76	6.35	0.22	6.03	0.54	13.14
	SA330J	2.12	0.07	2.17	0.02	4.39
	SA350D	0.06	0.00	0.06	0.00	0.12
	Subtotal Helicopter Operations		13.47	0.41	13.15	0.73
Total Operations		180.11	3.88	178.16	5.83	367.98

Source: Hanscom EXP System, Massport NOMS, HMMH, Intervistas 2018
Notes: 1.AEDT = Aviation Environmental Design Tool

Table D-3 2035 Forecast Average Daily Operations

Aircraft Category	AEDT ¹ TYPE	Departures		Arrivals		Total
		Day	Night	Day	Night	
Jet	707	0.03	0.00	0.03	0.00	0.06
	737400	0.25	0.06	0.15	0.15	0.60
	737700	0.12	0.02	0.11	0.02	0.26
	737800	0.02	0.00	0.02	0.00	0.04
	767400	0.01	0.00	0.01	0.00	0.02
	757PW	0.18	0.07	0.12	0.13	0.50
	767CF6	0.00	0.00	0.00	0.00	0.01
	A319-131	0.02	0.00	0.02	0.00	0.04
	A320-211	0.00	0.00	0.00	0.00	0.01
	A321-232	0.00	0.00	0.00	0.00	0.01
	B57E	0.00	0.00	0.00	0.00	0.01
	BD-700-1A10	1.87	0.11	1.71	0.27	3.96
	BD-700-1A11	0.15	0.01	0.15	0.01	0.32
	CIT3	0.24	0.01	0.24	0.01	0.51
	CL600	8.14	0.53	7.78	0.88	17.32
	CL601	2.70	0.21	2.57	0.34	5.82
	CNA500	0.72	0.10	0.74	0.08	1.64
	CNA510	0.50	0.02	0.50	0.01	1.02
	CNA525C	1.55	0.13	1.47	0.20	3.35
	CNA55B	2.93	0.17	2.97	0.12	6.19
	CNA560E	0.70	0.02	0.68	0.03	1.42
	CNA560U	2.60	0.08	2.57	0.12	5.37
	CNA560XL	3.13	0.11	3.06	0.18	6.49
	CNA680	2.20	0.06	2.16	0.11	4.53
	CNA750	7.42	0.42	7.36	0.48	15.68
	CRJ9-ER	0.02	0.00	0.02	0.00	0.03
	ECLIPSE500	0.41	0.03	0.39	0.05	0.88
	EMB145	0.26	0.02	0.25	0.03	0.56
	EMB14L	0.05	0.01	0.05	0.01	0.11
	F-18	0.04	0.00	0.04	0.00	0.07
	FAL20	0.31	0.01	0.28	0.04	0.64

Aircraft Category	AEDT ¹ TYPE	Departures		Arrivals		Total
		Day	Night	Day	Night	
Jet (Continued)	GIBB	0.13	0.00	0.13	0.00	0.26
	GIV	5.70	0.24	5.45	0.49	11.88
	GV	2.51	0.24	2.49	0.26	5.51
	IA1125	0.91	0.06	0.93	0.04	1.93
	LEAR25	0.00	0.00	0.00	0.00	0.01
	LEAR35	9.29	0.44	9.06	0.67	19.46
	MD81	0.02	0.01	0.02	0.01	0.06
	MD82	0.01	0.00	0.01	0.00	0.02
	MD83	0.03	0.01	0.03	0.00	0.07
	MU3001	2.03	0.09	2.03	0.09	4.24
	T-38A	0.01	0.00	0.01	0.00	0.01
Subtotal Jet Operations		57.17	3.29	55.60	4.86	120.91
Turboprop	1900D	1.09	0.00	1.08	0.01	2.19
	C130AD	0.10	0.00	0.10	0.00	0.19
	CNA208	7.69	0.23	7.63	0.28	15.83
	CNA441	0.45	0.01	0.45	0.01	0.92
	DHC6	6.79	0.17	6.68	0.28	13.91
	DO328	0.01	0.00	0.01	0.00	0.02
	EMB120	2.45	0.35	2.45	0.35	5.59
	PA42	0.04	0.00	0.04	0.00	0.08
Subtotal Turboprop Operations		18.62	0.75	18.44	0.93	38.74
Piston	BEC58P	3.94	0.09	3.88	0.15	8.07
	CNA172	6.07	0.02	6.05	0.03	12.17
	CNA182	3.07	0.00	3.07	0.01	6.15
	CNA206	0.81	0.00	0.81	0.00	1.62
	CNA20T	0.21	0.00	0.21	0.00	0.41
	COMSEP	12.10	0.05	12.09	0.05	24.29
	GASEPF	44.78	0.06	44.77	0.06	89.68
	GASEPV	22.71	0.05	22.71	0.04	45.51
	PA28	5.46	0.01	5.44	0.02	10.93
Subtotal Piston Operations		99.14	0.27	99.03	0.38	198.82
Helicopter	A109	0.49	0.01	0.47	0.02	0.99

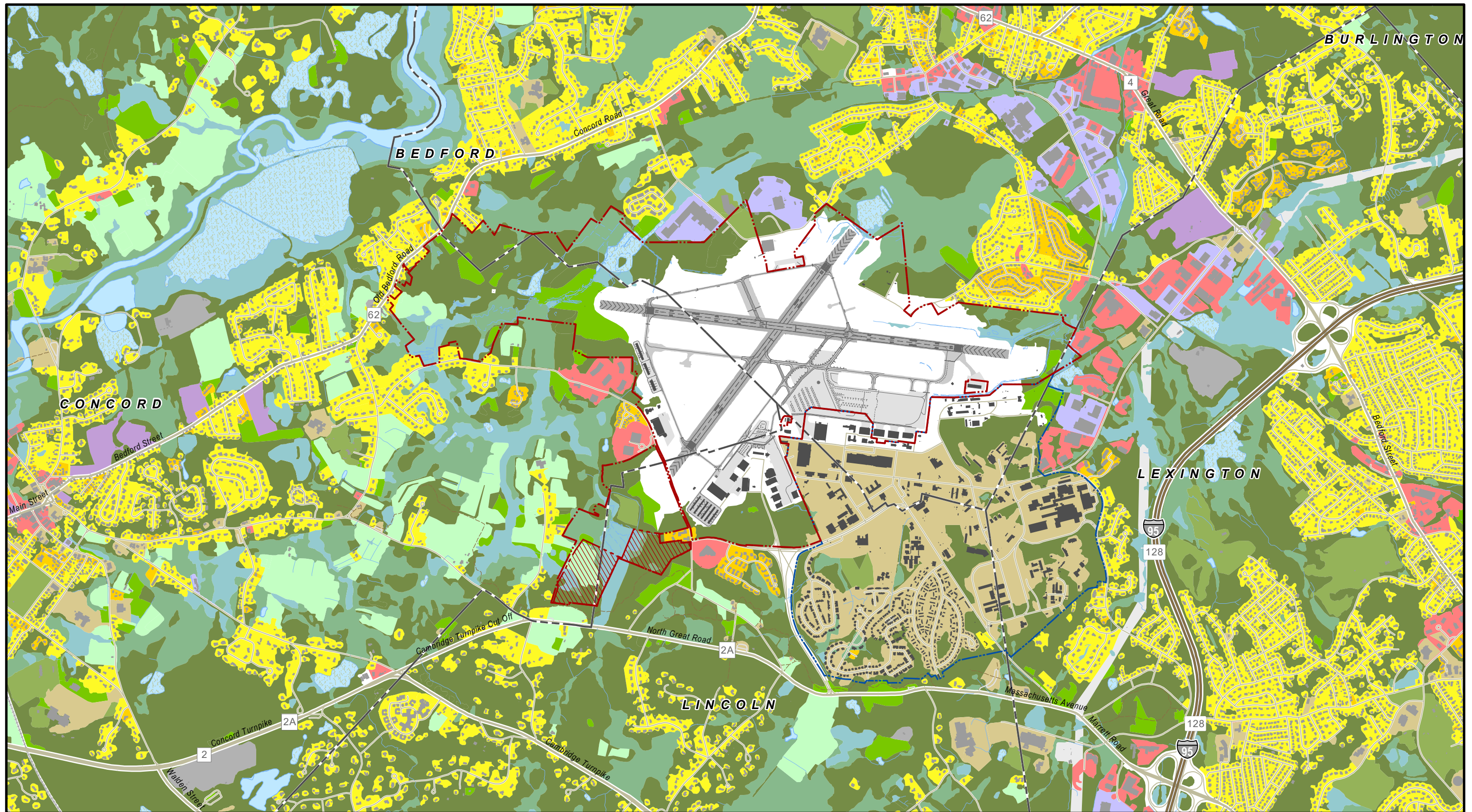
Aircraft Category	AEDT ¹ TYPE	Departures		Arrivals		Total
		Day	Night	Day	Night	
Helicopter (Continued)	B206L	0.14	0.00	0.14	0.00	0.27
	B429	2.24	0.11	2.19	0.16	4.71
	H500D	0.51	0.00	0.51	0.00	1.01
	R44	1.87	0.01	1.88	0.00	3.75
	S70	0.10	0.00	0.10	0.00	0.20
	S76	6.88	0.24	6.53	0.59	14.23
	SA330J	2.30	0.08	2.35	0.02	4.75
	SA350D	0.07	0.00	0.07	0.00	0.14
Subtotal Helicopter Operations		14.59	0.44	14.23	0.80	30.06
Total Operations		189.52	4.75	187.30	6.96	388.53

Source: Hanscom EXP System, Massport NOMS, HMMH, Intervistas 2018
Notes: 1.AEDT = Aviation Environmental Design Tool

D.2.3 Analysis of Land Use & Population within DNL Contours

In order to estimate the number of people residing within the noise contours, existing land use maps developed by parcel boundary were obtained from MassGIS and overlaid on 2010 US Census TIGER file maps that depict the smallest enumeration unit; Census block data. Polygons were then created using land use that concentrated populated areas into the residential portion of the census block where people actually live – for example, in some areas, the population is concentrated along the road, rather than over several square miles of open or undeveloped land.

Using Geographic Information Systems (GIS) tools, the noise contours were intersected with these “Residential/Census” data for each DNL noise contour interval. The resultant wholly or partially encompassed Residential/Census areas were then identified; the proportion of total area within the contour level was then computed to determine the estimated residential population counts and ascribed to that level. Figure D-11 and Figure D-12 show the land use and census data and the process used for the analysis.



- | | | | | |
|---|------------|--------------------------|---------------------------|----------------|
| Hanscom Field Property Boundary | Interstate | Residential | Open Land | Mining |
| Massport Property within MMNHP Congressional Boundary | Highway | Multi-Family Residential | Golf Course/Recreation | Open Water |
| Hanscom AFB Property Boundary | Road | Public / Institutional | Forested/Brushland | Transportation |
| Municipal Boundary | Trail | Commercial | Forested Wetland | |
| | Stream | Industrial | Non-Forested Wetland | |
| | | Cemetery | Powerline / Utility | |
| | | Agricultural / Pasture | Junkyard / Waste Disposal | |

Data Sources: MassGIS (Roads, Rail), July 30, 2018; MassGIS (Bike Trails, Tracks and Trails), July 30, 2018; MassGIS (Community Boundaries), July 30, 2018; MassGIS (DEP Wetlands), July 30, 2018; MassGIS (Building Footprints), July 30, 2018; MassGIS (Land Use), Aug 29, 2013;

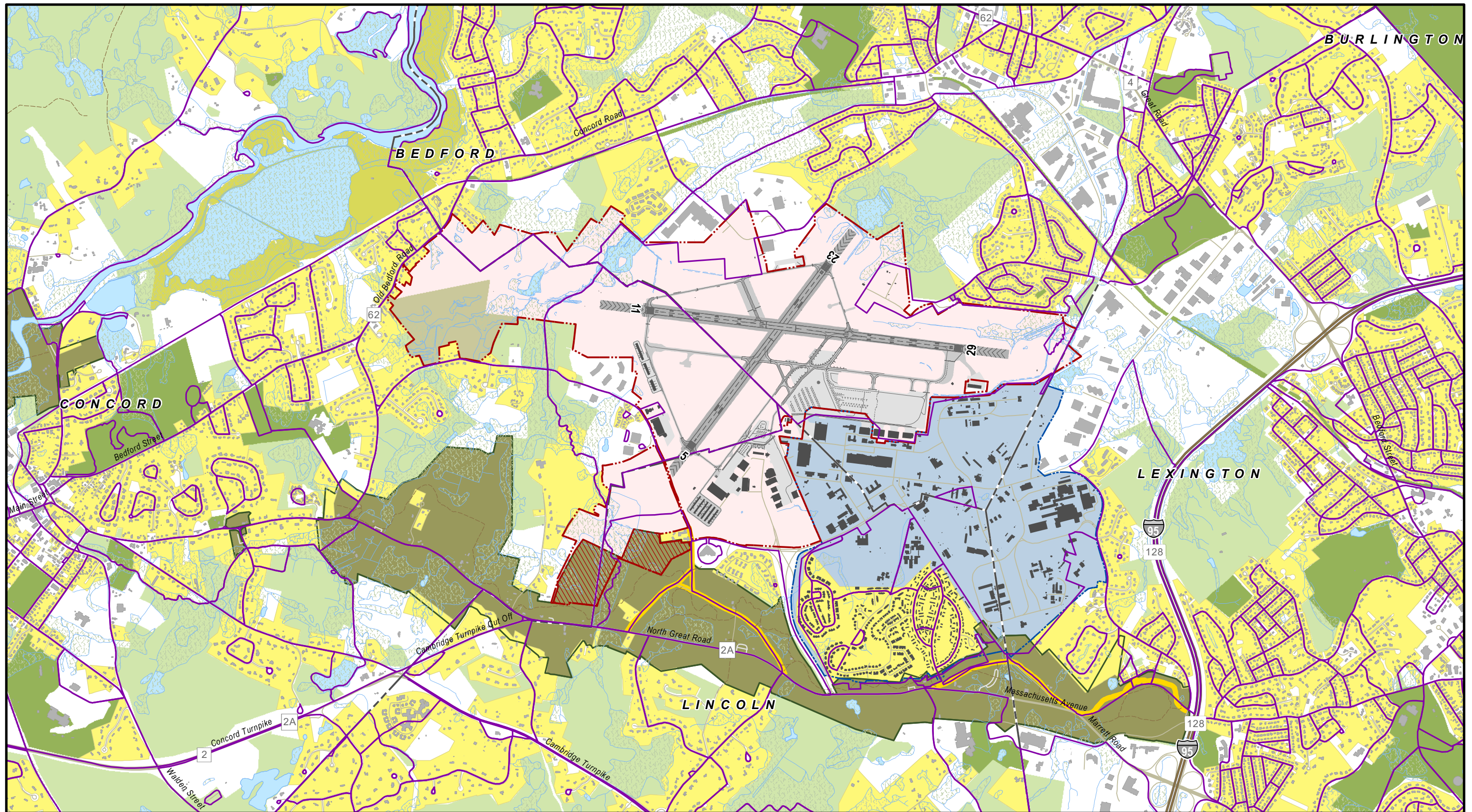


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Existing Land Use

Figure D-11

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Data Sources: MassGIS (Roads, Rail), July 30, 2018; MassGIS (Bike Trails, Tracks and Trails), July 30, 2018; MassGIS (Community Boundaries), July 30, 2018; MassGIS (DEP Wetlands), July 30, 2018; MassGIS (Building Footprints), July 30, 2018; MassGIS (Land Use), Aug 29, 2013;

- | | | | | | |
|------------------------------------|---------------------------------------|---------------------------------|---|--------------------------|--------|
| 2010 US Census Block Boundary | Populated Census/Residential Land Use | Hanscom Field Property Boundary | Massport Property within MMNHP Congressional Boundary | Open Water | Stream |
| Hanscom AFB Property Boundary | Municipal Boundary | Historic Road | Interstate | Wetland/Marsh | |
| MMNHP Boundary | Great Meadows | Highway | Road | Open Space Non-protected | |
| Open Space Protected in Perpetuity | | Trail | | | |



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2010 Census Blocks and Residential Land Use

Figure D-12

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D.3 Detailed Noise Modeling Results

The following sections present the detailed noise modeling results at noise analysis locations in the four towns, detailed noise modeling results at locations in Minute Man National Historical Park (MMNHP), and the results of calculation of Total Noise Exposure (EXP).

D.3.1 Noise Modeling Results at Noise Analysis Locations

Table D-4 and Table D-5 present the calculated Time Above 65 dBA in 2005, 2012, 2017 and the 2025 and 2035 scenarios at noise analysis locations in each town: Bedford, Concord, Lexington, and Lincoln. Tables D-8 through D-11 present the Time Above 55 dBA (TA55) values, respectively, for the noise analysis locations in 2005, 2012, 2017 and the 2025 and 2035 scenarios.

Table D-4 Time Above 65 dB at Noise Sensitive Receptors in Bedford (minutes)

Label ¹	Name ²	Address (Bedford)	2012	2017	2025	2035
HB-1	Veterans Administration Medical Center*	200 Springs Rd	0.5	1.0	1.1	1.2
NB-1	Bedford Historic District	Great Rd.	1.0	1.6	1.6	1.7
NB-2	Old Bedford Center Historic District	Great Rd.	1.4	2.1	2.1	2.3
NB-3	Old Burying Ground	7 Springs Rd.	1.6	2.3	2.3	2.5
NB-4	Old Town Hall	16 South Rd.	1.8	2.5	2.5	2.7
NB-5	Bedford Depot Park Historic District	80 Loomis St./120 South Rd.	4.7	6.6	5.9	6.4
NB-6	Nathaniel Page House	89 Page Rd.	2.3	3.9	3.7	4.0
NB-7	Christopher Page House	50 Old Billerica Rd.	1.6	3.0	2.9	3.2
NB-8	Bacon-Gleason-Blodgett Homestead	118 Wilson Rd.	0.7	1.2	1.3	1.5
NB-9	Historic Wilson Mill-Old Burlington Road Historic Dist.	Old Burlington and Wilson Rds.	0.6	1.1	1.3	1.4
NB-10	Shawsheen Cemetery **	Shawsheen Rd.	1.2	2.0	2.1	2.2
NB-11	David Lane House	137 North Rd.	0.5	0.9	0.9	0.9
OB-1	Old Billerica Road Area ** (NR nomination form in process)	Old Billerica Rd	1.7	3.5	3.3	3.6
PB-1	Town Hall *	10 Mudge Way	1.4	2.1	2.2	2.3
PB-2	Library **	7 Mudge Way	1.1	1.8	1.8	1.9
PB-3	Bedford School District	11Mudge Way	1.4	2.1	2.2	2.3

Label ¹	Name ²	Address (Bedford)	2012	2017	2025	2035
PB-4	Department of Public Works	314 Great Rd.	1.5	2.1	2.3	2.4
RB-1	The Lutheran Church of the Savior	426 Davis Rd.	3.6	4.7	5.7	6.2
RB-2	First Baptist Church of Bedford	155 Concord Rd.	0.9	1.6	1.6	1.6
RB-3	St. Michael's Church	90 Concord Rd.	0.9	1.4	1.4	1.4
RB-4	Boston Buddha Vararam Temple	125 North Rd.	0.5	0.9	0.9	0.9
RB-5	The First Church of Christ Congregational/ United Church of Christ *	25 Great Rd.	1.2	1.9	1.9	2.0
RB-6	The First Parish in Bedford Unitarian Universalist *	75 Great Rd.	1.7	2.4	2.4	2.6
RB-7	St. Paul's Episcopal Church	100 Pine Hill Rd.	0.5	1.0	0.9	1.0
RB-8	March for Jesus	54 Summer St.	14.2	9.3	10.0	10.7
RB-9	Immanuel Baptist Church	400 Great Rd.	1.4	2.2	2.3	2.4
SB-1	Davis School	Davis Rd.	0.5	1.2	1.1	1.1
SB-2	Bedford High School **	9 Mudge Way	1.1	1.7	1.8	1.8
SB-3	John Glenn Middle School	99 McMahon Rd.	1.5	2.3	2.3	2.4

Notes:

1. The first letter of the label indicates the nature of each site: H for hospital, N for sites in the National Register of Historic Places and/or State Register of Historic Places, O for other, P for public facilities, R for religious sites, S for schools. Other is the category for sites that town representatives specifically requested be added to the noise receptor list, but do not fit into the other four categories. The second letter indicates the town where the site is located: B for Bedford, C for Concord, LX for Lexington, LN for Lincoln. The labels are unchanged from the 2012 ESPR.

2. Historic districts and cemeteries are evaluated at a central location within the district or cemetery. Sites that are not designated as "N" sites are marked with an asterisk (*) if they are listed in the National Register of Historic Places and two asterisks (**) if they are listed in the State Inventory/MACRIS. Sites are marked with a (†) if they are only listed in the State Register of Historic Places. Sites marked with a (††) contribute to the Old Bedford Center Historic District.

Source: HMMH

Table D-5 Time Above 65 dB at Noise Sensitive Receptors in Concord (minutes)

Label ¹	Name ²	Address (Concord)	2012	2017	2025	2035
NC-1	Barrett Farm Historic District†	Barrett's Mill Rd.	0.7	1.5	1.8	2.0
NC-2	Jonathan Hildreth House	8 Barrett's Mill Rd.	2.7	3.6	4.4	5.0
NC-3	Joseph Hosmer House	572 Main St.	0.9	1.7	2.0	2.2
NC-4	Thoreau-Alcott House	255 Main St.	2.1	3.0	3.7	4.1
NC-5	Hubbardville Historic District†	324-374 Sudbury Rd.	2.9	3.7	4.7	5.2

Label ¹	Name ²	Address (Concord)	2012	2017	2025	2035
NC-6	Hubbard-French Historic District	324-374 Sudbury Rd.	2.9	3.7	4.7	5.2
NC-7	Deacon Thomas Hubbard/ Judge Henry French House	342 Sudbury Rd.	2.8	3.6	4.6	5.1
NC-8	Pest House	158 Fairhaven Rd.	2.7	3.4	4.2	4.7
NC-9	Main Street Historic District†	Main St. between Monument Sq. and Wood St.	3.7	4.3	5.4	6.0
NC-10	North Bridge-Monument Square Historic District†	Monument St., Liberty St. and Lowell St.	3.3	4.0	5.1	5.7
NC-11	Wright Tavern	Lexington Rd. & Main St.	3.8	4.4	5.6	6.2
NC-12	Sleepy Hollow Cemetery	24 Court Ln.	4.3	5.0	6.3	7.1
NC-13	American Mile Historic District†	Lexington Rd.	4.1	4.8	6.0	6.7
NC-14	Concord Monument Square- Lexington Road Historic District	Monument Sq. and Lexington Rd.	3.7	4.3	5.4	6.1
NC-15	Ralph Waldo Emerson House	28 Cambridge Turnpike	4.7	5.4	6.8	7.5
NC-16	Walden Pond ⁴	MA Rte 126 (Main Beach)	1.0	2.5	2.3	2.5
NC-17	Orchard House	399 Lexington Rd.	5.6	6.2	7.7	8.5
NC-18	Deacon John Wheeler/ Capt. Jonas Minot Farmhouse	341 Virginia Rd.	36.0	26.4	30.6	33.2
NC-19	Wheeler-Meriam House	477 Virginia Rd.	36.1	27.6	31.3	33.9
NC-20	Concord Armory-Concord Veteran's Building	51 Walden St.	3.8	4.4	5.6	6.3
NC-21	Concord School of Philosophy	391 Lexington Rd.	5.7	6.3	7.8	8.7
NC-22	Hosmer Homestead	138 Baker Ave.	0.3	0.7	0.8	0.8
PC-1	Library **	129 Main St.	3.0	3.7	4.7	5.2
PC-2	Town Hall ††	22 Monument Sq.	3.6	4.2	5.3	6.0
PC-3	Middlesex County Court House	305 Walden St.	4.3	5.0	6.1	6.8
RC-1	Trinity Episcopal Church **	81 Elm St.	1.3	2.1	2.5	2.8
RC-2	Redeemer Presbyterian Church	191 Sudbury Rd.	2.9	3.7	4.6	5.2

Label ¹	Name ²	Address (Concord)	2012	2017	2025	2035
RC-3	New Life Community Church (meeting at the Emerson School Building **)	40 Stow St.	3.4	4.0	5.1	5.7
RC-4	Trinitarian Congregational Church **	54 Walden St.	3.8	4.4	5.6	6.2
RC-5	First Church of Christ Scientist ^{††}	7 Lowell Rd.	3.3	3.9	4.9	5.5
RC-6	St. Bernard's Parish ^{††}	70 Monument Square	3.5	4.1	5.2	5.8
RC-7	Christian Science Reading Room	20 Main St.	3.6	4.2	5.3	5.9
RC-8	First Parish in Concord ^{††}	20 Lexington Rd.	3.9	4.5	5.7	6.4
SC-1	Nashoba/Brooks School	200 Strawberry Hill Rd.	2.8	3.8	4.6	5.2
SC-2	Middlesex School**	1400 Lowell Rd.	0.3	0.7	0.7	0.8
SC-3	Fenn School **	498-516 Monument St.	6.1	7.6	9.4	10.5
SC-4	Concord Academy **	166 Main St.	2.4	3.2	4.1	4.5
SC-5	Alcott School	91 Laurel Rd.	4.1	4.8	6.0	6.6
SC-6	Concord/Carlisle High School	500 Walden Rd.	3.0	3.7	4.5	5.0
SC-7	Ripley School	120 Meriam Rd.	9.8	10.1	13.0	14.5

Notes:

1. The first letter of the label indicates the nature of each site: H for hospital, N for sites in the National Register of Historic Places and/or State Register of Historic Places, O for other, P for public facilities, R for religious sites, S for schools. Other is the category for sites that town representatives specifically requested be added to the noise receptor list, but do not fit into the other four categories. The second letter indicates the town where the site is located: B for Bedford, C for Concord, LX for Lexington, LN for Lincoln. The labels are unchanged from the 2012 ESPR.

2. Historic districts and cemeteries are evaluated at a central location within the district or cemetery. Sites that are not designated as "N" sites are marked with an asterisk (*) if they are listed in the National Register of Historic Places and two asterisks (**) if they are listed in the State Inventory/MACRIS. Sites marked with a (†) are only listed in the State Register of Historic Places. Sites marked with a (††) contribute to the Concord Monument Square-Lexington Road Historic District.

Source: HMMH 2018.

Table D-6 Time Above 65 dB at Noise Sensitive Receptors in Lexington (minutes)

Label ¹	Name ²	Address (Lexington)	2012	2017	2025	2035
NLX-1	Simonds Tavern	331 Bedford St.	10.2	10.6	13.3	14.9
NLX-2	Hancock-Clarke Historic District†	Hancock St.	0.9	1.0	1.1	1.2
NLX-3	Hancock-Clarke House	35 Hancock St.	0.8	0.9	1.0	1.1
NLX-4	Garrity House	9 Hancock St.	0.9	1.0	1.1	1.2
NLX-5	Lexington Green Historic District	Mass. Ave., Harrington Rd. and Bedford St.	0.9	1.1	1.2	1.3
NLX-6	Lexington Green	Mass. Ave., Harrington Rd. and Bedford St.	0.9	1.0	1.1	1.3
NLX-7	Buckman Tavern	1 Bedford St.	0.9	1.0	1.1	1.2
NLX-8	General Samuel Chandler House	8 Goodwin Rd.	0.8	0.9	1.0	1.1
NLX-9	Hancock School	33 Forest St.	0.9	1.1	1.2	1.3
NLX-10	U.S. Post Office Building	1661 Mass. Ave.	0.5	0.6	0.7	0.8
NLX-11	Warren E. Shelburne House	11 Percy Rd.	0.3	0.4	0.4	0.5
NLX-12	Munroe Tavern Historic District†	Mass. Ave.	0.2	0.2	0.3	0.3
NLX-13	Sanderson House-Munroe Tavern	1314 & 1332 Mass. Ave.	0.2	0.3	0.3	0.4
NLX-14	John Mason House	1303 Mass. Ave.	0.2	0.3	0.4	0.4
NLX-15	East Village Historical District†	Mass Ave.	0.1	0.2	0.3	0.3
NLX-16	M.H. Merriam and Company	7-9 Oakland Ave.	0.7	0.8	0.9	0.9
OLX-1	Battle Green Historic District**	Worthen Rd., Woburn St., Hastings Rd., Mass. Ave. and B&M Railroad	0.9	1.0	1.1	1.3
OLX-2	National Heritage Museum	33 Marrett Rd.	0.1	0.3	0.4	0.4
PLX-1	Library **	1874 Mass. Ave.	1.0	1.1	1.3	1.4
PLX-2	Town Hall **	1625 Mass. Ave.	0.3	0.4	0.5	0.5
PLX-3	Lexington School District Administration **	1557 Massachusetts Ave.	0.4	0.5	0.6	0.6

RLX-1	Lexington United Methodist Church/ St. John's Korean United Methodist Church ⁴	2600 Massachusetts Ave.	2.0	3.3	3.6	4.0
RLX-2	Temple Isaiah	55 Lincoln St.	1.5	2.1	2.3	2.5
RLX-3	Grace Chapel of Lexington	59 Worthen Rd.	1.5	1.7	1.9	2.1
RLX-4	St. Brigid's Parish *	2001 Mass. Ave.	1.3	1.5	1.6	1.8
RLX-5	First Parish-Unitarian Church ^{††}	7 Harrington Rd.	1.0	1.2	1.3	1.4
RLX-6	Hancock United Church of Christ ^{††}	1912 Mass. Ave.	1.0	1.1	1.3	1.4
RLX-7	Church of Our Redeemer	6 Meriam St.	0.8	0.9	1.0	1.1
RLX-8	Christian Science Reading Room	10 Muzzy St. #12	0.7	0.8	0.9	1.0
RLX-9	Greek Orthodox Church of St. Nichols ^{**}	17 Meriam St.	0.7	0.8	0.9	1.0
RLX-10	Chabad Center ^{**}	9 Burlington St.	5.9	6.0	7.7	8.7
RLX-11	Pilgrim Congregational Church	55 Coolidge Ave.	1.1	1.4	1.8	2.0
RLX-12	First Baptist Church of Lexington ^{**}	1580 Mass. Ave.	0.4	0.5	0.6	0.6
RLX-13	Jehovah's Witnesses	196 Woburn St.	0.1	0.3	0.3	0.3
RLX-14	Follen Church Society-Unitarian Universalists *	755 Massachusetts Ave.	0.1	0.3	0.3	0.3
RLX-15	Countryside Bible Chapel	480 Lowell St.	0.1	0.4	0.5	0.5
RLX-16	St. Paul Evangelical Church	451 Lowell St.	0.1	0.4	0.4	0.4
SLX-1	Minuteman Regional Vocational High School	758 Marrett Rd.	1.0	1.8	2.0	2.1
SLX-2	Maria Hastings School	2618 Mass. Ave.	1.7	3.0	3.3	3.6
SLX-3	Methodist Weekday School	2600 Massachusetts Ave.	2.0	3.3	3.6	4.0
SLX-4	Community Nursery School	2325 Massachusetts Ave.	2.1	3.0	3.3	3.6
SLX-5	Bridge Elementary School ^{**}	55 Middleby Rd.	1.0	1.7	1.9	2.1
SLX-6	Lexington High School	251 Waltham St.	0.8	1.1	1.2	1.3
SLX-7	Jonas Clarke Middle School	17 Stedman Rd.	0.2	1.0	1.2	1.3

SLX-8	Estabrook School**	117 Grove St.	1.4	1.8	2.0	2.2
SLX-9	Diamond Middle School	99 Hancock St.	5.4	6.0	7.8	8.7
SLX-10	Fiske Elementary School	146 Maple St.	0.6	0.9	1.1	1.2
SLX-11	Armenian Sisters Academy	20 Pelham Rd.	0.2	0.4	0.4	0.5
SLX-12	Harrington Elementary School	148 Maple St.	0.0	0.2	0.2	0.2

Notes:

1. The first letter of the label indicates the nature of each site: H for hospital, N for sites in the National Register of Historic Places and/or State Register of Historic Places, O for other, P for public facilities, R for religious sites, S for schools. Other is the category for sites that town representatives specifically requested be added to the noise receptor list, but do not fit into the other four categories. The second letter indicates the town where the site is located: B for Bedford, C for Concord, LX for Lexington, LN for Lincoln. The labels are unchanged from the 2012 ESPR.

2. Historic districts and cemeteries are evaluated at a central location within the district or cemetery. Sites that are not designated as "N" sites are marked with an asterisk (*) if they are listed in the National Register of Historic Places and two asterisks (**) if they are listed in the State Inventory/MACRIS. Sites are marked with a (†) if they are only listed in the State Register of Historic Places. Sites marked with a (††) contribute to the Lexington Green Historic District.

3. The Lexington United Methodist Church and St. John's Korean United Methodist Church are at the same address.

Source: HMMH

Table D-7 Time Above 65 dB at Noise Sensitive Receptors in Lincoln (minutes)

Label ¹	Name ²	Address (Lincoln)	2012	2017	2025	2035
NLN-1	Walden Pond	Rte. 126, Walden St., Concord Rd.	0.7	2.5	2.3	2.5
NLN-2	Henry Higginson House	44 Baker Farm Rd.	0.9	2.9	2.4	2.6
NLN-3	Daniel Brooks House	Brooks Rd.	4.0	7.1	5.3	5.7
NLN-4	Lincoln Center Historic District	Bedford Rd. Lincoln Rd., Old Lexington Rd. Sandy Pond Rd. Trapelo Rd. Weston Rd.	0.5	1.1	1.1	1.2
NLN-5	Hoar Tavern	268 Cambridge Tpke.	0.7	1.4	1.5	1.7
SLN-1	Carroll School	25 Baker Bridge Rd.	0.5	1.7	1.5	1.6
SLN-2	Hanscom Middle School	Hanscom AFB	4.0	3.6	3.8	3.9
SLN-3	Hanscom Primary School	Hanscom AFB	3.9	3.6	3.8	3.8
<p>Notes:</p> <p>1. The first letter of the label indicates the nature of each site: H for hospital, N for sites in the National Register of Historic Places and/or State Register of Historic Places, O for other, P for public facilities, R for religious sites, S for schools. Other is the category for sites that town representatives specifically requested be added to the noise receptor list, but do not fit into the other four categories. The second letter indicates the town where the site is located: B for Bedford, C for Concord, LX for Lexington, LN for Lincoln. The labels are unchanged from the 2012 ESPR.</p> <p>2. Historic districts and cemeteries are evaluated at a central location within the district or cemetery. Sites that are not designated as "N" sites are marked with an asterisk (*) if they are listed in the National Register of Historic Places and two asterisks (**) if they are listed in the State Inventory/MACRIS.</p> <p>Source: HMMH 2018</p>						

Table D-8 Time Above 55 dB at Noise Sensitive Receptors in Bedford (minutes)

Label ¹	Name ²	Address (Bedford)	2012	2017	2025	2035
HB-1	Veterans Administration Medical Center*	200 Springs Rd	7.3	12.0	12.0	12.8
NB-1	Bedford Historic District	Great Rd.	17.0	21.6	20.6	21.0
NB-2	Old Bedford Center Historic District	Great Rd.	20.8	25.2	24.1	24.6
NB-3	Old Burying Ground	7 Springs Rd.	18.9	24.3	23.0	23.5
NB-4	Old Town Hall	16 South Rd.	22.2	27.4	25.8	26.4
NB-5	Bedford Depot Park Historic District	80 Loomis St./120 South Rd.	46.4	52.9	48.5	49.5
NB-6	Nathaniel Page House	89 Page Rd.	15.3	23.1	20.8	22.0
NB-7	Christopher Page House	50 Old Billerica Rd.	12.5	19.5	17.8	18.9
NB-8	Bacon-Gleason-Blodgett Homestead	118 Wilson Rd.	8.4	11.5	12.1	13.1
NB-9	Historic Wilson Mill-Old Burlington Road Historic Dist.	Old Burlington and Wilson Rds.	8.3	11.4	12.0	13.1
NB-10	Shawsheen Cemetery **	Shawsheen Rd.	27.0	28.2	28.8	29.8
NB-11	David Lane House	137 North Rd.	7.0	12.3	11.6	12.0
OB-1	Old Billerica Road Area ** (NR nomination form in process)	Old Billerica Rd	11.9	18.4	16.9	18.1
PB-1	Town Hall *	10 Mudge Way	24.8	27.7	26.6	27.0
PB-2	Library **	7 Mudge Way	24.0	26.0	25.1	25.4
PB-3	Bedford School District	11Mudge Way	26.6	28.9	27.8	28.2
PB-4	Department of Public Works	314 Great Rd.	27.6	30.0	30.1	31.3
RB-1	The Lutheran Church of the Savior	426 Davis Rd.	43.1	47.9	52.0	55.1
RB-2	First Baptist Church of Bedford	155 Concord Rd.	35.1	39.5	39.7	40.5
RB-3	St. Michael's Church	90 Concord Rd.	25.6	27.7	26.6	26.8
RB-4	Boston Buddha Vararam Temple	125 North Rd.	7.1	12.5	11.8	12.2
RB-5	The First Church of Christ Congregational/ United Church of Christ *	25 Great Rd.	21.5	24.9	24.0	24.3
RB-6	The First Parish in Bedford Unitarian Universalist *	75 Great Rd.	23.4	28.0	26.6	27.1

Label ¹	Name ²	Address (Bedford)	2012	2017	2025	2035
RB-7	St. Paul's Episcopal Church	100 Pine Hill Rd.	6.8	11.5	11.1	11.6
RB-8	March for Jesus	54 Summer St.	84.2	64.9	72.6	77.6
RB-9	Immanuel Baptist Church	400 Great Rd.	31.0	29.8	30.4	31.5
SB-1	Davis School	Davis Rd.	14.6	21.2	20.3	20.5
SB-2	Bedford High School **	9 Mudge Way	26.3	27.6	26.8	27.0
SB-3	John Glenn Middle School	99 McMahon Rd.	38.5	38.9	38.2	38.6

Notes:

1. The first letter of the label indicates the nature of each site: H for hospital, N for sites in the National Register of Historic Places and/or State Register of Historic Places, O for other, P for public facilities, R for religious sites, S for schools. Other is the category for sites that town representatives specifically requested be added to the noise receptor list, but do not fit into the other four categories. The second letter indicates the town where the site is located: B for Bedford, C for Concord, LX for Lexington, LN for Lincoln. The labels are unchanged from the 2012 ESPR.

2. Historic districts and cemeteries are evaluated at a central location within the district or cemetery. Sites that are not designated as "N" sites are marked with an asterisk (*) if they are listed in the National Register of Historic Places and two asterisks (**) if they are listed in the State Inventory/MACRIS. Sites are marked with a (†) if they are only listed in the State Register of Historic Places. Sites marked with a (††) contribute to the Old Bedford Center Historic District.

Source: HMMH

Table D-9 Time Above 55 dB at Noise Sensitive Receptors in Concord (minutes)

Label ¹	Name ²	Address (Concord)	2012	2017	2025	2035
NC-1	Barrett Farm Historic District†	Barrett's Mill Rd.	11.9	16.5	18.8	20.6
NC-2	Jonathan Hildreth House	8 Barrett's Mill Rd.	20.9	27.3	31.6	34.4
NC-3	Joseph Hosmer House	572 Main St.	14.2	22.4	24.7	26.4
NC-4	Thoreau-Alcott House	255 Main St.	19.6	27.8	31.1	33.4
NC-5	Hubbardville Historic District†	324-374 Sudbury Rd.	19.0	28.1	31.0	33.2
NC-6	Hubbard-French Historic District	324-374 Sudbury Rd.	19.0	28.0	30.9	33.1
NC-7	Deacon Thomas Hubbard/ Judge Henry French House	342 Sudbury Rd.	18.9	28.0	31.0	33.2
NC-8	Pest House	158 Fairhaven Rd.	18.7	27.8	30.4	32.5
NC-9	Main Street Historic District†	Main St. between Monument Sq. and Wood St.	24.8	32.8	37.0	39.9
NC-10	North Bridge-Monument Square Historic District†	Monument St., Liberty St. and Lowell St.	26.7	33.6	39.0	42.5
NC-11	Wright Tavern	Lexington Rd. & Main St.	24.9	33.1	37.3	40.2
NC-12	Sleepy Hollow Cemetery	24 Court Ln.	28.3	35.7	40.7	44.1
NC-13	American Mile Historic District†	Lexington Rd.	25.7	34.0	38.2	41.2

Label ¹	Name ²	Address (Concord)	2012	2017	2025	2035
NC-14	Concord Monument Square-Lexington Road Historic District	Monument Sq. and Lexington Rd.	24.9	32.9	37.2	40.1
NC-15	Ralph Waldo Emerson House	28 Cambridge Turnpike	26.7	35.7	39.7	42.7
NC-16	Walden Pond ⁴	MA Rte 126 (Main Beach)	13.5	22.2	21.3	22.6
NC-17	Orchard House	399 Lexington Rd.	32.4	40.8	45.0	48.5
NC-18	Deacon John Wheeler/ Capt. Jonas Minot Farmhouse	341 Virginia Rd.	162.1	115.7	123.2	130.3
NC-19	Wheeler-Meriam House	477 Virginia Rd.	170.0	121.7	128.4	135.8
NC-20	Concord Armory-Concord Veteran's Building	51 Walden St.	24.4	32.9	36.8	39.7
NC-21	Concord School of Philosophy	391 Lexington Rd.	32.7	40.9	45.2	48.7
NC-22	Hosmer Homestead	138 Baker Ave.	7.6	14.1	15.0	15.8
PC-1	Library **	129 Main St.	21.9	30.3	33.9	36.5
PC-2	Town Hall ++	22 Monument Sq.	25.2	33.0	37.4	40.4
PC-3	Middlesex County Court House	305 Walden St.	24.1	34.0	37.0	39.7
RC-1	Trinity Episcopal Church **	81 Elm St.	16.5	24.5	27.3	29.3
RC-2	Redeemer Presbyterian Church	191 Sudbury Rd.	20.1	28.8	32.0	34.4
RC-3	New Life Community Church (meeting at the Emerson School Building **)	40 Stow St.	22.2	30.8	34.4	37.0
RC-4	Trinitarian Congregational Church **	54 Walden St.	23.9	32.5	36.3	39.1
RC-5	First Church of Christ Scientist++	7 Lowell Rd.	24.3	32.2	36.4	39.3
RC-6	St. Bernard's Parish++	70 Monument Square	24.6	32.5	36.7	39.6
RC-7	Christian Science Reading Room	20 Main St.	24.4	32.6	36.7	39.6
RC-8	First Parish in Concord ++	20 Lexington Rd.	24.9	33.2	37.3	40.2
SC-1	Nashoba/Brooks School	200 Strawberry Hill Rd.	16.3	21.3	24.5	26.6
SC-2	Middlesex School**	1400 Lowell Rd.	6.6	11.7	12.4	13.0
SC-3	Fenn School **	498-516 Monument St.	32.5	38.0	44.6	48.5
SC-4	Concord Academy **	166 Main St.	20.9	29.1	32.6	35.1
SC-5	Alcott School	91 Laurel Rd.	22.9	32.6	35.7	38.3

Label ¹	Name ²	Address (Concord)	2012	2017	2025	2035
SC-6	Concord/Carlisle High School	500 Walden Rd.	20.2	30.0	32.2	34.4
SC-7	Ripley School	120 Meriam Rd.	55.6	54.6	60.9	66.0

Notes:

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- Historic districts and cemeteries are evaluated at a central location within the district or cemetery. Sites that are not designated as "N" sites are marked with an asterisk (*) if they are listed in the National Register of Historic Places and two asterisks (**) if they are listed in the State Inventory/MACRIS. Sites are marked with a (†) if they are only listed in the State Register of Historic Places. Sites marked with a (††) contribute to the Concord Monument Square-Lexington Road Historic District.

Source: HMMH

Table D-10 Time Above 55 dB at Noise Sensitive Receptors in Lexington (minutes)

Label ¹	Name ²	Address (Lexington)	2012	2017	2025	2035
NLX-1	Simonds Tavern	331 Bedford St.	43.9	42.8	49.1	52.9
NLX-2	Hancock-Clarke Historic District†	Hancock St.	9.4	8.4	9.1	9.8
NLX-3	Hancock-Clarke House	35 Hancock St.	9.1	8.3	9.1	9.8
NLX-4	Garrity House	9 Hancock St.	9.3	8.3	8.9	9.5
NLX-5	Lexington Green Historic District	Mass. Ave., Harrington Rd. and Bedford St.	9.6	8.6	9.3	9.9
NLX-6	Lexington Green	Mass. Ave., Harrington Rd. and Bedford St.	9.3	8.4	9.0	9.7
NLX-7	Buckman Tavern	1 Bedford St.	8.8	8.0	8.6	9.2
NLX-8	General Samuel Chandler House	8 Goodwin Rd.	8.9	8.0	8.6	9.2
NLX-9	Hancock School	33 Forest St.	8.9	8.3	9.0	9.6
NLX-10	U.S. Post Office Building	1661 Mass. Ave.	6.2	5.9	6.4	6.8
NLX-11	Warren E. Shelburne House	11 Percy Rd.	3.3	3.7	4.1	4.4
NLX-12	Munroe Tavern Historic District†	Mass. Ave.	2.0	2.7	3.0	3.2
NLX-13	Sanderson House-Munroe Tavern	1314 & 1332 Mass. Ave.	2.7	3.2	3.5	3.7
NLX-14	John Mason House	1303 Mass. Ave.	2.9	3.4	3.7	3.9
NLX-15	East Village Historical District†	Mass Ave.	1.3	2.4	2.7	3.0

Label ¹	Name ²	Address (Lexington)	2012	2017	2025	2035
NLX-16	M.H. Merriam and Company	7-9 Oakland Ave.	7.4	6.8	7.3	7.8
OLX-1	Battle Green Historic District**	Worthen Rd., Woburn St., Hastings Rd., Mass. Ave. and B&M Railroad	9.3	8.4	9.1	9.7
OLX-2	National Heritage Museum	33 Marrett Rd.	1.7	2.8	3.1	3.4
PLX-1	Library **	1874 Mass. Ave.	10.0	9.0	9.6	10.3
PLX-2	Town Hall **	1625 Mass. Ave.	4.3	4.4	4.8	5.1
PLX-3	Lexington School District Administration **	1557 Massachusetts Ave.	5.2	5.1	5.5	5.9
RLX-1	Lexington United Methodist Church/ St. John's Korean United Methodist Church ⁴	2600 Massachusetts Ave.	17.3	16.1	17.4	18.8
RLX-2	Temple Isaiah	55 Lincoln St.	11.6	11.6	12.5	13.5
RLX-3	Grace Chapel of Lexington	59 Worthen Rd.	13.7	11.6	12.4	13.3
RLX-4	St. Brigid's Parish *	2001 Mass. Ave.	12.0	10.5	11.3	12.1
RLX-5	First Parish-Unitarian Church ⁺⁺	7 Harrington Rd.	10.2	9.1	9.8	10.5
RLX-6	Hancock United Church of Christ ⁺⁺	1912 Mass. Ave.	9.7	8.8	9.4	10.1
RLX-7	Church of Our Redeemer	6 Meriam St.	8.6	7.8	8.4	8.9
RLX-8	Christian Science Reading Room	10 Muzzy St. #12	7.7	7.3	7.8	8.3
RLX-9	Greek Orthodox Church of St. Nichols **	17 Meriam St.	8.0	7.2	7.7	8.3
RLX-10	Chabad Center **	9 Burlington St.	30.8	29.1	33.8	36.6
RLX-11	Pilgrim Congregational Church	55 Coolidge Ave.	17.9	17.0	19.9	21.7
RLX-12	First Baptist Church of Lexington **	1580 Mass. Ave.	5.2	5.1	5.6	5.9
RLX-13	Jehovah's Witnesses	196 Woburn St.	2.2	2.9	3.2	3.4
RLX-14	Follen Church Society-Unitarian Universalists *	755 Massachusetts Ave.	0.9	2.5	2.8	3.0
RLX-15	Countryside Bible Chapel	480 Lowell St.	2.9	3.4	4.0	4.4
RLX-16	St. Paul Evangelical Church	451 Lowell St.	1.9	2.8	3.3	3.5
SLX-1	Minuteman Regional Vocational High School	758 Marrett Rd.	17.1	17.0	18.1	19.3

Label ¹	Name ²	Address (Lexington)	2012	2017	2025	2035
SLX-2	Maria Hastings School	2618 Mass. Ave.	14.7	15.1	16.3	17.7
SLX-3	Methodist Weekday School	2600 Massachusetts Ave.	17.7	16.3	17.6	18.9
SLX-4	Community Nursery School	2325 Massachusetts Ave.	16.2	14.3	15.4	16.6
SLX-5	Bridge Elementary School**	55 Middleby Rd.	6.7	9.9	10.9	11.9
SLX-6	Lexington High School	251 Waltham St.	6.9	7.4	8.1	8.8
SLX-7	Jonas Clarke Middle School	17 Stedman Rd.	2.8	5.0	5.6	6.2
SLX-8	Estabrook School**	117 Grove St.	10.3	15.1	16.5	17.7
SLX-9	Diamond Middle School	99 Hancock St.	26.8	25.8	30.3	32.8
SLX-10	Fiske Elementary School	146 Maple St.	10.5	10.2	12.1	13.3
SLX-11	Armenian Sisters Academy	20 Pelham Rd.	2.2	3.2	3.5	3.8
SLX-12	Harrington Elementary School	148 Maple St.	0.9	1.6	1.7	1.8

Notes:

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3. The Lexington United Methodist Church and St. John's Korean United Methodist Church are at the same address.

Source: HMMH

Table D-11 Time Above 55 dB at Noise Sensitive Receptors in Lincoln (minutes)

Label ¹	Name ²	Address (Lincoln)	2012	2017	2025	2035
NLN-1	Walden Pond	Rte. 126, Walden St., Concord Rd.	11.0	22.2	21.3	22.6
NLN-2	Henry Higginson House	44 Baker Farm Rd.	10.0	18.9	16.8	17.8
NLN-3	Daniel Brooks House	Brooks Rd.	28.7	35.0	29.1	30.2
NLN-4	Lincoln Center Historic District	Bedford Rd. Lincoln Rd., Old Lexington Rd. Sandy Pond Rd. Trapelo Rd. Weston Rd.	6.6	10.7	10.1	10.6
NLN-5	Hoar Tavern	268 Cambridge Tpke.	6.3	9.9	10.5	11.3
SLN-1	Carroll School	25 Baker Bridge Rd.	6.7	13.2	11.6	12.3
SLN-2	Hanscom Middle School	Hanscom AFB	93.6	65.9	68.3	70.8
SLN-3	Hanscom Primary School	Hanscom AFB	92.6	64.9	67.5	69.9

Notes:

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- Historic districts and cemeteries are evaluated at a central location within the district or cemetery. Sites that are not designated as "N" sites are marked with an asterisk (*) if they are listed in the National Register of Historic Places and two asterisks (**) if they are listed in the State Inventory/MACRIS.

D.3.2 Total Noise Exposure (EXP)

Table D-12 presents detailed total EXP results for 2017 operations and the 2025 and 2035 scenarios, using SELs computed with AEDT version 2d.

Table D-12 Total EXP by Aircraft Group

Aircraft Type/Group		AEDT ¹ TYPE	Total Noise Exposure		
			2017	2025	2035
Civil:					
1	Cessna 500, 501, 525	CNA500	94.7	95.5	96.1
2	Cessna 560	CNA560U	93.1	93.9	94.5
3	Lear 31, 35, 40, 45, 55, 60, Hawker Siddely 125-700, -800, -1000, Sabreliner 65, Falcon 10	LEAR35	103.0	103.9	104.5
5	Lear 24, 25, Hawker Siddely 125-400, -600	LEAR25	80.4	81.3	81.9
7	Gulfstream III	GIV	82.0	82.9	83.5
8	Gulfstream IV, 450	GIV	97.5	98.4	99.0
9	Challenger 600, 604, 300	CL600	100.5	101.3	101.9
10	Challenger 601, Canadair RJ	CI601	96.0	96.8	97.4
11	McDonnell Douglas MD83, Boeing 747, 767, Unknown/Miscellaneous Jets	MD83	87.6	88.4	89.0
14	Douglas DC-9	DC95HW	84.4	85.2	85.8
17	Helicopters	S76	101.1	102.1	102.4
18	Large Turboprop	C130	80.3	81.4	82.2
19	Piper PA-42, PA31T, Cessna 441, 424, Twin Engine Turboprop	CNA441	81.9	83.0	83.8
20	Twin Engine Piston Prop	BEC58P	94.7	94.7	94.8
21	Single Engine Piston Prop	SEPMIX	104.3	104.0	104.0
22	Westwind/ Astra 1124, 1125, Gulfstream G150, 280	IA1125	92.2	93.1	93.7
25	Cessna 650	CIT3	84.2	85.1	85.7
26	Falcon 200, 2000, 50/900, 7X	CNA750	100.0	100.8	101.4
29	Beech 1900, Dornier 328, Embraer 120	1900D	88.9	93.7	98.4
30	Saab 340	SF340	61.1	62.2	63.0
33	Beech 200, 300, 350, 90, Dehavilland DHC-6	DHC6	101.3	102.4	103.2
36	Airbus 319, 320, 321, Embraer 190	A319-131	80.7	81.6	82.2

Aircraft Type/Group		AEDT ¹ TYPE	Total Noise Exposure		
			2017	2025	2035
37	Gulfstream V, 550, 650	GV	96.2	97.1	97.7
39	Gulfstream II	GIIB	86.4	87.3	87.9
40	Cessna 750, IAI Galaxy, Hawker 4000, Dornier 328J	CNA750	98.4	99.2	99.8
41	Boeing 737-400, -700, -800	737400	96.7	97.5	98.1
42	Boeing 757	757RR	94.2	95.0	95.6
43	Embraer Phenom 300, Cessna 550 Bravo, Eclipse 500	CNA55B	95.0	95.9	96.5
44	Cessna 506XL	CNA560XL	98.6	99.5	100.1
45	Beech 400, Mitsubishi MU-300	MU3001	95.9	96.8	97.4
46	Cessna 680, 700	CNA680	93.3	94.1	94.7
47	Embraer 135, 145	EMB145	86.8	87.6	88.2
48	Bombardier Global Express, 5000	BD-700-1A10	95.6	96.5	97.1
49	Cessna 510, Embraer Phenom 100, Legacy 500	CNA510	86.8	87.7	88.3
50	Eclipse 500	ECLIPSE500	78.0	78.8	79.4
Military:					
2M	UC-35 (Cessna 560)	CNA560U	72.3	72.3	72.3
3M	C-21 (Lear 35)	LEAR35	82.6	82.6	82.6
4M	HU-25 (Falcon 20)	FAL20	77.9	77.9	77.9
5M	C-11 (Gulfstream II), T-38	LEAR25	92.2	92.2	92.2
7M	C-20 (Gulfstream IV)	GIV	66.5	66.5	66.5
11M	Unknown/Miscellaneous Jets	COMJET	75.2	75.2	75.2
14M	C-40, Boeing 757	DC9Q9	84.3	84.3	84.3
15M	Boeing 707	707	94.0	94.0	94.0
17M	Helicopters	S70	89.2	88.1	88.1
18M	C-130, V-22	C130	85.6	85.6	85.6
19M	Twin Engine Turboprop	CNA441	79.2	76.8	76.8
20M	Twin Engine Piston Prop	BEC58P	69.0	69.0	69.0
21M	Single Engine Piston Prop	SEPMIX	77.0	75.1	75.1
24	F-15, F-18, EA-6	F15E20	101.9	101.9	101.9
37M	C-37 (Gulfstream V)	GV	73.5	73.5	73.5

Aircraft Type/Group	AEDT ¹ TYPE	Total Noise Exposure		
		2017	2025	2035
All civil aircraft except single piston		111.1	112.0	112.7
All civil aircraft		111.9	112.7	113.3
All military aircraft		103.3	103.3	103.3
All civil and military aircraft except single piston		111.8	112.6	113.2
All civil and military aircraft		112.51	113.1	113.7

Source: HMMH
 Notes: 1.AEDT = Aviation Environmental Design Tool 2. SEPMIX = 75% GASEPF, 25% GASEPV

Appendix E — Air Quality

Appendix E is intended to supplement and provide background information for the materials contained in Chapter 8 Air Quality.

E.1 Emissions Modeling Tools

Analysis of current conditions and modeling of future year scenarios for aircraft-related emissions in the 2017 *ESPR* was completed using the FAA's Aviation Environmental Design Tool (AEDT). This updated tool replaced the older Emissions and Dispersion Modeling System (EDMS) which was used in prior *ESPRs*.

E.1.1 Differences between AEDT and EDMS

AEDT is the most recent tool developed by the FAA for modeling noise and emissions at airports. It is based on the best current available science for calculating aircraft-related emissions (from main aircraft engines, auxiliary power units, and ground support equipment). As described in Chapter 7 – Noise, AEDT is also used to assess and model airport noise. AEDT capability provides a user the ability to simultaneously model aircraft noise and emissions, replacing the legacy tools of EDMS and the Integrated Noise Model (INM). Due to methodological updates and the inclusion of more recent data, results between the various models may vary.

Many updates have been incorporated into AEDT from EDMS. An overview of the main differences is provided below:

- ⇒ **Input Data** – Aircraft take-off weight values are somewhat different in each model, and take-off weight affects emissions. This in turn results in potential differences in aircraft emissions during the take-off mode of operations. Unlike EDMS, AEDT does not allow adjustments in take-off weights.
- ⇒ **Aircraft Operational Modes** – AEDT provides a more detailed output on aircraft operational modes than EDMS, which results in more specific operational characteristics and thus a difference in emissions estimates.
 - In EDMS, the four primary operational modes are: (1) Take-Off, (2) Climb Out, (3) Cruise, and (4) Taxi-Idle.
 - In AEDT, there are thirteen operational modes, including: (1) Take-Off, (2) Climb Taxi, (3) Climb Ground, (4) Climb Below 1,000 Feet, (5) Climb Below Mixing Height, (6) Climb Below 10,000 Feet, (7) Cruise Above 10,000 Feet, (8) Descend Below 10,000 Feet, (9) Descend Below Atmospheric Mixing Height, (10) Descend Below 1,000 Feet, (11) Descend to Ground, (12) Descend Taxi, and (13) Full Flight.

- ⇒ **Time-In-Modes (TIM)** – Due to the changes described in the Operational Modes section above and changes in how aircraft “climb out” and cruise times are calculated in AEDT, there are also differences in TIM between the two models. This difference affects the total emissions calculated for Landing and Takeoff (LTO) cycles. The AEDT TIM updates provide more accurate emissions estimates than EDMS.
- ⇒ **Emission Factors** – Both models contain many aircraft engine emission factors that are based on engine model, fuel type and operational mode. Most factors are identical across the models but there are some differences. If a particular fleet mix at an airport contains a higher percentage of aircraft with updated emissions factors, the difference in emissions estimates between AEDT and EDMS will be greater.
- ⇒ **Missing Aircraft / Engine Combinations** – There are some aircraft and engine combinations that were included in EDMS but are not in AEDT - particularly for newer aircraft. Again, the combinations included in AEDT are based on the most recent data available.
- ⇒ **Fuel burn** – The AEDT fuel burn estimates were updated and differences between EDMS will vary based on aircraft type. These differences along with changes discussed above will affect emission estimates.

Many of the changes in emissions estimates between EDMS and AEDT can be attributed to the differences between the models, as described above, specifically related to variations in the options for operational modes between the models, and the change in engine emission factors and fuel burn based on best available data. The FAA continues to update the AEDT tool to enhance the user interface and to improve the data when available in order to allow for increased accuracy.

E.1.2 Aircraft Fleet and Operational Data Used in AEDT 2d

The Federal Aviation Administration (FAA) Aviation Environmental Design Tool (AEDT), Version 2d (AEDT 2d) was used in support of the 2017 *ESPR* air quality analysis. Appendix D, Noise, Table D-1 contains the data that were used in AEDT 2d to represent actual conditions at Hanscom Field in 2017 while Tables D-2 and D-3 contain 2025 and 2035 forecast conditions, respectively. These data include aircraft group, sector (i.e. civil or military), AEDT aircraft type, engine type, departures and landings by day and night in average annual day (AAD), annual landing takeoff cycles (LTOs), and annual touch and goes (TGOs).

E.2 Regulatory Context

This section describes relevant air quality regulations and programs at the state and federal levels in addition to the regulations discussed in Chapter 8, Air Quality.

E.2.1 Status of Lead Regulations and Research

Low-lead fuel, also known as aviation gasoline (avgas), used in some general aviation (GA) aircraft remains a source of airport-related lead in the atmosphere. Lead emissions can enter the body through inhalation or be ingested via plants, water or soil. The EPA is currently conducting an analysis, including modeling and monitoring, to evaluate whether lead emissions from avgas could cause or contribute to air pollution that endangers public health and welfare (also called an “endangerment finding”) which could lead to additional regulations in the future.

The most recent lead NAAQS were set in 2008, when the EPA revised them from the previous level of 1.5 micrograms (μg) per cubic meter (m^3) to $0.15 \mu\text{g}/\text{m}^3$ (measured over a rolling 3-month average), finding that serious health effects occur at much lower levels in the blood stream than previously identified. Since then, the EPA has reviewed the lead NAAQS, and in 2016 issued a determination confirming that the 2008 NAAQS will be retained.¹ Periodic strengthening of the standard is intended to protect public health, specifically protecting at-risk groups in the population, including children.

In March of 2012, the environmental group Friends of the Earth (FOE) filed a lawsuit against the EPA stating that EPA has unreasonably delayed its response to FOE’s 2006 petition asking the agency to make an endangerment finding and propose standards for lead emissions of aircraft. The agency’s position to delay making an endangerment finding was upheld by the courts. Since then, FOE and other environmental groups again petitioned the EPA in 2014 to request that the agency make an endangerment finding. In its January 2015 response, the EPA responded that it was delaying making an endangerment finding due to the need for additional research.²

As of April 2019, EPA has released no proposed endangerment finding and is still reviewing the issue.³ If EPA does finalize an endangerment finding, the agency would then establish standards for lead emissions from piston engine aircraft. FAA ultimately would develop regulations to ensure compliance with the standards and would be required to establish fuel standards to control lead emissions.

In addition to the 2008 lead NAAQS update, the EPA mandated a 1-year lead monitoring study at 15 selected airports that emit less than one ton of lead annually. EPA requires lead monitoring by state agencies if airport emissions of lead exceed one ton.⁴ Although initially

¹ “Review of the National Ambient Air Quality Standards for Lead”. Federal Register 81-201 (October 18, 2016), page 71906. Available from Government Publishing Office at www.govinfo.gov.

² U.S. EPA. January 29 2015. *Response Memorandum to the 2014 Petition from Friends of the Earth, et al.* <https://www.epa.gov/sites/production/files/2016-09/documents/ltr-response-av-ld-foe-psr-oaw-2015-1-23.pdf>

³ U.S. EPA. August 2017. *Regulations for Lead Emissions from Aircraft.* <https://www.epa.gov/regulations-emissions-vehicles-and-engines/regulations-lead-emissions-aircraft>

⁴ U.S. EPA. January 2015. *Overview: Airport Lead Monitoring Program.* <https://nepis.epa.gov/Exe/ZyPDF.cgi/P100LJDW.PDF?Dockey=P100LJDW.PDF>

considered by the EPA, Hanscom Field was not included in the final study list. Nantucket Memorial Airport is the closest airport in proximity to Hanscom that was on the EPA list with an estimated lead emission level of 0.76 tons per year based on the 2008 National Emissions Inventory.⁵ EPA and MassDEP commenced a yearlong lead monitoring program at Nantucket in February of 2012 and completed monitoring at the airport in February of 2013.

The highest reported 3-month lead concentration at the Nantucket airport was 0.0209 $\mu\text{g}/\text{m}^3$ and the highest 24-hour concentration was 0.04 $\mu\text{g}/\text{m}^3$, well below the 2008 standard of 0.15 $\mu\text{g}/\text{m}^3$. Most recent data collected by MassDEP shows a quarterly maximum concentration of 0.017 $\mu\text{g}/\text{m}^3$ in 2016 at the Boston - Harrison Avenue monitor location which is also well below the standard. This is the only site at which MassDEP currently monitors lead since Massachusetts is in attainment for lead, based on the NAAQS.

The EPA provided a summary of a full year of lead concentration data measured at 17 U.S. airports in January of 2015. The results show that "For all but one airport (the Reid-Hillview airport) the [lead] design value is unchanged from the EPA's 2013 Program Update on Airport Lead Monitoring, either because no more data were collected or because higher concentrations were not measured. Because of the concentrations measured, four airports will continue monitoring for lead.

The FAA issued interim guidance on mitigating public risks from lead emissions associated with avgas in June of 2013.⁶ The guidance is provided for FAA identified airports of concern based on a review of the EPA monitoring results and for any operator concerned about lead emissions.

Hanscom is not identified as an airport of concern based on the FAA preliminary monitoring studies. The FAA continues to work with the aviation industry and EPA to develop a viable, safe, and economical unleaded fuel replacement as part of the transition from leaded avgas.

Status of Lead Free Avgas in the United States

The FAA is currently working through a collaborative industry-government program, known as the Piston Aviation Fuels Initiative (PAFI), to facilitate and evaluate development of an alternate fuel for leaded aviation gasoline.⁷ As of May 2019, development of PAFI fuels is ongoing; research and testing of alternatives continue at the FAA's William J. Hughes Technical Center in Atlantic City, NJ. Consideration of each alternative fuel involves thorough evaluation of its production viability, distribution, cost, and availability of alternatives, as well as possible

⁵ U.S. EPA. November 2010. *Memo: Selection of Airports for the Airport Monitoring Study*. <https://www3.epa.gov/ttnamti1/files/ambient/pb/Memo-Selection-of-Airports.pdf>

⁶ Federal Aviation Administration. June 2013. *Interim Guidance on Mitigating Public Risks Associated with Lead Emissions from Avgas*. http://www.faa.gov/airports/environmental/policy_guidance/media/leadMitigationMemoJune2013.pdf

⁷ FAA Unleaded AVGAS Transition Aviation Rulemaking Committee (UAT ARC). February 2012. *Final Report, Part I: Body Unleaded AVGAS Findings & Recommendations*. http://www.faa.gov/regulations_policies/rulemaking/committees/documents/media/Avgas.ARC.RR.2.17.12.pdf

environmental and health impacts. Once a viable alternative is found, PAFI test data will serve as qualification and certification data for the fuel producer to obtain American Society for Testing and Materials (ASTM) Production Specification. The data will also serve as a basis for FAA to authorize aircraft and engines to operate on the unleaded alternative fuel.⁸ PAFI plans to facilitate deployment of the alternative when a suitable alternative is identified.⁹

On June 10, 2013, FAA issued a request for candidate fuel producers to submit alternative fuel formulations to be evaluated as potential replacement to 100LL. This announcement resulted in a response from six fuel producers, proposing seventeen candidate fuels. Testing was planned in two phases: Phase 1 involved fuel testing, which includes laboratory testing, materials compatibility testing, limited engine testing, as well as environmental and toxicity assessment and Phase 2 involves full-scale engine and aircraft flight-testing. In September 2014, four of the alternatives were accepted into PAFI Phase 1 testing, which occurred from December 2014 through November 2015. Two fuels made it through to Phase 2 testing which began in March 2016.

Phase 2 evaluation continued through 2018 with half of the engine and one-third of the flight-testing component completed as of June 2018. Due to differences identified concerning performance of the alternative fuels compared to 100LL fuel, further evaluation by the fuel producers was warranted in order to mitigate issues, causing a delay in testing. As a result, the testing completion date for the PAFI replacement program was pushed from December 2018 to 2020. In September 2018, one of the producers announced that they would no longer pursue their PAFI fuel formulation, but the other producer continued to optimize their formula, and testing is slated to continue. As a result, the FAA is accepting and evaluating data from fuel producers outside of the PAFI program, and viable options may be pursued through Cooperative Research and Development Agreements.

In light of the necessity for airport operators to continue use of leaded Avgas until a replacement is found, the Airport Cooperative Research Program (ACRP) has published guidance and a tool to inventory lead emissions at general aviation airports and also presents strategies that may be employed to reduce lead emissions and mitigate emissions impacts once they are quantified. This guidance is contained within two reports: *ACRP Report 133: Best Practices Guidebook for Preparing Lead Emission Inventories from Piston-Powered Aircraft with the Emission Inventory Analysis Tool*, published in 2015, and *Report 162: Guidebook for Assessing Airport Lead Impacts*, published in 2016.¹⁰

⁸ PAFI Program. July 2017. *Presentation on the Future of Unleaded Aviation Gasoline*.

https://www.faa.gov/about/initiatives/avgas/media/media/PAFI_2017.pdf

⁹ FAA Unleaded AVGAS Transition Aviation Rulemaking Committee (UAT ARC). February 2012. *Final Report, Part I Body: Unleaded AVGAS Findings & Recommendations*.

https://www.faa.gov/regulations_policies/rulemaking/committees/documents/media/Avgas.ARC.RR.2.17.12.pdf

¹⁰ Airport Cooperative Research Program publications can be found at <http://www.trb.org/ACRP/ACRP.aspx>.

E.2.2 Ultrafine Particulate Matter and Black Carbon

To date, there are no federal or MassDEP air quality regulations that exist for UFP due to limited health studies to substantiate an air quality standard, however the EPA has begun to consider developing a standard for UFPs on the basis of unique physical attributes and potential human health hazards. The agency is currently reviewing existing NAAQS for PM₁₀ and PM_{2.5}, which provides an opportunity to include UFPs; a determination is due by 2022. It is generally understood that smaller particles, which are inhaled into the lungs, pose a greater health risk impact compared to larger particles, but specific levels associated with impacts to human health of UFPs have not been determined. While studies are ongoing to examine the health impacts of UFP exposure, the results may not be sufficient or clear enough for the EPA to develop a standard. Therefore, there is continued need to research UFPs and their potential health effects.

There are a number of recent studies that examine air quality around airports which include consideration of UFPs. The Los Angeles World Airports (LAWA) released the first major airport air emissions apportionment study of its kind in 2013, the Air Quality and Source Apportionment Study (AQAS). The airport spent over \$5 million on the study and measured over 400 different species of air emissions to determine LAX's contributions to local air quality. Its major finding concerning UFP was that potential health effects of UFPs are not sufficiently understood to develop health-based ambient air quality standards, and that chemical differences between UFP emissions from jet and vehicle exhaust should be taken into account in future studies.¹¹

Toronto Pearson International Airport released the results of its Air Quality and Human Health Risk Assessment (HHRA) Study in 2015. This study involved development of an emissions inventory and pollutant dispersion modeling for airport property and surrounding communities, to understand airport contributions. This information was used to assess the human health risks related to exposure to airport-related air pollutants, accounting for UFPs within assessment of PM_{2.5}. The HHRA study concluded that in some limited circumstances, predicted levels of certain air pollutants exceeded acceptable risk levels. However, the circumstances in which those levels were predicted to occur were based on exposure estimates that are highly unlikely in real-life (i.e. this scenario assumed the most sensitive populations were exposed to the highest measured pollutant levels on a consistent basis throughout their lifetime). The other circumstance in which predicted levels of certain air pollutants would exceed acceptable risk levels were based on very intermittent events. Ultimately, results show that the emissions from the airport do not represent a significant health risk.¹²

¹¹ Los Angeles World Airports. June 2013. *LAX Air Quality and Source Apportionment Study, Volume 1. Executive Summary*. <https://www.lawa.org/-/media/lawa-web/environment/files/vol-1---lax-aqsas-2014-03-06s.ashx?la=en&hash=6CF228F6BF492A610058352C8BAD5F520A04E5A3>

¹² Greater Toronto Airport Authority. August 2015. *Human Health Risk Assessment (HHRA) Report*. [https://torontopearson.com/uploadedFiles/Pearson/Content/About_Pearson/Environment/Intrinsic%20Environmental%20Sciences%20-%20Toronto%20Pearson%20Air%20Quality%20Study%20-%20HHRA%20Report%20\(Final%20-%20August%202015\).pdf](https://torontopearson.com/uploadedFiles/Pearson/Content/About_Pearson/Environment/Intrinsic%20Environmental%20Sciences%20-%20Toronto%20Pearson%20Air%20Quality%20Study%20-%20HHRA%20Report%20(Final%20-%20August%202015).pdf)

In 2015, The Airport Cooperative Research Program (ACRP) published *Report 135: Understanding Airport Air Quality and Public Health Studies Related to Airports*. This report provides a concise review of air quality studies and related literature, in addition to identifying health impacts and risks, and putting these concepts in the airport air quality context. In relation to UFP, the study concludes that based on reviewed public health literature, “ultrafine concentrations tend to be highly elevated near an airport (near runways) with persistence above background levels at distances of 600 meters downwind of an airport. As such, ultrafine [particulate matter] generated by airports is suspected of having a broader impact than that generated by roadway vehicles.”

Zurich Airport, located in Switzerland, conducted a recent study to understand the UFP concentrations near the airport and how to monitor these types of particles. Results of the study were released in 2017; it determined that UFP concentrations vary greatly over time and space and are heavily affected by wind direction and speed. It determined that short-term monitoring is not sufficient due to high variability of particle concentration, and that long-term measurement is preferable to capture airport activity levels and weather changes over time, also ensuring that wind speed and direction is simultaneously captured.¹³

The FAA Center of Excellence for Alternative Jet Fuels & Environment (ASCENT) funded ongoing project, *Project 18: Community Measurements of Aviation Emissions Contribution to Ambient Air Quality* studies the impacts and distribution of UFP specifically associated with arrival flight paths into Boston Logan International Airport. Boston University School of Public Health researchers who designed and implemented new near-airport monitoring protocols intended to determine the impact of arriving aircraft on UFP concentrations leads the study. Researchers will utilize regression analysis to account for lags between flight activity and weather conditions, and their effect on UFP concentrations. Field monitoring and analysis for this study is ongoing.¹⁴

Black Carbon

While particulate matter at all sizes is comprised of multiple components, one of the more significant components is Black Carbon (BC). BC particles, also referred to as soot, form as a result of incomplete combustion, particularly at the higher temperatures at which aircraft burn fuel. Therefore, BC emissions are common from aircraft. BC from aviation activities largely contributes to an increase in smaller particle concentrations (i.e., PM_{2.5} and UFPs). BC is known to have negative impacts on both human health and the environment. According to the EPA, BC is associated with respiratory distress, cardiovascular disease, cancer and birth defects. A

¹³ Flughafen Zürich AG. 2017. *Ultrafine Particle Measurements at Zurich Airport*. https://www.zurich-airport.com/~media/flughafenzh/dokumente/das_unternehmen/laerm_politik_und_umwelt/2017-03_zurich-airport_ufp_study.pdf

¹⁴ ASCENT. 2017. *Project 18: Community Measurements of Aviation Emissions Contribution to Ambient Air Quality, Annual Report 2017*. <https://ascent.aero/documents/2018/06/ascent-018-2017-annual-report.pdf/>

2009 study using air quality monitors near an airport showed that airports can contribute between 24 and 28 percent of total BC within 4 kilometers.¹⁵ However, modeling studies, commonly used to ascertain the extent of impacts on human health and the environment have shown the level of contribution by an airport to be less, or between 2 – 5 percent. Research has been undertaken to determine whether monitoring or modeling BC is more effective for evaluating BC contributions from airports.¹⁶ To understand the extent of impacts from airport related BC emissions, more research is needed. Research should focus on improving emissions estimates of BC from airports and improving modeling techniques. FAA conducts research on BC through the ASCENT program.

E.2.3 Federal Mobile Source Emissions Standards and Regulations

The EPA has enacted various vehicle emissions standards and fuel standards to improve air quality and reduce airborne pollutant emissions from mobile sources.

As described in Chapter 8, the Corporate Average Fuel Economy (CAFE) standards were enacted in 1975 with the intention of improving the average fuel economy of passenger cars and light trucks, and decreasing national fuel consumption. Today, the standards set fleet-wide average fuel economy requirements for automakers manufacturing passenger cars and light trucks, as well as medium and heavy-duty vehicles. The standards are regulated by the National Highway Traffic Safety Administration (NHTSA) and supported by EPA GHG standards.¹⁷

In 2011, the federal government and thirteen major automakers agreed to incremental tightening of the CAFE standards with a goal to increase fuel economy of cars and light trucks to 54.5 miles per gallon by model year 2025. This resulted in updated CAFE standards for model years 2017-2025, published in August 2012. The agreement also included a requirement for a midterm evaluation of the updated standards in order to review available technologies, acknowledge market trends, and assess industry progress.

This review included a draft technical assessment report, published collaboratively by the EPA, NHTSA, and California Air Resources Board (CARB) and released in July of 2016. The report evaluated whether the industry could reach the forthcoming 2022 to 2025 model year standards. The results of the assessment show that the initial goal of 54.5 miles per gallon is

¹⁵ Dodson R.E.; Houseman E.A.; Morin B.; Levy J.I. *An Analysis of continuous black carbon concentrations in proximity to an airport and major roadways*. Atmos. Environ. 2009, 43243764-3773.

¹⁶ Arunachalam S.; Valencia A.; Yang D.; Davis N.; Baek B.H.; Dodson R.E.; Houseman A.E.; Levy J.I.; *Comparing Monitoring-Based and Modeling-Based Approaches for Evaluating Black Carbon Contributions from a US Airport*. Air Pol. Mod. 2011, 619-623.

¹⁷ U.S. Department of Transportation. August 2014. *Corporate Average Fuel Economy (CAFE) Standards*. <https://www.transportation.gov/mission/sustainability/corporate-average-fuel-economy-cafe-standards>

not realistic, and that a revised goal of 50 to 52.6 miles per gallon is more achievable.¹⁸ In April of 2018, EPA announced that the midterm evaluation process was complete and published a final determination that the model year 2022-2025 standards under the Clean Air Act are no longer appropriate based on available information. The EPA proposes revisions to the CAFE standards published in 2012 to make them less stringent. As of fall 2018, the EPA continues collaboration with NHTSA on an updated standard to submit through the public rulemaking process, including public notice and comment periods, before a final agency action is taken.¹⁹

In 2014, EPA finalized a rule, which set new emissions standards, including provisions that reduce the allowable sulfur content of gasoline starting in 2017. This rule, the Tier 3 Vehicle Emission and Fuel Standards, places stricter limits on tailpipe exhaust and reduces gasoline sulfur content down to 10-ppm average. The rule is expected to reduce sulfur content in gasoline by 60 percent compared to the existing Tier 2 sulfur gasoline standard of 30 ppm. Based on EPA estimates, the rule will decrease nitrogen oxides and volatile organic compounds by 80 percent and per-vehicle particulate matter by 70 percent.²⁰

E.2.4 Massachusetts Mobile Source Emissions Standards and Regulations

MassDEP has enacted various vehicle emissions and fuel standards designed to improve air quality and reduce airborne pollutant emissions from mobile sources, such as the enhanced Motor Vehicle Emissions Inspection and Maintenance (I/M) Program, which requires annual emissions and safety tests. The program, known as Massachusetts Vehicle Check, requires vehicles to pass an annual emissions test if they have an onboard diagnostic system and were manufactured after model year 2002.²¹ The inspection consists of an on-board diagnostic test (OBD) which assesses the vehicles' on-board computer, downloads the data, and identifies any systems malfunctions. It also includes an opacity test for medium and heavy-duty vehicles that are not equipped with OBD systems. Under the enhanced I/M program, testing is conducted annually and is designed to ensure vehicles are operating efficiently, while identifying and requiring repairs to high polluting vehicles.

As described in Chapter 8, the Commonwealth of Massachusetts has also adopted other state programs to reduce emissions from mobile sources, including the California Low Emissions Vehicle (LEV) program and the California Zero Emissions Vehicle (ZEV) program:

¹⁸ U.S. EPA, NHTSA, and CARB. July 2016. *Draft Technical Assessment Report: Midterm Evaluation of Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards for Model Years 2022-2025*. <https://nepis.epa.gov/Exe/ZyPDF.cgi/P100OXEO.PDF?Dockey=P100OXEO.PDF>

¹⁹ U.S. EPA. October 2018. *Midterm Evaluation of Light-Duty Vehicle Greenhouse Gas Emissions Standards for Model Years 2022-2025*. <https://www.epa.gov/regulations-emissions-vehicles-and-engines/midterm-evaluation-light-duty-vehicle-greenhouse-gas>

²⁰ U.S. EPA. April 2014. *40 CFR Parts 79, 80, 85, et al. Control of Air Pollution from Motor Vehicles: Tier 3 Motor Vehicle Emission and Fuel Standards; Final Rule*. <https://www.gpo.gov/fdsys/pkg/FR-2014-04-28/pdf/2014-06954.pdf>

²¹ Mass.gov. *Basic Inspection Information*. <https://www.mavehiclecheck.com/motorists-basicinfo>

- ⇒ The California Low Emissions Vehicle (LEV) program imposes emission limits that are more stringent than the Federal Motor Vehicle Control Program (FMVCP). The program requires that most new vehicles be equipped with certified advanced emission control systems, including passenger cars, light-duty trucks, and sport utility vehicles (1995 and newer). Massachusetts' law requires the Commonwealth to adopt the stricter of the federal or California emission standards for motor vehicles.
- ⇒ California Zero Emissions Vehicle (ZEV) program, effective in 2007. This program requires an increasing percentage of new vehicles sold in Massachusetts be certified to meet certain emissions limits. The MassDEP revised the ZEV program in 2009, requiring automobile manufacturers to comply with lower fleet average greenhouse gas (GHG) emissions levels.
- ⇒ Massachusetts recently updated the ZEV action plan in 2018 along with eight other states, reaffirming their commitment to ZEV implementation with a goal of 5 million more ZEVs on their collective roads by 2025.²²

These regulations and standards are intended to further reduce mobile source emissions while increasing the prevalence of alternative fuel vehicles such as hybrid, electric, and biodiesel vehicles in the fleet mix. Alternative fuel vehicles are more efficient, resulting much lower emissions, compared to conventional gasoline and diesel vehicles. As these vehicles replace older, less efficient vehicles, emissions are expected to decrease.

Diesel Engines

In 2004, the EPA implemented a rule that requires more stringent controls for non-road diesel engines. These standards followed the Tier 3 emissions standards for nitrogen oxides and hydrocarbons for non-road vehicles that were introduced in 1998 and were phased into use between 2006 and 2008. The Tier 4 exhaust emission standards, were phased-in between 2008 and 2014, and intended to cut air pollution emissions from both on-road and non-road diesel engines by over 90 percent. As part of these regulations, ultra-low sulfur diesel fuel, containing no more than 15 ppm sulfur content, for on-road diesel vehicles was phased-in from 2006 to 2010.

Reformulated Gasoline and Vapor Recovery Systems

Massachusetts has adopted the federal regulations for reformulated gasoline, although it is not a required area under the Clean Air Act. Reformulated gasoline (RFG) is designed to produce lower emissions of toxic substances from evaporation and burn cleaner than conventional gasoline, resulting in improved air quality and less smog-forming pollutants.

²² Massachusetts Department of Environmental Protection. *Multi-State ZEV Action Plan: Accelerating the Adoption of Zero Emissions Vehicles*. 2018-2021. https://www.mass.gov/files/documents/2018/06/21/zevplan18_0.pdf

In 2000, Phase II of the reformulated gasoline program went into effect, implementing more stringent standards.²³ In 2006, Massachusetts phased out the use of methyl tert-butyl ether (MTBE), a gasoline additive designed to boost octane levels, due to environmental and health concerns. MTBE was found in groundwater due to leaky underground tanks, leading to drinking water safety concerns, and resulting in legislation to substitute MTBE with ethanol. Currently, RFG is being blended with ethanol in Massachusetts.

MassDEP Stage I and II Vapor Recovery Program is intended to prevent gasoline evaporation during fuel deliveries and while filling vehicles at gasoline dispensing stations. In January of 2015, amendments to the program required that Stage II gasoline vapor recovery systems be decommissioned at gasoline dispensing stations by early 2017. This regulation was based on the EPA rule that Stage II vapor recovery was no longer cost effective. In addition, Massachusetts finalized Stage I regulatory revisions requiring that gas dispensing facilities with Stage I systems must meet the California Air Resource Board requirements for Stage I Enhanced Vapor Recovery (CARB EVR), as well as maintain monitoring systems for vapor leaks.²⁴

Massport does not own or operate fuel distribution facilities at Hanscom Field. A survey of fixed based operators (FBOs) at Hanscom Field found that vapor recovery is being used on all fuel storage tanks subject to MassDEP regulation and that Stage II vapor controls are used at all gasoline-dispensing facilities.

E.2.5 Massachusetts Climate Change and Greenhouse Gas Emissions Regulatory Framework

Massachusetts acknowledges climate change as an important environmental and economic issue, and has taken a number of actions designed to address both the Commonwealth's contribution to climate change as well as preparing for the anticipated effects of climate change. State regulatory actions addressing climate change include:

- ⇒ The Massachusetts Climate Protection Plan, first developed in 2004, aimed to address GHG emissions and improve energy efficiency. The plan supported near-term actions to protect the climate, reduce pollution and energy demand, and to stimulate job growth through the development of sustainable energy resources. Massport was one of 15 state agencies and authorities that participated in development of the initial action plan.
- ⇒ Massachusetts Global Warming Solutions Act (GWSA), which was signed into law in 2008, and established a comprehensive regulatory program to address climate change. The GWSA set targets for GHG emissions reductions of 10- 25 percent by 2020 and 80

²³ U.S. EPA. August 2018. *Reformulated Gasoline*. <https://www.epa.gov/gasoline-standards/reformulated-gasoline>

²⁴ MassDEP. January 2015. *Fact Sheet: MassDEP's Revised Stage I & II Regulations*. <https://www.mass.gov/files/documents/2016/08/tv/s1and2-fs15.pdf>

percent by 2050 compared to 1990 levels.²⁵ To aid in implementing the GWSA, the MassDEP issued rules in December of 2008 for mandatory GHG reporting requirements from a wide array of sources. The rule required certain facilities to register with the MassDEP by April of 2009 and report, certify, and verify emissions annually starting in April of 2010.

- ⇒ Executive Order 569, signed by Governor Baker in 2016 to address climate change and the increasing threat of extreme weather events to the state's economy.²⁶ The Order acknowledges that the transportation sector continues to be a significant contributor of GHG emissions in Massachusetts, and is the only sector identified in the GWSA in which emissions have increased over time. The Order tasks transportation agencies with collaborating to develop regional policies aimed at reducing GHG emissions.
- ⇒ As required by Executive Order 569, the state published a Climate Adaptation Plan, which was adopted in September 2018 as the State Hazard Mitigation and Climate Adaptation Plan.²⁷

In addition, the Massachusetts Executive Office of Energy and Environmental Affairs revised the "MEPA Greenhouse Gas Emissions Policy and Protocol" effective May of 2010. The revised policy requires certain projects under MEPA review, not specific to this *2017 ESPR*, to quantify potential annual GHG emissions for the baseline and preferred alternative. It requires analysis of project specific impacts and evaluation of possible mitigation measures intended to minimize or mitigate potential GHG emissions from the preferred alternative.

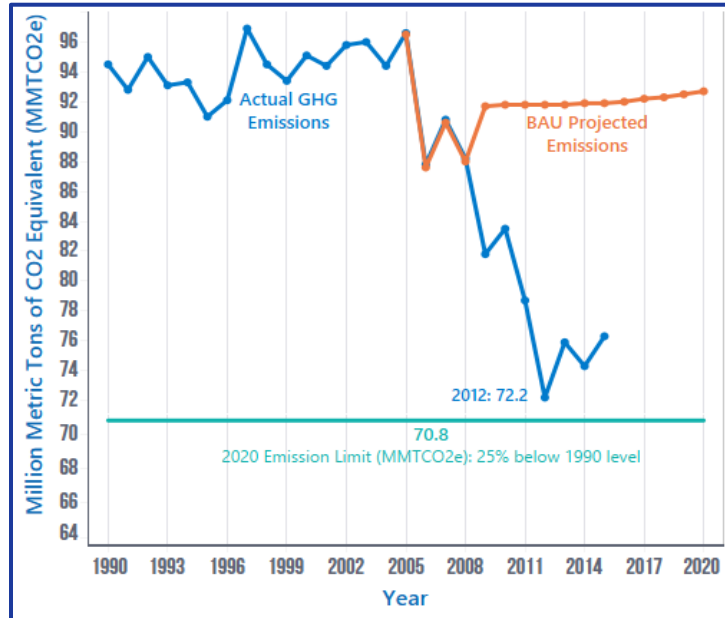
²⁵ Commonwealth of Massachusetts. 2008. *An Act Establishing the Global Warming Solutions Act*. <https://malegislature.gov/Laws/SessionLaws/Acts/2008/Chapter298>

²⁶ Mass.gov. September 2016. *Governor Charlie Baker, Executive Order No. 569: Establishing an Integrated Climate Change Strategy for the Commonwealth*. <https://www.mass.gov/executive-orders/no-569-establishing-an-integrated-climate-change-strategy-for-the-commonwealth>

²⁷ Mass.gov. 2018. *Massachusetts Integrated State Hazard Mitigation and Climate Adaptation Plan*. <https://www.mass.gov/service-details/massachusetts-integrated-state-hazard-mitigation-and-climate-adaptation-plan>

MassDEP recently conducted a state-wide GHG emissions inventory of data from 1990 to 2015, which determined that GHG emissions have decreased 19 percent from approximately 94 million metric tons, or MTs (MMT) of CO₂ equivalent to less than 75 MMT, as shown in Figure 8-4. The decline in emissions is attributable to numerous factors including the economic downturn, changing fuel prices, and implementation of energy efficient measures. Based on the 2015 inventory for Massachusetts, the transportation sector comprised approximately 39% of the GHG emissions, followed by residential at 26 percent, commercial at 19 percent, industrial at 13 percent, and other at 2 percent.²⁸

Figure E-1 Massachusetts GHG Emissions [Actual vs. Business as Usual (BAU)]



Source: <https://www.mass.gov/service-details/ma-ghg-emission-trends>

While not required under the listed regulations to prepare an annual GHG emissions inventory, the Secretary's Scope Certificate for the 2017 *ESPR* included this as a component of the air quality analysis. The methodology used to develop the Hanscom Field GHG emissions inventory mirrors the methodology used by Massport for Logan Airport, and is described in Chapter 8.

E.3 Motor Vehicle Emissions

For the 2017 *ESPR* analysis, the motor vehicle emission factor model MOVES2014a was used. The resultant emission factors were multiplied by average daily vehicle miles to calculate daily emissions. Emissions factors from the mesoscale traffic analysis done in MOVES2014a are included as Table E-1, Table E-2, and Table E-3 for existing conditions in 2017, as well as forecast conditions in 2025 and 2035, respectively.

²⁸ Mass.gov. *Massachusetts greenhouse gas emission trends*. <https://www.mass.gov/service-details/ma-ghg-emission-trends>

Table E-1 2017 Mesoscale Analysis – Hanscom Field Traffic

Link	Distance (miles)	AM Peak	PM Peak	ADT	Daily VMT	Speed (mph)	Vehicle Emission Factors 2017 (g/mile)							
							CO	CO ₂	VOC	NO _x	PM ₁₀	PM _{2.5}	CH ₄	N ₂ O
Airport Road	0.32	0	0	0	0	30	2.599	364.247	0.069	0.254	0.010	0.009	0.004	0.105
Bedford Road	0.35	6	7	70	24.5	35	2.508	349.315	0.063	0.255	0.010	0.009	0.004	0.100
Concord Turnpike	0.6	21	16	210	126	40	2.447	341.062	0.060	0.260	0.010	0.009	0.004	0.097
Hanscom Drive	0.65	74	73	740	481	30	2.599	364.247	0.069	0.254	0.010	0.009	0.004	0.105
Hartwell Ave	1.24	7	4	70	86.8	40	2.447	341.062	0.060	0.260	0.010	0.009	0.004	0.097
Hartwell Road	1.62	0	0	0	0	25	2.777	402.444	0.077	0.275	0.012	0.011	0.005	0.118
Mass Ave	0.36	2	2	20	7.2	35	2.508	349.315	0.063	0.255	0.010	0.009	0.004	0.100
Old Bedford Road 1	0.31	26	29	290	89.9	30	2.599	364.247	0.069	0.254	0.010	0.009	0.004	0.105
Old Bedford Road 2	0.49	10	2	100	49	30	2.599	364.247	0.069	0.254	0.010	0.009	0.004	0.105
Old Mass Ave	0.53	7	4	70	37.1	35	2.508	349.315	0.063	0.255	0.010	0.009	0.004	0.100
Route 2A (1)	0.46	27	23	270	124.2	40	2.447	341.062	0.060	0.260	0.010	0.009	0.004	0.097
Route 2A (2)	1.67	11	13	130	217.1	40	2.447	341.062	0.060	0.260	0.010	0.009	0.004	0.097
Route 2A (3)	1.08	32	29	320	345.6	40	2.447	341.062	0.060	0.260	0.010	0.009	0.004	0.097
Route 2A (4)	0.23	38	36	380	87.4	40	2.447	341.062	0.060	0.260	0.010	0.009	0.004	0.097
Route 2A (5)	0.92	36	37	370	340.4	40	2.447	341.062	0.060	0.260	0.010	0.009	0.004	0.097
Route 2A (6)	0.11	36	37	370	40.7	40	2.447	341.062	0.060	0.260	0.010	0.009	0.004	0.097
Route 2A (7)	0.15	29	33	330	49.5	40	2.447	341.062	0.060	0.260	0.010	0.009	0.004	0.097
Route 2A (8)	0.18	24	26	260	46.8	40	2.447	341.062	0.060	0.260	0.010	0.009	0.004	0.097
Route 62 (1)	1.46	0	0	0	0	35	2.508	349.315	0.063	0.255	0.010	0.009	0.004	0.100
Route 62 (2)	1.64	10	22	220	360.8	35	2.508	349.315	0.063	0.255	0.010	0.009	0.004	0.100
Route 62 (3)	1.12	10	22	220	246.4	30	2.599	364.247	0.069	0.254	0.010	0.009	0.004	0.105
Route 4/225 (1)	2.1	0	0	0	0	35	2.508	349.315	0.063	0.255	0.010	0.009	0.004	0.100
Route 4/225 (2)	0.56	2	2	20	11.2	40	2.447	341.062	0.060	0.260	0.010	0.009	0.004	0.097
Route 4/225 (3)	0.16	0	0	0	0	25	2.777	402.444	0.077	0.275	0.012	0.011	0.005	0.118
South Road (1)	0.58	0	0	0	0	30	2.599	364.247	0.069	0.254	0.010	0.009	0.004	0.105
South Road (2)	0.85	0	0	0	0	30	2.599	364.247	0.069	0.254	0.010	0.009	0.004	0.105
Virginia Road	2.13	19	18	190	404.7	30	2.599	364.247	0.069	0.254	0.010	0.009	0.004	0.105

Notes:

1. AM and PM peak volumes are Hanscom Traffic only.
2. ADT based on worst case AM or PM hours which represent approximately 10 percent of daily traffic.
3. Vehicle emissions in kg/yr were based on daily emissions and scaled by 365 days.
4. Total kg/1000 kg were divided by 1,000 for consistency with 2005 ESPR

Table E-2: 2025 Mesoscale Analysis – Hanscom Field Traffic

Link	Distance (miles)	AM Peak	PM Peak	ADT	Daily VMT	Speed (mph)	Vehicle Emission Factors 2025 (g/mile)							
							CO	CO ₂	VOC	NO _x	PM ₁₀	PM _{2.5}	CH ₄	N ₂ O
Airport Road	0.32	0	0	0	0	30	1.66	278.9	0.032	0.1	0.005	0.005	0.003	0.075
Bedford Road	0.35	6	7	70	24.5	35	1.62	267.7	0.030	0.11	0.005	0.004	0.003	0.072
Concord Turnpike	0.6	25	17	250	150	40	1.60	261.5	0.029	0.11	0.005	0.004	0.003	0.071
Hanscom Drive	0.65	59	77	770	500.5	30	1.66	278.9	0.032	0.10	0.005	0.005	0.003	0.075
Hartwell Ave	1.24	11	10	110	136.4	40	1.60	261.5	0.029	0.11	0.005	0.004	0.003	0.071
Hartwell Road	1.62	11	15	150	243	25	1.76	308	0.036	0.11	0.006	0.005	0.003	0.083
Mass Ave	0.36	5	7	70	25.2	35	1.62	267.7	0.030	0.11	0.005	0.004	0.003	0.072
Old Bedford Road 1	0.31	30	34	340	105.4	30	1.66	278.9	0.032	0.11	0.005	0.005	0.003	0.075
Old Bedford Road 2	0.49	11	2	110	53.9	30	1.66	278.9	0.032	0.10	0.005	0.005	0.003	0.075
Old Mass Ave	0.53	7	5	70	37.1	35	1.62	267.7	0.030	0.11	0.005	0.004	0.003	0.072
Route 2A (1)	0.46	32	24	320	147.2	40	1.60	261.5	0.029	0.11	0.005	0.004	0.003	0.071
Route 2A (2)	1.67	13	13	130	217.1	40	1.60	261.5	0.029	0.11	0.005	0.004	0.003	0.071
Route 2A (3)	1.08	38	30	380	410.4	40	1.60	261.5	0.029	0.11	0.005	0.004	0.003	0.071
Route 2A (4)	0.23	55	37	550	126.5	40	1.60	261.5	0.029	0.11	0.005	0.004	0.003	0.071
Route 2A (5)	0.92	42	40	420	386.4	40	1.60	261.5	0.029	0.11	0.005	0.004	0.003	0.071
Route 2A (6)	0.11	42	40	420	46.2	40	1.60	261.5	0.029	0.11	0.005	0.004	0.003	0.071
Route 2A (7)	0.15	35	35	350	52.5	40	1.60	261.5	0.029	0.11	0.005	0.004	0.003	0.071
Route 2A (8)	0.18	30	28	300	54	40	1.60	261.5	0.029	0.11	0.005	0.004	0.003	0.071
Route 62 (1)	1.46	4	4	40	58.4	35	1.62	267.6	0.030	0.11	0.005	0.004	0.003	0.072
Route 62 (2)	1.64	15	27	270	442.8	35	1.62	267.6	0.030	0.11	0.005	0.004	0.003	0.072
Route 62 (3)	1.12	14	26	260	291.2	30	1.66	278.9	0.032	0.11	0.005	0.005	0.003	0.075
Route 4/225 (1)	2.1	0	0	0	0	35	1.62	267.6	0.030	0.11	0.005	0.004	0.003	0.072
Route 4/225 (2)	0.56	3	4	40	22.4	40	1.60	261.5	0.029	0.11	0.005	0.004	0.003	0.071
Route 4/225 (3)	0.16	0	0	0	0	25	1.76	308	0.036	0.11	0.006	0.005	0.003	0.083
South Road (1)	0.58	0	0	0	0	30	1.66	278.9	0.032	0.10	0.005	0.005	0.003	0.075
South Road (2)	0.85	4	5	50	42.5	30	1.66	278.9	0.032	0.10	0.005	0.005	0.003	0.075
Virginia Road	2.13	46	48	480	1022.4	30	1.66	278.9	0.032	0.10	0.005	0.005	0.003	0.075

Notes:

1. AM and PM peak volumes are Hanscom Traffic only.
2. ADT based on worst case AM or PM hours which represent approximately 10 percent of daily traffic.
3. Vehicle emissions in kg/yr were based on daily emissions and scaled by 365 days.
4. Total kg/1000 kg were divided by 1,000 for consistency with 2005 ESPR



Table E-3: 2035 Mesoscale Analysis - Hanscom Field Traffic

Link	Distance (miles)	AM Peak	PM Peak	ADT	Daily VMT	Speed (mph)	Vehicle Emission Factors 2035 (g/mile)							
							CO	CO ₂	VOC	NO _x	PM ₁₀	PM _{2.5}	CH ₄	N ₂ O
Airport Road	0.32	0	0	0	0	30	0.91	218.959	0.020	0.042	0.003	0.003	0.002	0.052
Bedford Road	0.35	8	8	80	28	35	0.91	210.313	0.019	0.048	0.003	0.003	0.002	0.050
Concord Turnpike	0.6	30	19	300	180	40	0.92	205.635	0.019	0.053	0.003	0.003	0.002	0.048
Hanscom Drive	0.65	104	90	1040	676	30	0.91	218.959	0.020	0.042	0.003	0.003	0.002	0.052
Hartwell Ave	1.24	13	11	130	161.2	40	0.92	205.635	0.019	0.053	0.003	0.003	0.002	0.048
Hartwell Road	1.62	17	16	170	275.4	25	0.95	241.690	0.022	0.044	0.004	0.003	0.002	0.057
Mass Ave	0.36	7	9	90	32.4	35	0.91	210.313	0.019	0.048	0.003	0.003	0.002	0.050
Old Bedford Road 1	0.31	36	38	380	117.8	30	0.91	218.959	0.020	0.042	0.003	0.003	0.002	0.052
Old Bedford Road 2	0.49	14	2	140	68.6	30	0.91	218.959	0.020	0.042	0.003	0.003	0.002	0.052
Old Mass Ave	0.53	8	5	80	42.4	35	0.91	210.313	0.019	0.048	0.003	0.003	0.002	0.050
Route 2A (1)	0.46	37	28	370	170.2	40	0.92	205.635	0.019	0.053	0.003	0.003	0.002	0.048
Route 2A (2)	1.67	16	16	160	267.2	40	0.92	205.635	0.019	0.053	0.003	0.003	0.002	0.048
Route 2A (3)	1.08	46	35	460	496.8	40	0.92	205.635	0.019	0.053	0.003	0.003	0.002	0.048
Route 2A (4)	0.23	54	43	540	124.2	40	0.92	205.635	0.019	0.053	0.003	0.003	0.002	0.048
Route 2A (5)	0.92	50	47	500	460	40	0.92	205.635	0.019	0.053	0.003	0.003	0.002	0.048
Route 2A (6)	0.11	50	47	500	55	40	0.92	205.635	0.019	0.053	0.003	0.003	0.002	0.048
Route 2A (7)	0.15	42	42	420	63	40	0.92	205.635	0.019	0.053	0.003	0.003	0.002	0.048
Route 2A (8)	0.18	35	33	350	63	40	0.92	205.635	0.019	0.053	0.003	0.003	0.002	0.048
Route 62 (1)	1.46	5	7	70	102.2	35	0.92	210.313	0.019	0.048	0.003	0.003	0.002	0.050
Route 62 (2)	1.64	20	33	330	541.2	35	0.92	210.313	0.019	0.048	0.003	0.003	0.002	0.050
Route 62 (3)	1.12	18	29	290	324.8	30	0.905	218.959	0.020	0.042	0.003	0.003	0.002	0.052
Route 4/225 (1)	2.1	0	0	0	0	35	0.908	210.313	0.019	0.048	0.003	0.003	0.002	0.050
Route 4/225 (2)	0.56	3	5	50	28	40	0.92	205.635	0.019	0.053	0.003	0.003	0.002	0.048
Route 4/225 (3)	0.16	0	0	0	0	25	0.95	241.690	0.022	0.044	0.004	0.003	0.002	0.057
South Road (1)	0.58	0	0	0	0	30	0.91	218.959	0.020	0.042	0.003	0.003	0.002	0.052
South Road (2)	0.85	5	6	60	51	30	0.91	218.959	0.020	0.042	0.003	0.003	0.002	0.052
Virginia Road	2.13	47	59	590	1256.7	30	0.91	218.959	0.020	0.042	0.003	0.003	0.002	0.052

Notes:

1. AM and PM peak volumes are Hanscom Traffic only.
2. ADT based on worst case AM or PM hours which represent approximately 10 percent of daily traffic.
3. Vehicle emissions in kg/yr were based on daily emissions and scaled by 365 days.
4. Total kg/1000 kg were divided by 1,000 for consistency with 2005 ESPR

E.4 Greenhouse Gas (GHG) Emissions Inventory

The 2017 *ESPR* Scope Certificate requires the development of the first airport-wide GHG emissions inventory for Hanscom Field, to be used as a baseline to measure and compare future GHG emissions. This aligns with Massport's actions to prepare and update GHG emissions inventories for other facilities, including Logan Airport.

E.4.1 GHG Emissions Inventory Methodology

Airport GHG emissions are calculated in much the same way as criteria pollutants, through the use of input data such as activity levels or material throughput rates (i.e., fuel usage, VMT, electrical consumption) that are applied to appropriate emission factors (i.e., in units of GHG emissions per gallon of fuel). In this case, the input data were either based on Massport records, or data and information derived from the latest version of the FAA AEDT (AEDT 2.0d). Table E-5 summarizes the data and information used in the 2017 GHG inventory.

Table E-4 Hanscom Field GHG Inventory Input Data and Information for 2017

Source Description	Activity	Fuel Type	Value	Unit
Aircraft				
Tenant - Mobile	Aircraft – Ground (Taxi and Idle)	Jet A	640,978	gal
		AvGas	447,276	gal
	Aircraft - Ground to 3000 ft. (Mixing Height)	Jet A	794,953	gal
		AvGas	32,558	gal
	Aircraft - Total	Jet A	1,435,932	gal
		AvGas	479,834	gal
Aircraft Support Equipment				
Massport - Mobile	GSE	Propane Gas	158	gal
Tenant - Mobile	GSE	Propane Gas	100	gal
	GSE	Gasoline	10,528	gal
	GSE	Diesel	19,317	gal
Stationary - Boilers/Heaters/Generators				
Massport - Stationary	Boilers/Heaters	Fuel Oil #2	9,114	gal
	Boilers/Heaters	Natural Gas	1,747	MMBtu
Tenant - Stationary	Boilers/Heaters	Natural Gas	7,501	MMBtu
	Boilers/Heaters	Diesel	1,500	gal
	Emergency Generators	Diesel	100	gal
	Emergency Generators	Diesel	45	hours
Off-Airport Vehicle Use				
Massport - Mobile	Motor Vehicles - Employee Commute	Vehicle Miles Traveled	492,069	miles
Tenant - Mobile	Motor Vehicles - Employee Commute	Vehicle Miles Traveled	3,352,569	miles
Public	Motor Vehicles	Vehicle Miles Traveled	1,159,350	miles
Electrical Consumption				
Massport Electricity	Electricity Consumption		2,070,722	kWh
Tenant Electricity	Electricity Consumption		3,299,495	kWh

Emission factors were obtained from the U.S. Energy Information Administration, the Intergovernmental Panel on Climate Change (IPCC), EPA's MOVES, and the most recent version of EPA's GHG Emission Factors Hub (March 2018).^{29,30,31,32} Table E-6 presents emission factors for carbon dioxide (CO₂), nitrous oxide (N₂O), methane (CH₄), and carbon dioxide equivalent (CO₂e) for 2017.

²⁹ IPCC Guidelines for National Greenhouse Gas Inventories, Volume 2, 2006, www.ipccnggip.iges.or.jp/public/2006gl/index.html.

³⁰ U.S. Energy Information Administration, Voluntary Reporting of Greenhouse Gases Program. Fuel and Energy Source Codes and Emission Coefficients, www.eia.doe.gov/oiaf/1605/coefficients.html.

³¹ EPA, GHG Emissions Factors Hub (March 2018) <https://www.epa.gov/climateleadership/center-corporate-climateleadership-ghg-emission-factors-hub>. The most recent version of the Emission Factors Hub includes updates to emission factors for stationary and mobile combustion sources, new electricity emission factors from EPA's Emissions & Generation Resource Integrated Database (eGRID) and the IPCC Fifth Assessment Report (AR4/AR5)

³² U.S. Environmental Protection Agency, MOVES Emissions Model, <http://www.epa.gov/otaq/models/moves/>

Table E-5: GHG Emissions Factors for 2017

Sources	Fuel	CO ₂	N ₂ O	CH ₄	CO ₂ e	Unit
Aircraft	Jet A	21	0.00	0.00	21.67	lb/gallon
	AvGas	18	0.00	0.02	18.82	lb/gallon
Ground Support Equipment/ Auxiliary Power Units	Propane	13	0.00	0.00	12.65	lb/gallon
	Gasoline	19	0.00	0.00	19.56	lb/gallon
Stationary/Portable	Diesel	23	0.00	0.00	22.69	lb/gallon
	Natural Gas	146	0.00	0.00	146.38	lb/MMBtu
	Fuel Oil #2	23	0.00	0.00	22.75	lb/gallon
	Diesel - Generators by Hour	0	0.00	0.00	1.15	lb/hp-hour
Motor Vehicles	Diesel	23	0.00	0.00	22.69	lb/gallon
	Composite - Employee Commuting	343	0.01	0.02	346.45	g/mile
	Composite - Public Owned/ Controlled Roadway Use	354	0.10	0.00	381.38	g/mile
Electrical Consumption	Electricity	1	0.00	0.00	0.92	lb/kWh

Appendix F – Wetlands and Rare Species

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United States Department of the Interior



FISH AND WILDLIFE SERVICE
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Concord, NH 03301-5094
Phone: (603) 223-2541 Fax: (603) 223-0104
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In Reply Refer To:

June 15, 2018

Consultation Code: 05E1NE00-2018-SLI-2114

Event Code: 05E1NE00-2018-E-04895

Project Name: 2018 Hanscom AF Environmental Status and Planning Report

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
-

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

New England Ecological Services Field Office

70 Commercial Street, Suite 300

Concord, NH 03301-5094

(603) 223-2541

Project Summary

Consultation Code: 05E1NE00-2018-SLI-2114

Event Code: 05E1NE00-2018-E-04895

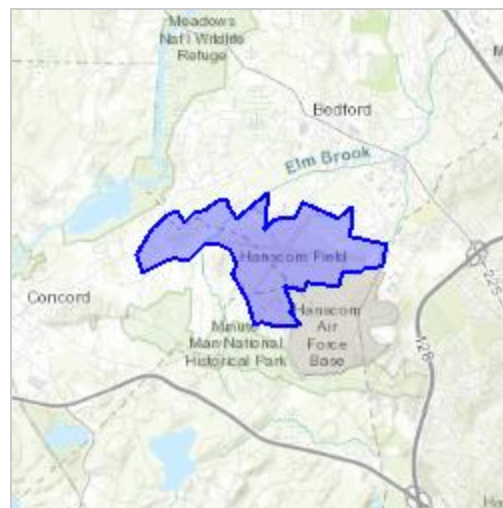
Project Name: 2018 Hanscom AF Environmental Status and Planning Report

Project Type: LAND - MANAGEMENT PLANS

Project Description: The Massachusetts Port Authority (Massport) is in the process of updating the 2012 L.G. Hanscom Field Environmental Status and Planning Report (2012 ESPR). Through the ESPR, Massport provides a status report on activity levels, environmental conditions, and provides data and analyses on noise, ground transportation, air quality, and water quality at Hanscom Field since 2012. The ESPR compares these conditions to historic data from the 2012 ESPR and evaluates the cumulative environmental effects of a moderate growth scenario for subsequent outyears (2020 and 2030). The ESPRs serve as an effective planning tool from which Massport's policy and program developments are derived. Fitzgerald & Halliday, Inc. (FHI) is part of the Harris Miller Miller & Hanson Inc. (HMMH) team engaged by Massport to prepare the 2018 Hanscom ESPR. FHI is requesting updated information since 2012 on known occurrences of Federal rare, endangered, threatened, or special status species at the Airfield.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/42.46889866706253N71.2837951176814W>



Counties: Middlesex, MA

Endangered Species Act Species

There is a total of 1 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

July 30, 2018

Lauren Glorioso
Natural Heritage and Endangered Species Program
Attn: Regulatory Review
Massachusetts Division of Fisheries and Wildlife
100 Hartwell St, Ste 230
West Boylston, MA 01583

Re: Request for MESA Information to support the 2018 Hanscom
Environmental Status and Planning Report

Dear Ms. Glorioso:

The Massachusetts Port Authority (Massport) is in the process of updating the *2012 L.G. Hanscom Field Environmental Status and Planning Report* (2012 ESPR). Through the ESPR, Massport provides a status report on activity levels, environmental conditions, and provides data and analyses on noise, ground transportation, air quality, and water quality at Hanscom Field since 2012. The ESPR compares these conditions to historic data from the 2012 ESPR and evaluates the cumulative environmental effects of a moderate growth scenario for subsequent outyears (2020 and 2030). The ESPRs serve as an effective planning tool from which Massport's policy and program developments are derived.

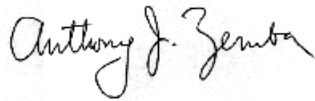
Fitzgerald & Halliday, Inc. (FHI) is part of the Harris Miller Miller & Hanson Inc. (HMMH) team engaged by Massport to prepare the 2018 Hanscom ESPR. FHI is responsible for preparing information on wetlands, wildlife and waterways and for updating the information that was used in the 2012 ESPR documents. FHI is requesting from the Natural Heritage and Endangered Species Program updated information since 2012 on known occurrences of species designated by the Commonwealth of Massachusetts as rare, endangered, threatened, or other special status at the Project site (Figure 1).

We greatly appreciate your assistance in this matter. If you have any questions concerning this project, please feel free to contact me at (860) 321-9018.

Lauren Glorioso
July 30, 2018
Page 2

Sincerely,

FHI



Anthony J. Zemba

Anthony Zemba
Certified Ecologist / Soil Scientist

Attachment: Project Location Map and MESA Information Request Form

Cc: Mike Gove, Massport
Katherine Preston, HMMH

July 30, 2018

Mr. Thomas Chapman
U.S. Fish and Wildlife Service
New England Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5087

Re: Request for ESA Information to support the 2018 Hanscom
Environmental Status and Planning Report

Dear Mr. Chapman:

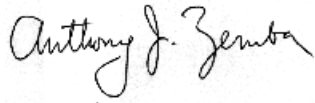
The Massachusetts Port Authority (Massport) is in the process of updating the 2012 *L.G. Hanscom Field Environmental Status and Planning Report* (2012 ESPR). Through the ESPR, Massport provides a status report on activity levels, environmental conditions, and provides data and analyses on noise, ground transportation, air quality, and water quality at Hanscom Field since 2012. The ESPR compares these conditions to historic data from the 2012 ESPR and evaluates the cumulative environmental effects of a moderate growth scenario for subsequent outyears (2020 and 2030). The ESPRs serve as an effective planning tool from which Massport's policy and program developments are derived.

Fitzgerald & Halliday, Inc. (FHI) is part of the Harris Miller Miller & Hanson Inc. (HMMH) team engaged by Massport to prepare the 2018 Hanscom ESPR. FHI is requesting updated information since 2012 on known occurrences of Federal rare, endangered, threatened, or special status species at the project site (Figure 1) including but not necessarily limited to species presented in the Information for Planning and Consultation (IPaC) report generated via the USFWS Environmental Conservation Online System (ECOS) by FHI for the site. A copy of the report is attached.

We greatly appreciate your assistance in this matter. If you have any questions concerning this project, please feel free to contact me at (860) 321-9018.

Sincerely,

FHI

A handwritten signature in black ink that reads "Anthony J. Zemba". The signature is written in a cursive style and is contained within a thin black rectangular border.

Anthony Zemba
Certified Ecologist / Soil Scientist

Attachments: Project Location Map
 IPAC Report

Cc: Mike Gove, Massport
 Katherine Preston, HMMH



MASSWILDLIFE

DIVISION OF FISHERIES & WILDLIFE

1 Rabbit Hill Road, Westborough, MA 01581

p: (508) 389-6300 | f: (508) 389-7890

MASS.GOV/MASSWILDLIFE

Request for State-listed Species Information

Please complete this form to request state-listed species information from the Natural Heritage & Endangered Species Program for a particular location (please submit only one project per form).

Fee: \$50.00, Payable to Comm. of MA – NHESP (as required in 321 CMR 10.17(3))

No fee required if request is for conservation purposes or habitat management *and* you are a non-profit conservation group, government agency or are working with a government agency.

Requestor Information

Name: Anthony Zemba

Affiliation: Fitzgerald & Halliday, Inc.

Address: 416 Asylum Street

City: Hartford

State: CT

Zip Code: 06103

Daytime Phone: (860) 321-9018

Ext.

Email address: Azemba@fhiplan.com

Project Information

Project or Site Name: L. G. Hanscom Field

Location: 200 Hanscom Dr. Ste 315

Town: Bedford, MA

Name of Landowner or Project Proponent (if different from Requestor): MassPort

Acreage of the Property: 1,300

Description of Proposed Project and Current Site Conditions: (If necessary attach additional sheet)

Please see attached sheet

Required: Enclose a map with the site location clearly marked and centered on the page.

Please **mail** this completed form, a topographic map, and fee (if applicable) to the above address, Attn: Regulatory Review.

If no fee is required, you can email the information to natural.heritage@state.ma.us.

A written response will be returned within 30 days of receipt of all information required.

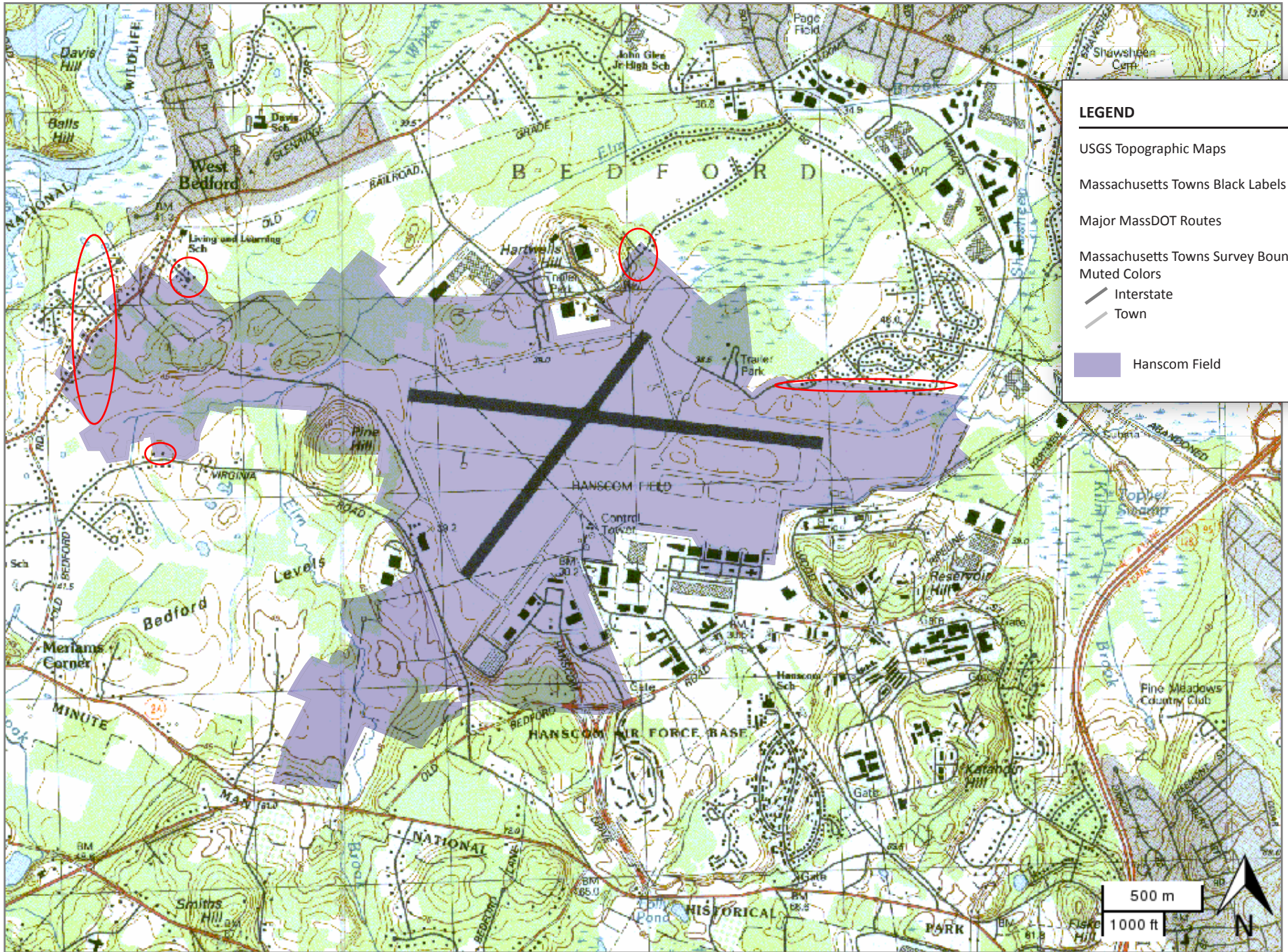
MASSWILDLIFE

L.G. Hanscom Field Environmental Status and Planning Report Update (2018)
Project Description

The Massachusetts Port Authority (Massport) is in the process of updating the 2012 *L.G. Hanscom Field Environmental Status and Planning Report* (2012 ESPR). Through the ESPR, Massport provides a status report on activity levels, environmental conditions, and provides data and analyses on noise, ground transportation, air quality, and water quality at Hanscom Field since 2012. The ESPR compares these conditions to historic data from the 2012 ESPR and evaluates the cumulative environmental effects of a moderate growth scenario for subsequent outyears (2020 and 2030). The ESPRs serve as an effective planning tool from which Massport's policy and program developments are derived.

Fitzgerald & Halliday, Inc. (FHI) is part of the Harris Miller Miller & Hanson Inc. (HMMH) team engaged by Massport to prepare the 2018 Hanscom ESPR. FHI is requesting updated information since 2012 on known occurrences of state rare, endangered, threatened, or special status species at the project site (Figure 1).

Hanscom Topo Map



LEGEND

- USGS Topographic Maps
- Massachusetts Towns Black Labels
- Major MassDOT Routes
- Massachusetts Towns Survey Boundaries Muted Colors
- Interstate
- Town
- Hanscom Field

500 m
1000 ft





MASSWILDLIFE

DIVISION OF FISHERIES & WILDLIFE

1 Rabbit Hill Road, Westborough, MA 01581
p: (508) 389-6300 | f: (508) 389-7890
MASS.GOV/MASSWILDLIFE

August 24, 2018

Anthony Zemba
Fitzgerald & Halliday, Inc
416 Asylum St.
Hartford CT 06103

RE: Project Location: Hanscom Field
Town: BEDFORD, CONCORD, LEXINGTON, LINCOLN
NHESP Tracking No.: 06-19316

To Whom It May Concern:

Thank you for contacting the Natural Heritage and Endangered Species Program of the MA Division of Fisheries & Wildlife (the "Division") for information regarding state-listed rare species in the vicinity of the above referenced site. Based on the information provided, this project site, or a portion thereof, is located **within** *Priority Habitat 1128 and 1555* (PH 1128, PH 1555) and *Estimated Habitat 1623 and 1096* (EH 1623 & EH 1096) as indicated in the *Massachusetts Natural Heritage Atlas* (14th Edition) for the following state-listed rare species:

Priority Habitat 1128 (PH 1128) and Estimated Habitat 1623 (EH 1623):

<u>Scientific name</u>	<u>Common Name</u>	<u>Taxonomic Group</u>	<u>State Status</u>
<i>Emydoidea blandingii</i>	Blanding's Turtle	Reptile	Threatened

Priority Habitat 1555 (PH 1555) and Estimated Habitat 1096 (EH 1096):

<u>Scientific name</u>	<u>Common Name</u>	<u>Taxonomic Group</u>	<u>State Status</u>
<i>Glyptemys insculpta</i>	Wood Turtle	Reptile	Special Concern

Priority Habitat 1555 (PH 1555):

<u>Scientific name</u>	<u>Common Name</u>	<u>Taxonomic Group</u>	<u>State Status</u>
<i>Bartramia longicauda</i>	Upland Sandpiper	Bird	Endangered
<i>Ammodramus savannarum</i>	Grasshopper Sparrow	Bird	Threatened

The species listed above are protected under the Massachusetts Endangered Species Act (MESA) (M.G.L. c. 131A) and its implementing regulations (321 CMR 10.00). State-listed wildlife are also protected under the state's Wetlands Protection Act (WPA) (M.G.L. c. 131, s. 40) and its implementing regulations (310 CMR 10.00). Fact sheets for most state-listed rare species can be found on our website (www.mass.gov/nhesp).

Please note that projects and activities located within Priority and/or Estimated Habitat must be reviewed by the Division for compliance with the state-listed rare species protection provisions of MESA (321 CMR 10.00) and/or the WPA (310 CMR 10.00).

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Wetlands Protection Act (WPA)

If the project site is within Estimated Habitat and a Notice of Intent (NOI) is required, then a copy of the NOI must be submitted to the Division so that it is received at the same time as the local conservation commission. If the Division determines that the proposed project will adversely affect the actual Resource Area habitat of state-protected wildlife, then the proposed project may not be permitted (310 CMR 10.37, 10.58(4)(b) & 10.59). In such a case, the project proponent may request a consultation with the Division to discuss potential project design modifications that would avoid adverse effects to rare wildlife habitat.

A streamlined joint MESA/WPA review process is available. When filing a Notice of Intent (NOI), the applicant may file concurrently under the MESA on the same NOI form and qualify for a 30-day streamlined joint review. For a copy of the NOI form, please visit the MA Department of Environmental Protection's website: <https://www.mass.gov/how-to/wpa-form-3-wetlands-notice-of-intent>.

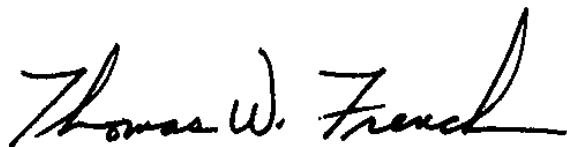
MA Endangered Species Act (MESA)

If the proposed project is located within Priority Habitat and is not exempt from review (see 321 CMR 10.14), then project plans, a fee, and other required materials must be sent to Natural Heritage Regulatory Review to determine whether a probable Take under the MA Endangered Species Act would occur (321 CMR 10.18). Please note that all proposed and anticipated development must be disclosed, as MESA does not allow project segmentation (321 CMR 10.16). For a MESA filing checklist and additional information please see our website: <https://www.mass.gov/regulatory-review>.

We recommend that rare species habitat concerns be addressed during the project design phase prior to submission of a formal MESA filing, as avoidance and minimization of impacts to rare species and their habitats is likely to expedite endangered species regulatory review.

This evaluation is based on the most recent information available in the Natural Heritage database, which is constantly being expanded and updated through ongoing research and inventory. If the purpose of your inquiry is to generate a species list to fulfill the federal Endangered Species Act (16 U.S.C. 1531 et seq.) information requirements for a permit, proposal, or authorization of any kind from a federal agency, we recommend that you contact the National Marine Fisheries Service at (978)281-9328 and use the U.S. Fish and Wildlife Service's Information for Planning and Conservation website (<https://ecos.fws.gov/ipac>). If you have any questions regarding this letter please contact Lauren Glorioso, Endangered Species Review Assistant, at (508) 389-6361.

Sincerely,



Thomas W. French, Ph.D.
Assistant Director

Appendix G — Cultural and Historical Resources

Tables

Table G-1	Historic Architectural Resources Located at Traffic Study Intersections.....	G-3
Table G-2	Historic Resources in the National & State Registers, Inventory and MACRIS in Bedford.....	G-4
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Table G-1 Historic Architectural Resources located at Traffic Study Intersections, 2017

Inter-section No.	Town	Intersection	Historic Resource Name (Designation) ¹
1	Lexington	Route 4/225 (Great Rd)/Hartwell Ave	No historic resources identified
2	Lexington	Route 2A (Marrett Rd)/Mass Ave	Minute Man National Historical Park (MMNHP) (NHL, NR)
3	Lexington	Route 2A (Mass Ave)/Old Mass Ave	Minute Man National Historical Park (NHL, NR) LEX.929 Bluff Monument (MMNHP)
4	Lexington	Route 2A (Mass Ave)/Airport Rd (Marrett St)	Minute Man National Historical Park (NHL, NR) LEX.932 Whittemore-Muzzey Stone Walls (MMNHP)
5	Lincoln	Hanscom Drive/Old Bedford Rd	No historic resources identified
6	Lincoln	Route 2A (North Great Rd)/Hanscom Dr	Minute Man National Historical Park (NHL, NR)
7	Concord	Lexington Rd/Old Bedford Rd	Minute Man National Historical Park (NHL, NR) CON.BL Lower Old Bedford Rd/Virginia Road Area (MACRIS) CON.175 Deacon Sampson Mason-Terrence McHugh House (MMNHP/CON-BL) CON.349 Daniel Taylor House (MMNHP/CON.BL) CON.9020 Taylor Retaining Wall (MMNHP/CON.DS) CON.9012 Meriam's Corner Stone Walls (MMNHP/CON.DS) CON.9015 Meriam's Corner Monument (MMNHP/CON.DS)
8	Concord	Old Bedford Rd/Virginia Rd	CON.BL Lower Old Bedford Rd/Virginia Road Area (MACRIS) CON.1068 Frank Peterson House (CON.BL) CON.1069 Patrick Dalton House (CON.BL)
9	Bedford	Route 62 (Concord Rd)/Hartwell Rd	BED.H Concord Road Area (MACRIS) BED.342 230 Concord Road (MACRIS) BED.344 247-249 Concord Road House (MACRIS) 231 Concord Road (MACRIS, unassigned)
10	Bedford	South Rd/Hartwell Rd	BED.928 Hartwell Town Forest Horse Trough Memorial (MACRIS)

Note 1. MMNHP – Minute Man National Historical Park; NHL – National Historic Landmark, NR – National Register of Historic Places

G-2 All Historic Resources listed in the National and State Registers, and in the Inventory and MACRIS in Bedford, reconnaissance survey area (projected 2035 55 dB DNL high growth noise contour or within 200 feet from a traffic study intersection), 2017.

MHC Number	Historic Area/District ¹	Street Address	Historic Property ²	Date	National Register /State Register Status ³	55 dB DNL Contour ⁴			Intersection ⁵
						2017	2025	2035	
Bedford									
BED.H	Concord Road Area	Concord Rd	N/A	Multiple		P	P	P	
BED.O	South Road - Tilden Street	South Rd, Tilden St	N/A	Multiple		✓	✓	✓	
BED.359	BED.H Concord Road Area	435 Concord Rd	N/A	1947		✓	✓	✓	
BED.1	BED.H Concord Road Area	445 Concord Rd	Richard Wheeler House	1695		✓	✓	✓	
BED.927	N/A	Hartwell Rd	Hartwell Town Forest	1940		P	P	✓	
BED.928	N/A	Hartwell Rd	Hartwell Town Forest Horse Trough Memorial	1820		✓	✓	✓	
BED.553	N/A	South Rd	Base Picnic Area Services Building #1003	1952		✓	✓	✓	
BED.184	N/A	330 South Rd	Clark Farm	1905		✓	✓	✓	
BED.492	N/A	330 South Rd	Clark Farm Barn	ca. 1905		✓	✓	✓	
BED.493	N/A	330 South Rd	Clark Farm- Out Building	ca. 1905		✓	✓	✓	
BED.494	N/A	330 South Rd	Clark Farm- Out Building	ca. 1905		✓	✓	✓	
BED.495	N/A	330 South Rd	Clark Farm- Out Building	ca. 1905		✓	✓	✓	
BED.185	N/A	345 South Rd	Peter Kelley House	1855		✓	✓	✓	
BED.444	BED.O South Road - Tilden Street Area	394 South Rd	N/A	1930		✓	✓	✓	
BED.445	BED.O South Road - Tilden Street Area	398 South Rd	N/A	1930		✓	✓	✓	
BED.446	BED.O South Road - Tilden Street Area	5 Tilden St	N/A	1930		✓	✓	✓	

- Notes**
1. Historic district or area. Noise Analysis Location number is indicated in brackets where applicable. N/A indicates properties that are not located within a historic district or area.
 2. N/A indicates districts, areas, or properties that are only identified by address. Noise analysis location number is indicated in brackets where applicable.
 3. National Register of Historic Places (NR), State Register of Historic Places (LHD or SR), National Historic Landmark (NHL).
 4. Area/property is partially (P) or completely (✓) within the 2017, 2025, or 2035 55 dB DNL contours. All historic resources listed are outside the 2017, 2025, and 2035 65 dB DNL contours.
 5. Intersection that is located within 200 feet from historic district, area, or property.

G-3

All Historic Resources listed in the National and State Registers, and in the Inventory and MACRIS in Concord, reconnaissance survey area (projected 2035 55 dB DNL high growth noise contour or within 200 feet from a traffic study area intersection), 2017.

MHC Number	Historic Area/District ¹	Street Address	Historic Property ²	Date	National Register /State Register Status ³	55 dB DNL Contour ⁴			Intersection ⁵
						2017	2025	2035	
CON.BO	Bedford Street Area II	Bedford St	N/A	Multiple		✓	✓	✓	
CON.BK	Lexington Road – Shadyside Avenue Area	Lexington Rd, Shadyside Ave	N/A	Multiple		P	P	P	None
CON.BL	Lower Old Bedford – Virginia Roads Area	Old Bedford Rd, Virginia Rd	N/A	Multiple		P	P	P	TSA 7: Old Bedford Road & Lexington Road (Route 2A) TSA 8: Old Bedford Road & Virginia Road
CON.C	Minute Man National Historical Park	Route 2A	N/A	Multiple	NR/SR NHL				TSA 7: Old Bedford Road & Lexington Road (Route 2A)
CON.EC	Minute Man National Historical Park	Route 2A	N/A	Multiple	NR NHL				TSA 7: Old Bedford Road & Lexington Road (Route 2A)
CON.BM	Old Bedford Road Area	Old Bedford Rd	N/A	Multiple		✓	✓	✓	
CON.BN	Old Bedford Road Area II	Old Bedford Rd	N/A	Multiple		✓	✓	✓	
CON.BZ	Barrett-Hutchins Farm	Monument St	N/A	Multiple				✓	
CON.1081	CON.BO Bedford Street Area II	643 Bedford St	N/A	1875				✓	
CON.1082	CON.BO Bedford Street Area II	649 Bedford St	N/A	1875				✓	
CON.1083	CON.BO Bedford Street Area II	668 Bedford St	N/A	1895				✓	
CON.1085	CON.BO Bedford Street Area II	689 Bedford St	N/A	1930				✓	
CON.1086	CON.BO Bedford Street Area II	701 Bedford St	N/A	1920				✓	
CON.1088	CON.BO Bedford Street Area II	715 Bedford St	N/A	1880				✓	
CON.1089	CON.BO Bedford Street Area II	737 Bedford St	N/A	1870				✓	
CON.1090	CON.BO Bedford Street Area II	759 Bedford St	N/A	1920				✓	
CON.9012		Lexington Rd	Meriam's Corner Stone Walls	1885					TSA 7: Old Bedford Road & Lexington Road (Route 2A)
CON.9015		Lexington Rd	Meriam's Corner Monument	1885					TSA 7: Old Bedford Road & Lexington Road (Route 2A)
CON.175	CON.DS American Mile Historic District	645 Lexington Rd	Dea. Sampson Mason -	1850	LHD/SR NR				TSA 7: Old Bedford Road & Lexington Road

MHC Number	Historic Area/District ¹	Street Address	Historic Property ²	Date	National Register /State Register Status ³	55 dB DNL Contour ⁴			Intersection ⁵
						2017	2025	2035	
			Terrence McHugh House		NHL				(Route 2A)
CON.349	CON.C/CON.EC Minute Man National Historical Park CON.DS American Mile Historic District	663 Lexington Rd	Daniel Taylor House	1804	LHD/SR NR NHL				TSA 7: Old Bedford Road & Lexington Road (Route 2A)
CON.9020	CON.C/CON.EC Minute Man National Historical Park CON.DS American Mile Historic District	663 Lexington Rd	Daniel Taylor Retaining Wall	1810	LHD/SR NR NHL				TSA 7: Old Bedford Road & Lexington Road (Route 2A)
CON.1831		1133 Lexington Rd	Walter Beatteay House	1945	NR NHL			✓	
CON.358	CON.C/CON.EC Minute Man National Historical Park	1175 Lexington Rd	Samuel Brooks House	1733	NR NHL				
CON.930	N/A	Old Bedford Rd	Concord - Bedford Boundary Marker	1903		✓	✓	✓	
CON.1068	CON.BL Lower Old Bedford - Virginia Roads Area	250 Old Bedford Rd	Frank Peterson House	1910				✓	
CON.1069	CON.BL Lower Old Bedford - Virginia Roads Area	275-277 Old Bedford Rd	Patrick Dalton House	1880				✓	TSA 8: Old Bedford Road & Virginia Road
CON.1070	CON.BL Lower Old Bedford - Virginia Roads Area	389 Old Bedford Rd	Daniel McManus House	1905		✓	✓	✓	
CON.179	N/A	430 Old Bedford Rd	Waldo Flint House	1890		✓	✓	✓	
CON.180	N/A	472-474 Old Bedford Rd	Benoni and Thomas Fox House	1711		✓	✓	✓	
CON.181	N/A	505 Old Bedford Rd	Samuel Fox House	1702		✓	✓	✓	
CON.1077	CON.BN Old Bedford Road Area II	527 Old Bedford Rd	N/A	1915		✓	✓	✓	
CON.1078	CON.BN Old Bedford Road Area II	537 Old Bedford Rd	N/A	1915		✓	✓	✓	
CON.1079	CON.BN Old Bedford Road Area II	547 Old Bedford Rd	Theodore Barry House	1870		✓	✓	✓	
CON.182		550 Old Bedford Rd	Enos Fox House	1770		✓	✓	✓	
CON.1080	CON.BN Old Bedford Road Area II	595 Old Bedford Rd	Theodore Barry House	1900		✓	✓	✓	
CON.1073	CON.BM Old Bedford Road Area	643 Old Bedford Rd	N/A	1920		✓	✓	✓	
CON.1074	CON.BM Old Bedford Road Area	654 Old Bedford Rd	Sennott House	1875		✓	✓	✓	
CON.1075	CON.BM Old Bedford Road Area	667 Old Bedford Rd	N/A	1920		✓	✓	✓	
CON.1071	CON.BL Lower Old Bedford - Virginia	74 Virginia Rd	N/A	1925		✓	✓	✓	

MHC Number	Historic Area/District ¹	Street Address	Historic Property ²	Date	National Register /State Register Status ³	55 dB DNL Contour ⁴			Intersection ⁵
						2017	2025	2035	
	Roads Area								
CON.1072	CON.BL Lower Old Bedford - Virginia Roads Area	88 Virginia Rd	J. W. Kenney House	1925		✓	✓	✓	
CON.176	N/A	215-217 Virginia Rd	William Tibbets House - Thoreau Farm	1878		✓	✓	✓	
CON.177	N/A	341 Virginia Rd	Dea. John Wheeler - Capt. Jonas Minot Farmhouse [NC-18]	1730	NR	✓	✓	✓	
CON.178	N/A	477 Virginia Rd	Wheeler - Merriam House [NC-19]	1692	NR	✓	✓	✓	

- Notes**
1. Historic district or area. Noise Analysis Location number is indicated in brackets where applicable. N/A indicates properties that are not located within a historic district or area.
 2. N/A indicates districts, areas, or properties that are only identified by address. Noise analysis location number is indicated in brackets where applicable.
 3. National Register of Historic Places (NR), State Register of Historic Places (LHD or SR), National Historic Landmark (NHL).
 4. Area/property is partially (P) or completely (✓) within the 2017, 2025, or 2035 55 dB DNL contours. All historic resources listed are outside the 2017, 2025, and 2035 65 dB DNL contours.
 5. Intersection that is located within 200 feet from historic district, area, or property.

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All Historic Resources listed in the National and State Registers, and in the Inventory and MACRIS in Lexington, reconnaissance survey area (projected 2035 55 dB DNL high growth noise contour or within 200 feet from a traffic study area intersection), 2017.

MHC Number	Historic Area/District ¹	Street Address	Historic Property ²	Date	National Register /State Register Status ³	55 dB DNL Contour ⁴			Intersection ⁵
						2017	2025	2035	
LEX.AJ	Lexington Heights - Meagherville	Avon St, Center St, Earl St, Garfield St, Myrtle St, Reed St, Valley Rd	N/A	Multiple		✓	✓	✓	
LEX.AU	Lexington Manor	Bedford St, Harding Rd, Gleason Rd, Dexter Rd, Bertwell Rd, Williams Rd, Simonds Rd, Fuller Rd, Eaton Rd. Blake Rd, Nichols Rd, Preston Rd	N/A	Multiple		✓	✓	✓	
LEX.929	LEX.AQ Minute Man National Historic Park	Old Massachusetts Ave and Marrett Rd	Bluff Monument		NHL				TSA 3: Old Mass Ave, Mass Ave, & Marrett Rd
LEX.932	LEX.AQ Minute Man National Historic Park	Massachusetts Ave and Marrett St	Whittemore - Muzzey Stone Walls	18th century	NHL				TSA 4: Mass Ave & Marrett St
LEX.913	N/A	Route 128	Boston and Maine Railroad Bridge over Route 128	1961		✓	✓	✓	
LEX.789	LEX.AJ Lexington Heights - Meagherville	12 Avon St	N/A	1906		✓	✓	✓	
LEX.1652	LEX.AU Lexington Manor	289 Bedford St		1940		✓		✓	
LEX.1653	LEX.AU Lexington Manor	293 Bedford St		1920		✓	✓	✓	
LEX.776	N/A	297 Bedford St	Nathan Reed - James Parker House	1835				✓	
LEX.777	N/A	297 Bedford St	Reed-Parker House Out Building	ca. 1835				✓	
LEX.1654	LEX.AU Lexington Manor	301 Bedford St		1927		✓	✓	✓	
LEX.1655	LEX.AU Lexington Manor	305 Bedford St		1926		✓	✓	✓	
LEX.1656	LEX.AU Lexington Manor	307 Bedford St		1930		✓	✓	✓	
LEX.1657	LEX.AU Lexington Manor	311 Bedford St		1920		✓	✓	✓	

MHC Number	Historic Area/District ¹	Street Address	Historic Property ²	Date	National Register /State Register Status ³	55 dB DNL Contour ⁴			Intersection ⁵
						2017	2025	2035	
LEX.1028	N/A	315 Bedford St	Basil Hawkins House	1924				✓	
LEX.1658	LEX.AU Lexington Manor	321 Bedford St		1921		✓	✓	✓	
LEX.1659	LEX.AU Lexington Manor	323 Bedford St		1930			✓	✓	
LEX.1660	LEX.AU Lexington Manor	325 Bedford St		1929			✓	✓	
LEX.778	N/A	330 Bedford St	Capt. Christopher Reed House #1	1818				✓	
LEX.413	N/A	331 Bedford St	Simonds Tavern [NLX-1]	1795	NR			✓	
LEX.779	N/A	342 Bedford St	Christopher Reed House #2	1825				✓	
LEX.780	N/A	342 Bedford St	Christopher Reed Barn	ca. 1825				✓	
LEX.1674	LEX.AU Lexington Manor	42 Bertwell Rd		1924				✓	
LEX.1675	LEX.AU Lexington Manor	43 Bertwell Rd		1929			✓	✓	
LEX.1676	LEX.AU Lexington Manor	44 Bertwell Rd		1928			✓	✓	
LEX.1677	LEX.AU Lexington Manor	51 Bertwell Rd		1924			✓	✓	
LEX.1855	LEX.AU Lexington Manor	55 Bertwell Rd		1950		✓	✓	✓	
LEX.1856	LEX.AU Lexington Manor	60 Bertwell Rd		1947		✓	✓	✓	
LEX.1857	LEX.AU Lexington Manor	64 Bertwell Rd		1953		✓	✓	✓	
LEX.1678	LEX.AU Lexington Manor	65 Bertwell Rd		1920			✓	✓	
LEX.1858	LEX.AU Lexington Manor	68 Bertwell Rd		1951		✓	✓	✓	
LEX.1859	LEX.AU Lexington Manor	72 Bertwell Rd		1952			✓	✓	
LEX.1679	LEX.AU Lexington Manor	69 Bertwell Rd		1924			✓	✓	
LEX.1680	LEX.AU Lexington Manor	75 Bertwell Rd		1926			✓	✓	
LEX.1681	LEX.AU Lexington Manor	76 Bertwell Rd		1941			✓	✓	
LEX.1860	LEX.AU Lexington Manor	79 Bertwell Rd		1960				✓	
LEX.1682	LEX.AU Lexington Manor	78 Bertwell Rd		1940			✓	✓	
LEX.1684	LEX.AU Lexington Manor	84 Bertwell Rd		1938				✓	
LEX.1863	LEX.AU Lexington Manor	39 Blake Rd		1950				✓	
LEX.1864	LEX.AU Lexington Manor	40 Blake Rd		1984				✓	
LEX.1689	LEX.AU Lexington Manor	48 Blake Rd		1941			✓	✓	
LEX.1690	LEX.AU Lexington Manor	51 Blake Rd		1941			✓	✓	

MHC Number	Historic Area/District ¹	Street Address	Historic Property ²	Date	National Register /State Register Status ³	55 dB DNL Contour ⁴			Intersection ⁵
						2017	2025	2035	
LEX.1865	LEX.AU Lexington Manor	54 Blake Rd		1948			✓	✓	
LEX.1691	LEX.AU Lexington Manor	57 Blake Rd		1941			✓	✓	
LEX.1866	LEX.AU Lexington Manor	58 Blake Rd		1948			✓	✓	
LEX.1867	LEX.AU Lexington Manor	60 Blake Rd		1947			✓	✓	
LEX.1868	LEX.AU Lexington Manor	65 Blake Rd		1943				✓	
LEX.1869	LEX.AU Lexington Manor	66 Blake Rd		1943			✓	✓	
LEX.1870	LEX.AU Lexington Manor	70 Blake Rd		1981				✓	
LEX.1692	LEX.AU Lexington Manor	73 Blake Rd		1940				✓	
LEX.790	LEX.AJ Lexington Heights - Meagherville	33 Center St	N/A	1906				✓	
LEX.1701	LEX.AU Lexington Manor	6 Dexter Rd		1935		✓	✓	✓	
LEX.1047	N/A	7 Dexter Rd	Albert W. Emmons House	1926				✓	
LEX.1702	LEX.AU Lexington Manor	10 Dexter Rd		1933		✓	✓	✓	
LEX.1703	LEX.AU Lexington Manor	11 Dexter Rd		1925		✓	✓	✓	
LEX.1704	LEX.AU Lexington Manor	14 Dexter Rd		1931		✓	✓	✓	
LEX.1705	LEX.AU Lexington Manor	15 Dexter Rd		1924		✓	✓	✓	
LEX.1706	LEX.AU Lexington Manor	18 Dexter Rd		1940		✓	✓	✓	
LEX.1707	LEX.AU Lexington Manor	19 Dexter Rd		1923			✓	✓	
LEX.1708	LEX.AU Lexington Manor	22 Dexter Rd		1928		✓	✓	✓	
LEX.1709	LEX.AU Lexington Manor	23 Dexter Rd		1927			✓	✓	
LEX.1880	LEX.AU Lexington Manor	28 Dexter Rd		1948			✓	✓	
LEX.1881	LEX.AU Lexington Manor	29 Dexter Rd		1949			✓	✓	
LEX.1882	LEX.AU Lexington Manor	30 Dexter Rd		1962			✓	✓	
LEX.1710	LEX.AU Lexington Manor	33 Dexter Rd		1920			✓	✓	
LEX.1711	LEX.AU Lexington Manor	35 Dexter Rd		1931				✓	
LEX.1883	LEX.AU Lexington Manor	38 Dexter Rd		1968			✓	✓	
LEX.1899	LEX.AU Lexington Manor	5 Fuller Rd		1943				✓	
LEX.1728	LEX.AU Lexington Manor	9 Fuller Rd		1933				✓	
LEX.1729	LEX.AU Lexington Manor	17 Fuller Rd		1940			✓	✓	
LEX.1730	LEX.AU Lexington Manor	25 Fuller Rd		1941			✓	✓	
LEX.1900	LEX.AU Lexington Manor	30 Fuller Rd		1949			✓	✓	

MHC Number	Historic Area/District ¹	Street Address	Historic Property ²	Date	National Register /State Register Status ³	55 dB DNL Contour ⁴			Intersection ⁵
						2017	2025	2035	
LEX.1901	LEX.AU Lexington Manor	31 Fuller Rd		1946			✓	✓	
LEX.1902	LEX.AU Lexington Manor	36 Fuller Rd		1947			✓	✓	
LEX.1910	LEX.AU Lexington Manor	31 Gleason Rd		1950				✓	
LEX.1911	LEX.AU Lexington Manor	34 Gleason Rd		1956				✓	
LEX.1732	LEX.AU Lexington Manor	43 Gleason Rd		1930			✓	✓	
LEX.1733	LEX.AU Lexington Manor	46 Gleason Rd		1936			✓	✓	
LEX.1912	LEX.AU Lexington Manor	47 Gleason Rd		1946		✓	✓	✓	
LEX.1734	LEX.AU Lexington Manor	50 Gleason Rd		1935		✓	✓	✓	
LEX.1735	LEX.AU Lexington Manor	51 Gleason Rd		1940		✓	✓	✓	
LEX.1736	LEX.AU Lexington Manor	52 Gleason Rd		1935		✓	✓	✓	
LEX.1737	LEX.AU Lexington Manor	54 Gleason Rd		1930		✓	✓	✓	
LEX.1738	LEX.AU Lexington Manor	55 Gleason Rd		1970		✓	✓	✓	
LEX.1739	LEX.AU Lexington Manor	57 Gleason Rd		1937		✓	✓	✓	
LEX.1740	LEX.AU Lexington Manor	59 Gleason Rd		1939		✓	✓	✓	
LEX.1741	LEX.AU Lexington Manor	60 Gleason Rd		1942		✓	✓	✓	
LEX.1913	LEX.AU Lexington Manor	62 Gleason Rd		1954		✓	✓	✓	
LEX.1742	LEX.AU Lexington Manor	63 Gleason Rd		1920		✓	✓	✓	
LEX.1743	LEX.AU Lexington Manor	65 Gleason Rd		1928		✓	✓	✓	
LEX.1744	LEX.AU Lexington Manor	67 Gleason Rd		1936			✓	✓	
LEX.1745	LEX.AU Lexington Manor	68 Gleason Rd		1936		✓	✓	✓	
LEX.1914	LEX.AU Lexington Manor	70 Gleason Rd		1950			✓	✓	
LEX.1746	LEX.AU Lexington Manor	81 Gleason Rd		1928				✓	
LEX.1915	LEX.AU Lexington Manor	82 Gleason Rd		1952			✓	✓	
LEX.1747	LEX.AU Lexington Manor	84 Gleason Rd		1934				✓	
LEX.1749	LEX.AU Lexington Manor	86 Gleason Rd		1935				✓	
LEX.1759	LEX.AU Lexington Manor	20 Harding Rd		1940				✓	
LEX.1760	LEX.AU Lexington Manor	25 Harding Rd		1923			✓	✓	
LEX.1761	LEX.AU Lexington Manor	27 Harding Rd		1926			✓	✓	
LEX.1762	LEX.AU Lexington Manor	28 Harding Rd		1930			✓	✓	
LEX.1763	LEX.AU Lexington Manor	29 Harding Rd		1940		✓	✓	✓	
LEX.1764	LEX.AU Lexington Manor	30 Harding Rd		1929			✓	✓	

MHC Number	Historic Area/District ¹	Street Address	Historic Property ²	Date	National Register /State Register Status ³	55 dB DNL Contour ⁴			Intersection ⁵
						2017	2025	2035	
LEX.1765	LEX.AU Lexington Manor	31 Harding Rd		1940		✓	✓	✓	
LEX.1766	LEX.AU Lexington Manor	35 Harding Rd		1927		✓	✓	✓	
LEX.1767	LEX.AU Lexington Manor	37 Harding Rd		1920		✓	✓	✓	
LEX.1768	LEX.AU Lexington Manor	40 Harding Rd		1931		✓	✓	✓	
LEX.1769	LEX.AU Lexington Manor	41 Harding Rd		1926		✓	✓	✓	
LEX.1923	LEX.AU Lexington Manor	42 Harding Rd		1973		✓	✓	✓	
LEX.1924	LEX.AU Lexington Manor	43 Harding Rd		1965		✓	✓	✓	
LEX.1925	LEX.AU Lexington Manor	44 Harding Rd		1966		✓	✓	✓	
LEX.1770	LEX.AU Lexington Manor	45 Harding Rd		1925		✓	✓	✓	
LEX.1061	N/A	46 Harding Rd	John Andersen House	1925				✓	
LEX.1062	N/A	46 Harding Rd	John Andersen Garage	1931				✓	
LEX.1771	LEX.AU Lexington Manor	47 Harding Rd		1929		✓	✓	✓	
LEX.1772	LEX.AU Lexington Manor	48 Harding Rd		1930		✓	✓	✓	
LEX.1773	LEX.AU Lexington Manor	51 Harding Rd		1921			✓	✓	
LEX.1926	LEX.AU Lexington Manor	52 Harding Rd		1951		✓	✓	✓	
LEX.1774	LEX.AU Lexington Manor	53 Harding Rd		1931			✓	✓	
LEX.1775	LEX.AU Lexington Manor	54 Harding Rd		1930			✓	✓	
LEX.1776	LEX.AU Lexington Manor	55 Harding Rd		1936				✓	
LEX.1777	LEX.AU Lexington Manor	56 Harding Rd		1946			✓	✓	
LEX.1778	LEX.AU Lexington Manor	57 Harding Rd		1940				✓	
LEX.1927	LEX.AU Lexington Manor	58 Harding Rd		1947			✓	✓	
LEX.1779	LEX.AU Lexington Manor	60 Harding Rd		1927				✓	
LEX.1780	LEX.AU Lexington Manor	62 Harding Rd		1927				✓	
LEX.1786	LEX.AU Lexington Manor	7 Preston Rd		1926				✓	
LEX.1949	LEX.AU Lexington Manor	10 Preston Rd		1952				✓	
LEX.1950	LEX.AU Lexington Manor	11 Preston Rd		1949				✓	
LEX.1951	LEX.AU Lexington Manor	15 Preston Rd		1953			✓	✓	
LEX.1952	LEX.AU Lexington Manor	17 Preston Rd		1952			✓	✓	
LEX.1953	LEX.AU Lexington Manor	18 Preston Rd		1955				✓	
LEX.1954	LEX.AU Lexington Manor	21 Preston Rd		1950			✓	✓	

MHC Number	Historic Area/District ¹	Street Address	Historic Property ²	Date	National Register /State Register Status ³	55 dB DNL Contour ⁴			Intersection ⁵
						2017	2025	2035	
LEX.1955	LEX.AU Lexington Manor	24 Preston Rd		1945				✓	
LEX.1956	LEX.AU Lexington Manor	25 Preston Rd		1951				✓	
LEX.1862	LEX.AU Lexington Manor	41 Preston Rd		1949				✓	
LEX.785	LEX.AJ Lexington Heights - Meagherville	153 Reed St	N/A	1906			✓	✓	
LEX.786	LEX.AJ Lexington Heights - Meagherville	159 Reed St	N/A	1906		✓	✓	✓	
LEX.1790	LEX.AU Lexington Manor	31 Simonds Rd		1921			✓	✓	
LEX.1791	LEX.AU Lexington Manor	32 Simonds Rd		1940			✓	✓	
LEX.1792	LEX.AU Lexington Manor	55 Simonds Rd		1941				✓	
LEX.1011	LEX.AJ Lexington Heights - Meagherville	34 Valley Rd	N/A	1875				✓	
LEX.1012	LEX.AJ Lexington Heights - Meagherville	48 Valley Rd	N/A	1906		✓	✓	✓	
LEX.1013	LEX.AJ Lexington Heights - Meagherville	62 Valley Rd	N/A	1906		✓	✓	✓	
LEX.1014	LEX.AJ Lexington Heights - Meagherville	67 Valley Rd	N/A	1906		✓	✓	✓	

- Notes**
1. Historic district or area. Noise Analysis Location number is indicated in brackets where applicable. N/A indicates properties that are not located within a historic district or area.
 2. N/A indicates districts, areas, or properties that are only identified by address. Noise analysis location number is indicated in brackets where applicable.
 3. National Register of Historic Places (NR), State Register of Historic Places (LHD or SR), National Historic Landmark (NHL).
 4. Area/property is partially (P) or completely (✓) within the 2017, 2025, or 2035 55 dB DNL contours. All historic resources listed are outside the 2017, 2025, and 2035 65 dB DNL contours.
 5. Intersection that is located within 200 feet from historic district, area, or property.

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All Historic Resources listed in the National and State Registers, and in the Inventory and MACRIS in Lincoln, reconnaissance survey area (projected 2035 55 dB DNL high growth noise contour or within 200 feet from a traffic study area intersection), 2017.

MHC Number	Historic Area/District ¹	Street Address	Historic Property ²	Date	National Register /State Register Status ³	55 dB DNL Contour ⁴			Intersection ⁵
						2017	2025	2035	
LIN.F	Minute Man National Historical Park	Route 2A	N/A	Multiple	NR NHL				TSA 6: Hanscom Drive & Route 2A
LIN.G	Minute Man National Historical Park	Route 2A	N/A	Multiple	NR NHL	P	P	P	TSA 6: Hanscom Drive & Route 2A

Notes

1. Historic district or area. Noise Analysis Location number is indicated in brackets where applicable. N/A indicates properties that are not located within a historic district or area.
2. N/A indicates districts, areas, or properties that are only identified by address. Noise analysis location number is indicated in brackets where applicable.
3. National Register of Historic Places (NR), State Register of Historic Places (LHD or SR), National Historic Landmark (NHL).
4. Area/property is partially (P) or completely (✓) within the 2017, 2025, or 2035 55 dB DNL contours. All historic resources listed are outside the 2017, 2025, and 2035 65 dB DNL contours.
5. Intersection that is located within 200 feet from historic district, area, or property.

Table G-6 Fifty Year Old Properties Surveyed in Hanscom Field, 2017

Town	Building Number	Building Name ¹	Date
Bedford	1	Hangar 1 - Signature Flight Services	1955
Bedford	2	Hangar 2 - Signature Flight Services	1955
Bedford	3	Hangar 3 - Signature Flight Services	1955
Concord	25	MIT Draper Laboratory Centrifuge Building	1948
Lincoln	10	Hangar 10 – Signature Flight Services	1950s
Lincoln	15	Civil Air Terminal	1953
Lincoln	20	Maintenance Building	1954

Notes: 1. Buildings 12A, 16, and 17 have been demolished since 2012.

Table G-7 Fifty Year Old Properties at Hanscom Air Force Base, 2017

Town	Building Number ¹	Area Name ²	Street Address	NR Status ²
Bedford	1614	Administrative Complex	11 Barksdale Street	
	1639	Base Center	97 Barksdale Street	
	1723	Hangars	25 Chennault Street	
	1728	Hangars	29 Chennault Street	
	1729	Hangars	51 Chennault Street	
	1642	Base Center	70 Chennault Street	
	1825	Civil Engineering	72 Dow Street	
	1716	Hangars	115 Eglin Street	
	1917	Civil Engineering	Grenier Street	
	1646	Base Center	81 Grenier Street	
	1813	Civil Engineering	119 Grenier Street	
	1809/1810	Civil Engineering	120-131 Grenier Street	
	1843	Civil Engineering	141 Grenier Street	
	1425	Hospitality	60 Kirtland Street	
	1427	Hospitality	75 Kirtland Street	
1426	Hospitality	85 Kirtland Street		
Lexington	1302 D	Lincoln Labs	71 Schilling Circle	
	1302 E	Lincoln Labs	75 Schilling Circle	
	1302 F	Lincoln Labs	51 Shilling Circle	
	Multiple	Air Force Cambridge Research Laboratory Historic District	Randolph Road, Grenier Street, Wright Street	National Register Eligible
Lincoln	1712	Hangars	6 Chennault Street	
	1710	Hangars	9 Chennault Street	
	1610	Administrative Complex	111 Eglin Street	

Notes: 1. N/A – Not Applicable

2. AFCRL Historic District was determined eligible (NRDOE) for National Register listing by the USAF and SHPO in 2012. It is in the Hanscom ESPR 2017 General Study Area but is outside the 2035 55 DNL noise contour.

Table G-8 Fifty Year Old Properties Survey Update within the 2035 55 dB DNL Noise Contour in Bedford, Concord and Lexington, 2017

dB

Town ¹	Area Name ²	Street Address	Category
Bedford	<i>Hartwell Road</i>	<i>Beacon Street and Hartwell Road</i>	Area
	Hartwell Road	9,11,12 Beacon Street	House
	Hartwell Road	23,41,47 Hartwell Road	House
Concord	N/A	183 Virginia Road	House
	N/A	201 Virginia Road	House
Lexington	<i>Bedford Street</i>	<i>Bedford Street</i>	Area
	Bedford Street	197 thru 419 Bedford Street	House
	<i>Meagherville Extension</i>	<i>Augustus Road, Hill Street, Kimball Road, Park Street, Reed Street, Sunny Knoll Road, and Vaille Avenue</i>	Area
	Meagherville Extension	4 Augustus Road	House
	Meagherville Extension	55 Hill Street (Lexington Golf Club)	Golf Course
	Meagherville Extension	3,4,5,7,8 Kimball Road	House
	Meagherville Extension	4,6 Park Street	House
	Meagherville Extension	28,36,38,39,40,42,44,45,46,49/51,52,53,54,55,56,57,58,63,65,67,87,94,98,104 Reed Street	House
	Meagherville Extension	1,3,5,9 Sunny Knoll Road	House
	Meagherville Extension	6,10,16,17,20,21,24,26,32,35,36,37 Vaille Avenue	House

- Notes:**
1. Lincoln did not have any properties within the reconnaissance study area.
 2. Area is a neighborhood or district of multiple streets and/or structures, and Area entries are indicated in italics.. N/A Not Applicable.

Table G-8 Fifty Year Old Properties Surveyed in Bedford, Concord and Lexington, 2012 (continued)

Town ¹	Area Name ²	Street Address	Category
Lexington	Ivan Street	12,14,22,24 Donald Street	House
	East of Bedford St	4,7,10,11,12,19,23,30,34,35,38 Eaton Road	House
	East of Bedford St	9,25,31 Fuller Road	House
	East of Bedford St	14,43,46,47,50,51,52,54,55,57,59,60,62,63,65,67,68,70,81,82,84,85,86,87,91,93,94,99,100,102 Gleason Street	House
	East of Bedford St	14,15,20,25,27,28,29,30,31,35,37,40,41,45,46,47,48,51,55,57,60,62 Harding Road	House
	Meagherville Extension	55 Hill Street (Lexington Golf Club)	Golf Course
	East of Bedford St	4,5,7,8,9 Hillside Terrace	House
	Ivan Street	10,21,25,28,29,30,32,33,36,40 Ivan Street	House
	Meagherville Extension	3,4,5,7,8 Kimball Road	House
	East of Bedford St	9 Nichols Road	House
	East of Bedford St	9,10,11,14,20,21,22,23,25,27,29,31,35,36,40,45,49,59,63,71,79,81,83,87,95,101,105 North Hancock Street	House
	Meagherville Extension	4,6 Park Street	House
	East of Bedford St	37,40 Preston Road	House
	Meagherville Extension	28,36,38,39,40,42,44,45,46,49/51,52,53,54,55,56,57,58,63,65,67,87,94,98,104 Reed Street	House
	East of Bedford St	20,31,32,36,44,53,54,70,74,75,78,82,88,91,95,100,103,104,105,107,109,127,135,138,144,152 Simonds Road	House
	Meagherville Extension	1,3,5,9 Sunny Knoll Road	House
	Meagherville Extension	6,10,16,17,20,21,24,26,32,35,36,37 Vaille Avenue	House
	East of Bedford St	20 Williams Street	House
	East of Bedford St	1 Wyman Road	House
	East of Bedford St	14,43,46,47,50,51,52,54,55,57,59,60,62,63,65,67,68,70,81,82,84,85,86,87,91,93,94,99,100,102 Gleason Street	House
	East of Bedford St	14,15,20,25,27,28,29,30,31,35,37,40,41,45,46,47,48,51,55,57,60,62 Harding Road	House
	Meagherville Extension	55 Hill Street (Lexington Golf Club)	Golf Course
	East of Bedford St	4,5,7,8,9 Hillside Terrace	House
	Ivan Street	10,21,25,28,29,30,32,33,36,40 Ivan Street	House
	Meagherville Extension	3,4,5,7,8 Kimball Road	House
	East of Bedford St	9 Nichols Road	House
	East of Bedford St	9,10,11,14,20,21,22,23,25,27,29,31,35,36,40,45,49,59,63,71,79,81,83,87,95,101,105 North Hancock Street	House
	Meagherville Extension	4,6 Park Street	House
	East of Bedford St	37,40 Preston Road	House
	Meagherville Extension	28,36,38,39,40,42,44,45,46,49/51,52,53,54,55,56,57,58,63,65,67,87,94,98,104 Reed Street	House

- Notes:**
1. Lincoln did not have any properties within the reconnaissance study area.
 2. Area is a neighborhood or district of multiple streets and/or structures. N/A – Not Applicable.
 3. The Bedford Trailer Park (East and West Sections) in Bedford has been demolished since 2005.

**Table G-8 Fifty Year Old Properties Surveyed in Bedford, Concord and Lexington, 2012
(continued)**

Town ¹	Area Name ²	Street Address	Category
Lexington	East of Bedford St	20,31,32,36,44,53,54,70,74,75,78,82,88,91,95,100,103,104,105,107,109 ,127,135,138,144,152 Simonds Road	House
	Meagherville Extension	1,3,5,9 Sunny Knoll Road	House
	Meagherville Extension	6,10,16,17,20,21,24,26,32,35,36,37 Vaille Avenue	House
	East of Bedford St	20 Williams Street	House
	East of Bedford St	1 Wyman Road	House

- Notes:**
1. Lincoln did not have any properties within the reconnaissance study area.
 2. Area is a neighborhood or district of multiple streets and/or structures. N/A – Not Applicable.
 3. The Bedford Trailer Park (East and West Sections) in Bedford has been demolished since 2005.

**Table G-9 Minute Man National Historical Park National Register District Data Sheet
Sorted Alphabetically by Town and Street Address**

C/NC ¹	NR CATEGORY	NPS NO.	MHC NO.	ADDRESS/LOCATION	NAME	DATES	STYLE
ALL TOWNS							
C	site	None			Battle of Lexington and Concord Battlefield	1775	n/a
C	structure	000919, 040170			Battle Road	18th through 20th centuries	n/a
NC	structure	None			Battle Road Trail	1996-2001	n/a
C	structure	Various			System of Stone Walls	18th through 20th centuries	n/a
C	site	None			System of Fields (Battle Road Unit)		n/a
CONCORD							
C ²	building	--	CON.256	448 Barrett's Mill Road	Col. James Barrett House	1705	Colonial
C	object	None		Estabrook and Liberty Street	Granite Mile Marker	early 20th century	n/a
C	object	None		Estabrook and Liberty Street	Granite Line of March Marker	early 20th century	n/a
C	object	040260		Estabrook and Liberty Street	John Buttrick Bas-Relief Monument	1915	n/a
C	structure	040255		Lexington Road	Meriam's Corner Area Stone Culvert	18th century	n/a
C	site	None		Lexington Road	(First) East Quarter School House Site	early 19th century	n/a
C	structure	040254		Lexington Road	Ox Pasture Stone Bridge	pre 1775	n/a
C	building	006549	CON.171	455 Lexington Road	Wayside (Samuel Whitney House)	1716-17; altered mid-1840s, 1860-70	Colonial/ Victorian Eclectic
C	site	None		455 Lexington Road	Wayside Site	19th century	n/a
C	site	040228, 040194, 040199, 040224		455 Lexington Road	Wayside Landscape	mid-1840s	n/a
C	building	000926		455 Lexington Road	Wayside Barn	1716-78; moved mid-1840s and 1860	No Style
C	site	012007		455 Lexington Road	Eliphelet Fox House Foundation	by 1666	n/a
C	building	006548	CON.349	663 Lexington Road	Gowing-Clark House	ca. 1836	Federal
C	site	040256		663 Lexington Road	Gowing-Clark Barn Foundation	19th century	n/a
C	building	040236	CON.352	737-739 Lexington Road	(Second) East Quarter Schoolhouse	ca. 1853-54	Frame Vernacular
C	building	4-119-B		750 Lexington Road	Palumbo Farm Enclosed Garage	ca. 1950	No Style
C	building	4-119-D		750 Lexington Road	Palumbo Farm Metal Shed	ca. 1950	No Style
C	building	4-119-C		750 Lexington Road	Palumbo Farm Open Shed	ca. 1950	No Style

**Table G-9 Minute Man National Historical Park National Register District Data Sheet
Sorted Alphabetically by Town and Street Address (continued)**

C/NC ¹	NR CATEGORY	NPS NO.	MHC NO.	ADDRESS/LOCATION	NAME	DATES	STYLE
C	building	4-119-E		750 Lexington Road	Palumbo Farm Wood Shed	ca. 1950	No Style
C	building	040028	CON.354	831 Lexington Road	Perry House	ca. 1865; ca. 1880	Greek Revival
NC	building	4-103-B		831 Lexington Road	Perry House Garage	ca. 1960	No Style
NC	building	4-103-C		831 Lexington Road	Perry Shed	ca. 1960	No Style
C	building	040231, 040232	CON.355	851 Lexington Road	Albano House, Albano Garage/Apt.	1915	Craftsman
C	building	101972		851 Lexington Road	Albano Produce Stand	1915	No Style
C	site	040246		851 Lexington Road	Albano Foundation	20th century	n/a
C	building	023167	CON.356	955 Lexington Road	Farwell Jones House	pre 1775; remodeled ca. 1870	Frame Vernacular
C	building	040241		955 Lexington Road	Farwell Jones Dairy Barn and Silo	1870	No Style
C	building	4-101-D		955 Lexington Road	Edward Nowalk Garage	early 20th century	No Style
NC	building	4-101-C		955 Lexington Road	Edward Nowalk Produce Stand	ca. 1960	No Style
C	building	4-101-E		955 Lexington Road	Edward Nowalk 6-Bay Tractor Shed	early 20th century	No Style
C	building	4-101-F		955 Lexington Road	Edward Nowalk Cottage	early 20th century	No Style
C	building	023166	CON.357	965 Lexington Road	Olive Stow House	ca. 1760	Colonial
C	building	101975		965 Lexington Road	Olive Stow House Garage	ca. 1920	No Style
C	building	101976	CON.359	1087 Lexington Road	D. Inferrara House	ca. 1927	Colonial Revival
C	building	101977	CON.360	1087 Lexington Road	D. Inferrara Farm Stand	ca. 1920s	No Style
C	building	3-118-B		1087 Lexington Road	D. Inferrara Farm Garage	ca. 1937	No Style
NC	building	3-118-D		1087 Lexington Road	D. Inferrara Farm Coop	late 20th century	No Style
NC	building	3-118-F		1087 Lexington Road	D. Inferrara Farm Field Shed	late 20th century	No Style
NC	building	3-118-E		1087 Lexington Road	D. Inferrara Farm Greenhouse	late 20th century	No Style
C	building	101978		1133 Lexington Road	Walter Beatteay House	ca. 1940-1946	Colonial Revival
NC	building	3-126-B		1133 Lexington Road	Walter Beatteay Garage	ca. 1980	No Style
C	building	006547	CON.358	1175 Lexington Road	Samuel Brooks House	ca. 1692-1728	Colonial
C	object	006545	CON.941	Liberty Street	The Minuteman	1875	n/a
C	object	040266		Liberty Street	Muster Field Monument	early 20th century	n/a
C	site	000939		Liberty Street	Ephraim and Willard Buttrick House Site	1697-1700	n/a
C	structure	040250		Liberty Street	Flint Bridge	1877	n/a
C	site	None		Liberty Street	Jonas Bateman Site	18th century	n/a

**Table G-9 Minute Man National Historical Park National Register District Data Sheet
Sorted Alphabetically by Town and Street Address (continued)**

C/NC ¹	NR CATEGORY	NPS NO.	MHC NO.	ADDRESS/LOCATION	NAME	DATES	STYLE
C	building	040024	CON.344	174 Liberty Street	Buttrick Mansion	1911	Classical Revival
C	building	040026	CON.346	174 Liberty Street	Buttrick Carriage House	1911	Colonial Revival
C	building	040025	CON.345	174 Liberty Street	Buttrick Caretaker's Cottage	1911	Colonial Revival
C	site	040183, 040182		174 Liberty Street	Buttrick Designed Landscape	early 20th century	n/a
C	site	014011		174 Liberty Street	Captain David Brown House Foundation	18th century	n/a
C	building	000932	CON.343	231 Liberty Street	Major John Buttrick House	ca. 1715; 19th-century alterations	Colonial
C	site	040249		231 Liberty Street	John Buttrick Foundation	19th century	n/a
C	building	040235		231 Liberty Street	Major John Buttrick Garage	early 20th century	Colonial Revival
NC	building	None		50 Manuel Drive	House	mid-late 20th century	Modern
NC	building	None		65 Manuel Drive	Korn House	ca. 1960	Modern Cape
NC	building	None		82 Manuel Drive	House	mid-late 20th century	Modern
NC	building	None		82 Manuel Drive	Shed	mid-late 20th century	No Style
NC	building	None		95 Manuel Drive	House	mid-late 20th century	Modern
NC	building	None		95 Manuel Drive	Garage	mid-late 20th century	No Style
C	object	006544		Monument Street	Grave and Monument to British Soldiers	1890-1910	n/a
NC	object	040262		Monument Street	DAR Marker	1975	n/a
C	object	006543	CON.939	Monument Street	1836 Battle Monument	1836	n/a
C	structure	000945	CON.940	Monument Street	North Bridge	1956	n/a
C	site	None	CON HA-13	Monument Street	Thomas Flint Site	after 1635	n/a
C	object	040261		Monument Street	Concord Fight Marker	early 20th century	n/a
NC	building	None		Monument Street	North Bridge Comfort Station	1984	No Style
C	structure	None		Monument Street	Road to North Bridge and Allée	early 20th century	n/a
C	building	000924	CON.348	242 Monument Street	Elisha Jones House	early 18th century; rebuilt 1865-66	Colonial
C	site	None		242 Monument Street	Elisha Jones Site		n/a
C	building	None	CON.347	269 Monument Street	Old Manse	1769/70	Colonial
C	site	None		North Bridge	North Bridge Landscape	1836-1956	n/a

**Table G-9 Minute Man National Historical Park National Register District Data Sheet
Sorted Alphabetically by Town and Street Address (continued)**

C/NC ¹	NR CATEGORY	NPS NO.	MHC NO.	ADDRESS/LOCATION	NAME	DATES	STYLE
C	site	None		North Bridge	Battle Road/North Bridge Site	ca. 1635-1650	n/a
C	building	000928		North Great Road	Job Brooks House	1740	Colonial
C	object	040265		Old Bedford Road	Meriam's Corner Monument	1885	n/a
C	building	040243	CON.350	34 Old Bedford Road	Meriam House	ca. 1705, ca. 1725	Colonial
C	site	None		34 Old Bedford Road	John Meriam/Joseph Meriam House Sites	ca. 1665	n/a
C	building	040234	CON.351	55 Old Bedford Road	Burke House	ca. 1904	Dutch Colonial Revival
C	building	101974		55 Old Bedford Road	Burke House Garage	ca. 1940	No Style
LEXINGTON							
C	site	040253		Marrett Street	Tabitha Nelson House (Thomas Nelson, Sr.) Site	1754-57; 1716	n/a
C	building	000929	LEX.618	21 Marrett Street	Jacob Whittemore House	prior to 1754	Georgian/ Colonial
C	building	040239		21 Marrett Street	Barn at Whittemore House	19th century; moved 1978	No Style
C	site	None		Marrett Street	Jacob Whittemore Blacksmith Shop Site	18th century	n/a
C	site	None		Mass. Avenue and Marrett Street	Barn Foundation Site	1720-1900	n/a
C	site	None	LX HA-1	Mass. Avenue at Fiske Hill	Lt. David Fiske Site	1655-1721	n/a
NC	building	1-109-A		Massachusetts Avenue	Minute Man Visitors Center	1976	Modern
C	site	040247		Old Massachusetts Ave and Wood Street	Bashian Barn Foundation	1872-75	n/a
C	site	000923		Old Massachusetts Ave and Wood Street	Ebenezer Fiske House Foundation	ca. 1729-late 19th century	n/a
C	structure	006541		Old Massachusetts Ave and Wood Street	Fiske Hill Well	1700-75	n/a
C	object	040264		Old Massachusetts Ave and Wood Street	Hayward Well Monument	1885	n/a
C	object	040259		Old Massachusetts Ave and Wood Street	Bluff Monument	1885	n/a
C	site	None			Battle Road/ Fiske Hill Site	18th century	n/a
LINCOLN							
NC	building	2-129-A		58 Bedford Lane	Mrs. Edward Downing House	ca. 1954	Modern Cape
C	site	040248		Great North Road and Old Bedford Road	Thomas Brooks Farm Foundation	1800-50	n/a
C	site	040252		Massachusetts Ave. and Virginia Road	Samuel Hartwell Farm Cellar Hole	18th century	n/a

**Table G-9 Minute Man National Historical Park National Register District Data Sheet
Sorted Alphabetically by Town and Street Address (continued)**

C/NC ¹	NR CATEGORY	NPS NO.	MHC NO.	ADDRESS/LOCATION	NAME	DATES	STYLE
C	site	040258		Massachusetts Avenue	Unidentified Cut Stone Foundation	early 19th century	n/a
NC	object	040267		Massachusetts Avenue	Paul Revere Capture Marker	pre 1902	n/a
NC	building	2-101-A		190 Massachusetts Avenue	Irene Hegenian House	1949-54	Modern Cape
NC	building	2-101-B		190 Massachusetts Avenue	Irene Hegenian Shed	ca. 1960	No Style
C	site	040027		Massachusetts Avenue	Josiah Nelson, Jr. Hop House Foundation	1810-1820	n/a
C	building	006551		200 Massachusetts Avenue	John Nelson House	1808-1810	Federal
C	building	012008		200 Massachusetts Avenue	John Nelson Barn	ca. 1810; additions 1830, 1900	No Style
C	site	None		Nelson Road	Site 22, 23	1700-1800; 1720-1800	n/a
C	site	None		Nelson Road	Daniel Brown House and Shop Site	18th century	n/a
C	site	000920		Nelson Road	Josiah Nelson House Foundation	ca. 1775	n/a
C	site	012006	LN HA-6	Nelson Road	Thomas Nelson, Jr. House Foundation	1700-1750	n/a
C	site	None		Nelson Road	Site 24	18th century	n/a
C	site	None		North Great Road	Hastings Barn Foundation	19th century	n/a
C	building	006546, 040233	LIN.64	33 North Great Road	Noah Brooks Tavern, Noah Brooks Tavern Carriage House	ca. 1798	Federal
C	building	040245		33 North Great Road	Noah Brooks Barn (Rogers Barn)	1937/38	No Style
C	site	None		North Great Road	Brooks House Site	18th century	n/a
C	building	006552	LIN.65	37 North Great Road	Joshua Brooks, Jr. House	1780	Federal
C	site	None		North Great Road	Joshua Brooks Tanyard Site	18th century	n/a
NC	building	3-111-A		59 North Great Road	Moodey House	1956	Dutch Colonial Revival
NC	building	None		71 North Great Road	Bierlich House	ca. 1957	Ranch
C	building	040244		101 North Great Road	Rego House	1890-1910	Frame Vernacular
NC	building	2-124-B		101 North Great Road	Rego House Garage	mid-late 20th century	No Style
NC	building	2-112-A		112 North Great Road	James Russell House	1954	Modern
NC	building	3-110-A		4 Old Bedford Road	W.R. Barker House	ca. 1940	Modern Cape
NC	building	3-110-B		4 Old Bedford Road	W.R. Barker Garage	1940-45	No Style

**Table G-9 Minute Man National Historical Park National Register District Data Sheet
Sorted Alphabetically by Town and Street Address (continued)**

C/NC ¹	NR CATEGORY	NPS NO.	MHC NO.	ADDRESS/LOCATION	NAME	DATES	STYLE
NC	building	3-109-A		8 Old Bedford Road	Janet Swartz House	ca. 1955	Modern Cape
NC	building	3-109-B		8 Old Bedford Road	Janet Swartz Garage	ca. 1955	No Style
C	site	None		Virginia Road	Joseph Mason House Site	18th century	n/a
C	building	000931	LIN.66	Virginia Road	Ephraim Hartwell Tavern	ca. 1733	Colonial
C	site			Virginia Road	Ephraim Hartwell Site	18th century	n/a
C	building	006553	LIN.70	Virginia Road	Captain William Smith House	ca. 1750	Colonial
C	site	None		Virginia Road	Captain William Smith Site	18th century	n/a
C	site	000930	LIN.69	Virginia Road	Sgt. Samuel Hartwell House Site	1693-1716; burned 1968;shelter 1986	n/a
C	building	040029	LIN.140	Virginia Road	McHugh Barn	ca. 1830; rebuilt 1939	No Style

- Notes:**
1. Contributing/Non-Contributing per Harrington et al. (PAL), Minute Man National Historical Park National Register of Historic Places Documentation, Concord, Lexington, and Lincoln, Massachusetts, 2001. The National Park Service is currently updating the National Register documentation.
 2. The Col. Barrett Farm Unit was added to the MMNHP in 2012, after the completion of the National Register documentation. It is assumed it would be contributing to the updated and expanded documentation.