Traffic Volume Data

Winthrop Street
between Partridge Street and Stephanie Road
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 A Class
Site Code: 15048
Date Start: 02-Jun-15

SB

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
06/02/15	0	13	0	0	0	0	0	0	0	0	0	0	0	13
01:00	0	6	0	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	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	3	0	1	0	0	0	0	0	0	0	0	7
05:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
06:00	0	23	21	1	10	0	0	0	0	0	0	0	0	55
07:00	0	68	38	1	11	2	0	0	0	0	0	0	0	120
08:00	0	63	27	3	9	0	0	0	0	0	0	0	0	102
09:00	0	39	23	0	11	0	0	0	0	0	0	0	0	73
10:00	1	42	27	1	12	0	1	2	0	0	0	0	0	86
11:00	0	69	35	0	12	1	0	0	0	0	0	0	0	117
12 PM	0	83	30	0	12	0	1	0	0	0	0	0	0	126
13:00	0	64	38	0	13	0	0	0	0	0	0	0	0	115
14:00	0	97	39	3	19	0	0	0	0	0	0	0	0	158
15:00	0	145	46	4	21	0	0	1	0	0	0	0	0	217
16:00	1	173	63	1	16	0	0	1	0	0	0	0	0	255
17:00	0	247	77	0	13	0	0	0	0	0	0	0	0	337
18:00	0	153	51	0	9	0	0	0	0	0	0	0	0	213
19:00	2	111	31	0	7	0	0	0	0	0	0	0	0	151
20:00	0	74	17	0	5	0	0	0	0	0	0	0	0	96
21:00	0	48	15	0	3	0	0	0	0	0	0	0	0	66
22:00	0	29	2	0	1	0	0	0	0	0	0	0	0	32
23:00	0	20	2	0	1	0	0	0	0	0	0	0	0	23
Total	4	1585	586	14	186	3	2	4	0	0	0	0	0	2384
Percent	0.2%	66.5%	24.6%	0.6%	7.8%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	07:00	08:00	10:00	07:00	10:00	10:00						07:00
Vol.	1	69	38	3	12	2	1	2						120
PM Peak	19:00	17:00	17:00	15:00	15:00		12:00	15:00						17:00
Vol.	2	247	77	4	21		1	1						337

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06/03/15	0	9	1	0	1	0	0	0	0	0	0	0	0	11
01:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14
05:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
06:00	0	34	18	0	15	0	0	0	0	0	0	0	0	67
07:00	1	65	42	3	15	2	0	1	0	0	0	0	0	129
08:00	0	63	31	1	14	0	0	1	0	0	0	0	0	110
09:00	0	46	23	0	12	1	0	0	0	0	0	0	0	82
10:00	0	58	44	0	9	0	0	0	0	0	0	0	0	111
11:00	2	57	32	1	17	2	0	2	0	0	0	0	0	113
12 PM	1	69	29	2	6	1	0	1	0	0	0	0	0	109
13:00	1	50	35	0	12	0	0	0	0	0	0	0	0	98
14:00	2	76	52	2	14	0	0	1	1	0	0	0	0	148
15:00	0	95	65	1	18	1	0	2	0	0	0	0	0	182
16:00	0	132	73	1	24	0	0	0	0	0	0	0	0	230
17:00	2	205	114	1	25	0	0	0	0	0	0	0	0	347
18:00	1	156	87	0	18	0	0	2	0	0	0	0	0	264
19:00	5	76	46	0	16	0	0	1	0	0	0	0	0	144
20:00	0	57	38	0	8	0	0	0	0	0	0	0	0	103
21:00	0	44	20	0	3	0	0	0	0	0	0	0	0	67
22:00	0	19	17	0	0	0	0	0	0	0	0	0	0	36
23:00	0	15	3	0	2	0	0	0	0	0	0	0	0	20
Total	15	1371	778	12	230	7	0	11	1	0	0	0	0	2425
Percent	0.6%	56.5%	32.1%	0.5%	9.5%	0.3%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	10:00	07:00	11:00	07:00		11:00						07:00
Vol.	2	65	44	3	17	2		2						129
PM Peak	19:00	17:00	17:00	12:00	17:00	12:00		15:00	14:00					17:00
Vol.	5	205	114	2	25	1		2	1					347
Total		2956	1364	26	416	10	2	15	1	0	0	0	0	4809

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06/02/15	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	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	8	4	0	0	0	0	0	0	0	0	0	0	12
05:00	0	48	16	0	1	0	0	0	0	0	0	0	0	65
06:00	0	219	62	2	6	0	0	0	0	0	0	0	0	289
07:00	1	455	61	1	6	1	0	0	2	0	0	0	0	527
08:00	0	330	41	2	8	0	0	0	1	0	0	0	0	382
09:00	1	102	25	2	2	1	1	0	0	0	0	0	0	134
10:00	0	71	19	0	6	0	0	0	0	0	0	0	0	96
11:00	0	50	15	1	3	0	0	0	0	0	0	0	0	69
12 PM	1	56	17	0	3	0	0	0	0	0	0	0	0	77
13:00	0	66	13	2	5	0	0	0	0	0	0	0	0	86
14:00	0	107	27	2	5	0	0	2	0	0	0	0	0	143
15:00	0	76	30	0	2	0	0	0	0	0	0	0	0	108
16:00	2	66	14	0	4	0	0	1	0	0	0	0	0	87
17:00	1	84	14	0	6	0	0	0	0	0	0	0	0	105
18:00	0	90	13	0	3	0	0	0	0	0	0	0	0	106
19:00	0	38	1	0	3	0	0	0	0	0	0	0	0	42
20:00	1	39	8	0	0	0	0	0	0	0	0	0	0	48
21:00	0	40	7	0	0	0	0	0	0	0	0	0	0	47
22:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Total	7	1974	388	12	63	2	1	3	3	0	0	0	0	2453
Percent	0.3%	80.5%	15.8%	0.5%	2.6%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	06:00	06:00	08:00	07:00	09:00		07:00					07:00
Vol.	1	455	62	2	8	1	1		2					527
PM Peak	16:00	14:00	15:00	13:00	17:00			14:00						14:00
Vol.	2	107	30	2	6			2						143

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06/03/15	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	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	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	45	15	0	1	0	0	0	0	0	0	0	0	61
06:00	0	218	66	3	6	0	0	0	0	0	0	0	0	293
07:00	1	451	70	2	4	2	0	0	0	0	0	0	0	530
08:00	1	296	43	2	6	2	0	0	0	0	0	0	0	350
09:00	1	86	25	0	4	0	0	0	0	0	0	0	0	116
10:00	0	91	14	1	3	1	0	1	0	0	0	0	0	111
11:00	1	71	23	0	4	0	0	0	0	0	0	0	0	99
12 PM	1	95	21	2	5	2	0	0	0	0	0	0	0	126
13:00	0	60	11	1	0	1	0	1	0	0	0	0	0	74
14:00	1	108	24	1	3	0	0	0	1	0	0	0	0	138
15:00	0	99	28	1	8	0	0	2	0	0	0	0	0	138
16:00	0	109	25	0	4	0	0	0	0	0	0	0	0	138
17:00	1	130	37	0	9	0	0	1	0	0	0	0	0	178
18:00	1	100	20	0	3	0	0	0	0	0	0	0	0	124
19:00	0	122	20	0	1	0	0	0	0	0	0	0	0	143
20:00	1	69	15	0	0	0	0	0	0	0	0	0	0	85
21:00	0	50	12	0	1	0	0	0	0	0	0	0	0	63
22:00	0	24	6	0	0	0	0	0	0	0	0	0	0	30
23:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
Total	9	2235	481	13	63	8	0	5	1	0	0	0	0	2815
Percent	0.3%	79.4%	17.1%	0.5%	2.2%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	06:00	06:00	07:00		10:00						07:00
Vol.	1	451	70	3	6	2		1						530
PM Peak	12:00	17:00	17:00	12:00	17:00	12:00		15:00	14:00					17:00
Vol.	1	130	37	2	9	2		2	1					178
Total		4209	869	25	126	10	1	8	4	0	0	0	0	5268

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SB

Start Time	1 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
06/02/ 15	0	0	0	2	0	9	2	0	0	0	0	0	0	13	39	36
01:00	0	0	0	0	0	4	2	0	0	0	0	0	0	6	41	39
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	0	0	0	0	0	0	0	0	1	33	32
04:00	0	0	0	1	0	0	3	2	1	0	0	0	0	7	48	43
05:00	0	0	0	1	0	5	5	1	0	**1**	0	0	0	13	44	40
06:00	0	0	0	2	8	17	19	9	0	0	0	0	0	55	44	39
07:00	0	0	0	2	**21**	**28**	**52**	**15**	2	0	0	0	0	**120**	43	40
08:00	0	0	0	**7**	14	23	33	15	**10**	0	0	0	0	102	47	40
09:00	0	0	0	1	4	18	36	13	1	0	0	0	0	73	45	41
10:00	1	0	1	5	11	17	33	15	3	0	0	0	0	86	45	39
11:00	0	**1**	0	**4**	6	27	50	27	2	0	0	0	0	117	46	41
12 PM	0	0	0	1	2	**29**	**64**	29	1	0	0	0	0	126	45	42
13:00	0	0	**1**	2	7	25	54	21	**5**	0	0	0	0	115	46	41
14:00	0	1	0	4	**16**	29	61	**42**	4	**1**	0	0	0	**158**	46	41
15:00	0	0	0	0	**17**	35	106	54	5	0	0	0	0	217	46	42
16:00	0	**1**	**4**	**4**	12	**52**	130	46	6	0	0	0	0	255	45	41
17:00	0	0	0	2	14	42	**197**	**69**	**12**	**1**	0	0	0	**337**	46	42
18:00	0	0	0	2	11	36	98	55	10	1	0	0	0	213	47	42
19:00	0	0	1	1	9	27	85	25	2	1	0	0	0	151	45	41
20:00	0	0	0	1	6	18	55	16	0	0	0	0	0	96	44	41
21:00	0	0	0	0	4	15	36	8	2	1	0	0	0	66	44	41
22:00	0	0	0	2	1	4	18	5	2	0	0	0	0	32	46	42
23:00	0	0	0	0	4	2	14	3	0	0	0	0	0	23	43	40
Total	1	3	7	44	168	463	1154	470	68	6	0	0	0	2384		
%	0.0%	0.1%	0.3%	1.8%	7.0%	19.4%	48.4%	19.7%	2.9%	0.3%	0.0%	0.0%	0.0%			
AM Peak				08:00	07:00	07:00	07:00	07:00	08:00	05:00				07:00		
Vol.				7	21	28	52	15	10	1				120		
Midday Peak		11:00	13:00	11:00	14:00	12:00	12:00	14:00	13:00	14:00				14:00		
Vol.		1	1	4	16	29	64	42	5	1				158		
PM Peak		16:00	16:00	16:00	15:00	16:00	17:00	17:00	17:00	17:00				17:00		
Vol.		1	4	4	17	52	197	69	12	1				337		

% iles

15th Percentile :	35 MPH
50th Percentile :	41 MPH
85th Percentile :	45 MPH
95th Percentile :	48 MPH

Stats

10 MPH Pace Speed :	40-49 MPH
Number in Pace :	1624
Percent in Pace :	68.1%
Number of Vehicles > 45 MPH :	450
Percent of Vehicles > 45 MPH :	18.9%
Mean Speed(Average) :	41 MPH

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06/03/15	0	0	0	1	0	1	7	2	0	0	0	0	0	11	44	41
01:00	0	0	0	0	0	0	12	2	0	0	0	0	0	14	43	43
02:00	0	0	0	0	0	0	4	0	0	0	0	0	0	4	43	42
03:00	0	0	0	0	1	0	2	0	0	0	0	0	0	3	42	39
04:00	0	0	0	0	0	2	10	1	1	0	0	0	0	14	43	42
05:00	0	0	0	0	2	3	9	4	0	**1**	0	0	0	19	46	42
06:00	0	0	0	1	6	13	30	13	4	0	0	0	0	67	46	41
07:00	0	0	**1**	**3**	**12**	**31**	**52**	24	5	1	0	0	0	**129**	46	41
08:00	0	0	0	2	10	19	45	**27**	**7**	0	0	0	0	110	47	42
09:00	0	0	0	1	11	13	35	19	3	0	0	0	0	82	46	41
10:00	0	0	0	2	8	22	47	29	3	0	0	0	0	111	46	42
11:00	0	**1**	**3**	0	7	**26**	46	26	4	0	0	0	0	113	46	41
12 PM	0	0	2	0	6	22	38	**37**	3	0	**1**	0	0	109	47	42
13:00	0	0	0	2	5	16	32	36	**7**	0	0	0	0	98	47	43
14:00	0	0	1	**5**	**17**	23	**65**	34	2	0	1	0	0	**148**	46	41
15:00	0	0	0	0	8	30	64	59	**20**	1	0	0	0	182	48	44
16:00	0	**1**	1	0	15	28	85	79	19	**2**	0	0	0	230	48	43
17:00	0	0	1	0	**27**	**60**	**133**	**110**	16	0	0	0	0	**347**	47	42
18:00	0	0	0	1	15	39	106	91	10	2	0	0	0	264	47	43
19:00	0	0	**2**	1	14	23	55	36	11	2	0	0	0	144	47	42
20:00	0	0	0	1	5	14	52	25	6	0	0	0	0	103	47	42
21:00	0	0	0	**2**	1	11	19	28	5	0	**1**	0	0	67	48	44
22:00	0	0	0	0	2	3	16	11	4	0	0	0	0	36	48	44
23:00	0	0	0	0	1	2	4	9	4	0	0	0	0	20	50	45
Total	0	2	11	22	173	401	968	702	134	9	3	0	0	2425		
%	0.0%	0.1%	0.5%	0.9%	7.1%	16.5%	39.9%	28.9%	5.5%	0.4%	0.1%	0.0%	0.0%			
AM Peak			07:00	07:00	07:00	07:00	07:00	08:00	08:00	05:00				07:00		
Vol.			1	3	12	31	52	27	7	1				129		
Midday Peak		11:00	11:00	14:00	14:00	11:00	14:00	12:00	13:00		12:00			14:00		
Vol.		1	3	5	17	26	65	37	7		1			148		
PM Peak		16:00	19:00	21:00	17:00	17:00	17:00	17:00	15:00	16:00	21:00			17:00		
Vol.		1	2	2	27	60	133	110	20	2	1			347		

% iles

15th Percentile :	35 MPH
50th Percentile :	42 MPH
85th Percentile :	47 MPH
95th Percentile :	49 MPH

Stats

10 MPH Pace Speed :	40-49 MPH
Number in Pace :	1670
Percent in Pace :	68.9%
Number of Vehicles > 45 MPH :	708
Percent of Vehicles > 45 MPH :	29.2%
Mean Speed(Average) :	42 MPH

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154478 A Speed
Site Code: 15048
Date Start: 02-Jun-15

NB

Start Time	1 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
06/02/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
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	0	2	0	0	0	0	0	0	2	43	42
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	37
04:00	0	0	0	1	1	5	3	2	0	0	0	0	0	12	44	39
05:00	0	0	1	0	5	16	32	8	2	0	0	**1**	0	65	44	41
06:00	0	0	2	7	23	109	125	20	**3**	0	0	0	0	289	43	39
07:00	0	0	3	**24**	**72**	**217**	**181**	**28**	2	0	0	0	0	**527**	42	38
08:00	0	0	2	13	53	185	112	17	0	0	0	0	0	382	42	38
09:00	**1**	**1**	**4**	7	24	59	28	9	0	**1**	0	0	0	134	42	37
10:00	0	0	1	7	14	38	30	5	1	0	0	0	0	96	42	38
11:00	0	1	2	0	11	26	25	4	0	0	0	0	0	69	42	38
12 PM	**1**	0	1	2	8	21	32	**12**	0	0	0	0	0	77	44	39
13:00	0	1	**4**	4	14	29	30	4	0	0	0	0	0	86	42	37
14:00	0	**2**	0	**10**	**19**	**54**	**46**	12	0	0	0	0	0	**143**	42	38
15:00	0	0	0	2	8	**30**	53	14	1	0	0	0	0	**108**	43	40
16:00	**2**	0	**2**	**5**	9	26	32	8	**3**	0	0	0	0	87	43	38
17:00	1	0	0	4	5	30	**56**	9	0	0	0	0	0	105	43	40
18:00	0	0	0	3	**13**	21	51	**17**	1	0	0	0	0	106	44	40
19:00	0	0	0	0	2	8	25	5	2	0	0	0	0	42	44	42
20:00	1	0	0	2	9	21	11	3	0	**1**	0	0	0	48	42	37
21:00	0	0	1	2	11	17	11	4	1	0	0	0	0	47	43	37
22:00	0	0	0	0	4	11	4	1	0	0	0	0	0	20	41	38
23:00	0	0	0	1	0	2	3	0	0	0	0	0	0	6	42	38
Total	6	5	23	94	305	927	892	182	16	2	0	1	0	2453		
%	0.2%	0.2%	0.9%	3.8%	12.4%	37.8%	36.4%	7.4%	0.7%	0.1%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	07:00	07:00	07:00	07:00	07:00	06:00	09:00		05:00		07:00		
Vol.	1	1	4	24	72	217	181	28	3	1		1		527		
Midday Peak	12:00	14:00	13:00	14:00	14:00	14:00	14:00	12:00						14:00		
Vol.	1	2	4	10	19	54	46	12						143		
PM Peak	16:00		16:00	16:00	18:00	15:00	17:00	18:00	16:00	20:00				15:00		
Vol.	2		2	5	13	30	56	17	3	1				108		

% iles		
	15th Percentile :	32 MPH
	50th Percentile :	38 MPH
	85th Percentile :	43 MPH
	95th Percentile :	46 MPH

Stats		
	10 MPH Pace Speed :	35-44 MPH
	Number in Pace :	1819
	Percent in Pace :	74.2%
	Number of Vehicles > 45 MPH :	165
	Percent of Vehicles > 45 MPH :	6.7%
	Mean Speed(Average) :	38 MPH

Winthrop Street
between Partridge Street and Stephanie Road
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 A Speed
Site Code: 15048
Date Start: 02-Jun-15

NB

Start Time	1 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
06/03/15	0	0	0	0	0	1	1	0	0	0	0	0	0	2	42	40
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	0	0	0	0	0	1	0	0	0	0	0	0	1	43	42
05:00	0	0	**2**	0	3	10	25	17	**3**	**1**	0	0	0	61	47	42
06:00	0	0	0	10	19	73	136	**52**	3	0	0	0	0	293	45	41
07:00	0	0	2	**22**	**74**	**190**	**208**	30	3	1	0	0	0	**530**	42	38
08:00	0	**2**	2	14	33	129	144	25	1	0	0	0	0	350	43	39
09:00	0	0	0	5	9	41	56	5	0	0	0	0	0	116	42	39
10:00	0	1	2	3	15	39	41	9	1	0	0	0	0	111	43	38
11:00	0	0	**1**	1	16	36	37	8	0	0	0	0	0	99	43	39
12 PM	**1**	0	0	2	**18**	**50**	49	6	0	0	0	0	0	126	42	38
13:00	0	0	0	4	5	24	31	10	0	0	0	0	0	74	43	40
14:00	0	0	0	**7**	16	47	**53**	**14**	**1**	0	0	0	0	**138**	43	39
15:00	0	0	1	3	11	**55**	49	18	1	0	0	0	0	138	43	39
16:00	0	1	0	3	14	37	64	17	2	0	0	0	0	138	43	40
17:00	0	**2**	0	**8**	20	51	**73**	**23**	1	0	0	0	0	**178**	43	39
18:00	**1**	0	0	2	9	40	52	17	**3**	0	0	0	0	124	44	40
19:00	0	0	**2**	7	**22**	42	54	14	2	0	0	0	0	143	43	39
20:00	0	0	1	4	12	34	31	2	1	0	0	0	0	85	42	38
21:00	0	0	0	4	9	23	23	3	1	0	0	0	0	63	42	38
22:00	0	0	0	4	1	13	9	3	0	0	0	0	0	30	43	38
23:00	0	0	0	1	1	2	6	5	0	0	0	0	0	15	46	41
Total	2	6	13	104	307	937	1143	278	23	2	0	0	0	2815		
%	0.1%	0.2%	0.5%	3.7%	10.9%	33.3%	40.6%	9.9%	0.8%	0.1%	0.0%	0.0%	0.0%			
AM Peak		08:00	05:00	07:00	07:00	07:00	07:00	06:00	05:00	05:00				07:00		
Vol.		2	2	22	74	190	208	52	3	1				530		
Midday Peak	12:00		11:00	14:00	12:00	12:00	14:00	14:00	14:00					14:00		
Vol.	1		1	7	18	50	53	14	1					138		
PM Peak	18:00	17:00	19:00	17:00	19:00	15:00	17:00	17:00	18:00					17:00		
Vol.	1	2	2	8	22	55	73	23	3					178		

% iles

15th Percentile :	33 MPH
50th Percentile :	39 MPH
85th Percentile :	43 MPH
95th Percentile :	46 MPH

Stats

10 MPH Pace Speed :	35-44 MPH
Number in Pace :	2080
Percent in Pace :	73.9%
Number of Vehicles > 45 MPH :	247
Percent of Vehicles > 45 MPH :	8.8%
Mean Speed(Average) :	39 MPH

Winthrop Street
between Partridge Street and Stephanie Road
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 A Volume
Site Code: 15048
Date Start: 02-Jun-15

Start	SB				NB				Combined				02-Jun-15
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Tue
12:00	5		33		0		21		5		54		
12:15	4		36		0		18		4		54		
12:30	2		32		0		18		2		50		
12:45	2	13	25	126	0	0	20	77	2	13	45	203	
01:00	2		25		0		18		2		43		
01:15	2		21		1		21		3		42		
01:30	0		26		0		28		0		54		
01:45	2	6	43	115	0	1	19	86	2	7	62	201	
02:00	1		34		1		29		2		63		
02:15	1		38		0		41		1		79		
02:30	0		37		1		34		1		71		
02:45	0	2	49	158	0	2	39	143	0	4	88	301	
03:00	0		39		0		43		0		82		
03:15	0		41		0		37		0		78		
03:30	1		50		0		19		1		69		
03:45	0	1	87	217	1	1	9	108	1	2	96	325	
04:00	0		65		2		22		2		87		
04:15	0		78		4		19		4		97		
04:30	2		55		4		27		6		82		
04:45	5	7	57	255	2	12	19	87	7	19	76	342	
05:00	2		64		7		32		9		96		
05:15	2		80		11		20		13		100		
05:30	2		88		20		20		22		108		
05:45	7	13	105	337	27	65	33	105	34	78	138	442	
06:00	8		73		38		27		46		100		
06:15	6		55		70		26		76		81		
06:30	24		36		92		36		116		72		
06:45	17	55	49	213	89	289	17	106	106	344	66	319	
07:00	32		34		116		11		148		45		
07:15	21		45		145		17		166		62		
07:30	30		49		144		2		174		51		
07:45	37	120	23	151	122	527	12	42	159	647	35	193	
08:00	36		26		103		10		139		36		
08:15	20		26		123		12		143		38		
08:30	24		26		80		6		104		32		
08:45	22	102	18	96	76	382	20	48	98	484	38	144	
09:00	16		12		45		18		61		30		
09:15	18		12		42		13		60		25		
09:30	12		29		18		7		30		36		
09:45	27	73	13	66	29	134	9	47	56	207	22	113	
10:00	27		15		24		0		51		15		
10:15	15		5		28		8		43		13		
10:30	18		1		22		9		40		10		
10:45	26	86	11	32	22	96	3	20	48	182	14	52	
11:00	19		8		27		1		46		9		
11:15	24		5		19		3		43		8		
11:30	39		5		15		1		54		6		
11:45	35	117	5	23	8	69	1	6	43	186	6	29	
Total	595		1789		1578		875		2173		2664		
Percent	27.4%		67.2%		72.6%		32.8%						
Day Total		2384				2453				4837			
Peak	07:15	-	05:15	-	07:00	-	02:15	-	07:00	-	05:15	-	- -
Vol.	124	-	346	-	527	-	157	-	647	-	446	-	- -
P.H.F.	0.838		0.824		0.909		0.913		0.930		0.808		

Winthrop Street
between Partridge Street and Stephanie Road
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Client: GAI/J. Sobel

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154478 A Volume
Site Code: 15048
Date Start: 02-Jun-15

Start	SB				NB				Combined				03-Jun-15
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Wed
12:00	4		29		1		31		5		60		
12:15	1		26		0		34		1		60		
12:30	0		32		1		28		1		60		
12:45	6	11	22	109	0	2	33	126	6	13	55	235	
01:00	3		25		0		16		3		41		
01:15	5		34		0		20		5		54		
01:30	3		19		0		21		3		40		
01:45	3	14	20	98	0	0	17	74	3	14	37	172	
02:00	2		33		0		32		2		65		
02:15	2		31		0		27		2		58		
02:30	0		34		0		40		0		74		
02:45	0	4	50	148	0	0	39	138	0	4	89	286	
03:00	0		38		0		32		0		70		
03:15	0		35		0		35		0		70		
03:30	3		53		0		36		3		89		
03:45	0	3	56	182	0	0	35	138	0	3	91	320	
04:00	2		59		0		25		2		84		
04:15	6		52		0		34		6		86		
04:30	4		54		0		41		4		95		
04:45	2	14	65	230	1	1	38	138	3	15	103	368	
05:00	2		75		8		33		10		108		
05:15	5		86		8		42		13		128		
05:30	5		92		19		40		24		132		
05:45	7	19	94	347	26	61	63	178	33	80	157	525	
06:00	11		91		42		21		53		112		
06:15	8		80		51		27		59		107		
06:30	24		57		95		39		119		96		
06:45	24	67	36	264	105	293	37	124	129	360	73	388	
07:00	25		30		131		32		156		62		
07:15	34		40		147		32		181		72		
07:30	34		52		140		44		174		96		
07:45	36	129	22	144	112	530	35	143	148	659	57	287	
08:00	28		21		118		25		146		46		
08:15	21		35		102		11		123		46		
08:30	34		24		84		32		118		56		
08:45	27	110	23	103	46	350	17	85	73	460	40	188	
09:00	21		22		37		21		58		43		
09:15	12		24		25		15		37		39		
09:30	29		10		20		17		49		27		
09:45	20	82	11	67	34	116	10	63	54	198	21	130	
10:00	24		14		24		12		48		26		
10:15	31		3		25		7		56		10		
10:30	29		11		29		8		58		19		
10:45	27	111	8	36	33	111	3	30	60	222	11	66	
11:00	33		8		22		1		55		9		
11:15	17		3		26		8		43		11		
11:30	24		4		17		2		41		6		
11:45	39	113	5	20	34	99	4	15	73	212	9	35	
Total	677		1748		1563		1252		2240		3000		
Percent	30.2%		58.3%		69.8%		41.7%						
Day Total		2425				2815				5240			
Peak	07:15	-	05:15	-	07:00	-	05:00	-	07:00	-	05:15	-	-	-
Vol.	132	-	363	-	530	-	178	-	659	-	529	-	-	-
P.H.F.	0.917		0.965		0.901		0.706		0.910		0.842			

Cider Mill Road
north of Homestead Drive
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 B Class
Site Code: 15048
Date Start: 02-Jun-15

NB

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
06/02/15	0	1	1	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
07:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31
08:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
09:00	0	5	4	0	0	1	0	0	0	0	0	0	0	10
10:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
11:00	1	7	2	0	1	0	0	0	0	0	0	0	0	11
12 PM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
13:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
14:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
15:00	0	10	2	0	0	1	0	0	0	0	0	0	0	13
16:00	0	6	1	0	2	0	0	0	0	0	0	0	0	9
17:00	0	6	6	0	0	0	0	0	0	0	0	0	0	12
18:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
19:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
20:00	1	4	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	150	35	0	5	2	0	0	0	0	0	0	0	194
Percent	1.0%	77.3%	18.0%	0.0%	2.6%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	09:00		11:00	09:00								07:00
Vol.	1	28	4		1	1								31
PM Peak	20:00	19:00	17:00		12:00	15:00								19:00
Vol.	1	14	6		2	1								15

Cider Mill Road
north of Homestead Drive
City, State: Medway, MA
Client: GAI/J. Sobel

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154478 B Class
Site Code: 15048
Date Start: 02-Jun-15

NB

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
06/03/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
06:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
07:00	0	32	6	0	0	0	0	0	0	0	0	0	0	38
08:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
09:00	0	9	4	1	1	0	0	0	0	0	0	0	0	15
10:00	0	13	6	0	1	0	0	0	0	0	0	0	0	20
11:00	0	6	1	0	0	1	0	0	0	0	0	0	0	8
12 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
13:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
14:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
15:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
16:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
17:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
18:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
19:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
20:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
21:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	163	36	1	3	1	0	0	0	0	0	0	0	204
Percent	0.0%	79.9%	17.6%	0.5%	1.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00	09:00	09:00	11:00								07:00
Vol.		32	6	1	1	1								38
PM Peak		17:00	16:00		15:00									17:00
Vol.		14	3		1									17
Total		313	71	1	8	3	0	0	0	0	0	0	0	398

Cider Mill Road
north of Homestead Drive
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 B Class
Site Code: 15048
Date Start: 02-Jun-15

SB

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
06/02/15	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
08:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
09:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
10:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
12 PM	0	0	2	0	1	1	0	0	0	0	0	0	0	4
13:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
14:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
15:00	0	12	2	0	0	1	0	0	0	0	0	0	0	15
16:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15
17:00	0	16	3	0	1	0	0	0	0	0	0	0	0	20
18:00	0	23	1	0	0	0	0	0	0	0	0	0	0	24
19:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
20:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
21:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	156	29	0	3	2	0	0	0	0	0	0	0	190
Percent	0.0%	82.1%	15.3%	0.0%	1.6%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	09:00											07:00
Vol.		10	4											12
PM Peak		18:00	17:00		12:00	12:00								18:00
Vol.		23	3		1	1								24

Cider Mill Road
north of Homestead Drive
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154478 B Class
Site Code: 15048
Date Start: 02-Jun-15

SB

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
06/03/15	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
08:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
09:00	1	4	0	0	0	0	0	0	0	0	0	0	0	5
10:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
12 PM	0	11	0	0	1	0	0	0	0	0	0	0	0	12
13:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
14:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
15:00	0	5	0	0	2	0	0	0	0	0	0	0	0	7
16:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
17:00	0	23	5	0	0	0	0	0	0	0	0	0	0	28
18:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
19:00	0	15	3	0	1	0	0	0	0	0	0	0	0	19
20:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
21:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	1	166	20	0	4	0	0	0	0	0	0	0	0	191
Percent	0.5%	86.9%	10.5%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	11:00											07:00
Vol.	1	9	3											10
PM Peak		17:00	17:00		15:00									17:00
Vol.		23	5		2									28
Total		322	49	0	7	2	0	0	0	0	0	0	0	381

Cider Mill Road
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154478 B Speed
Site Code: 15048
Date Start: 02-Jun-15

NB

Start Time	1 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
06/02/15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	22	20
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	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	2	1	0	0	0	0	0	0	0	0	0	4	26	22
06:00	0	4	7	1	0	0	0	0	0	0	0	0	0	12	23	21
07:00	**1**	**5**	**18**	**7**	0	0	0	0	0	0	0	0	0	**31**	25	22
08:00	0	4	9	2	0	0	0	0	0	0	0	0	0	15	23	21
09:00	1	3	6	0	0	0	0	0	0	0	0	0	0	10	22	19
10:00	0	4	5	1	0	0	0	0	0	0	0	0	0	10	23	21
11:00	**2**	1	**6**	**2**	0	0	0	0	0	0	0	0	0	**11**	24	20
12 PM	0	2	3	2	0	0	0	0	0	0	0	0	0	7	26	22
13:00	1	**4**	4	1	0	0	0	0	0	0	0	0	0	10	23	19
14:00	1	3	5	1	**1**	0	0	0	0	0	0	0	0	11	25	21
15:00	0	**8**	4	1	0	0	0	0	0	0	0	0	0	13	22	19
16:00	0	2	5	1	**1**	0	0	0	0	0	0	0	0	9	27	23
17:00	**2**	2	6	2	0	0	0	0	0	0	0	0	0	12	24	20
18:00	0	4	3	**5**	0	0	0	0	0	0	0	0	0	12	27	22
19:00	0	3	**8**	3	0	**1**	0	0	0	0	0	0	0	**15**	26	23
20:00	1	1	3	0	0	0	0	0	0	0	0	0	0	5	22	18
21:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3	23	22
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	22	20
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	9	53	99	30	2	1	0	0	0	0	0	0	0	194		
%	4.6%	27.3%	51.0%	15.5%	1.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00										07:00		
Vol.	1	5	18	7										31		
Midday Peak	11:00	13:00	11:00	11:00	14:00									11:00		
Vol.	2	4	6	2	1									11		
PM Peak	17:00	15:00	19:00	18:00	16:00	19:00								19:00		
Vol.	2	8	8	5	1	1								15		

% iles

15th Percentile :	15 MPH
50th Percentile :	20 MPH
85th Percentile :	24 MPH
95th Percentile :	27 MPH

Stats

10 MPH Pace Speed :	15-24 MPH
Number in Pace :	152
Percent in Pace :	78.4%
Number of Vehicles > 20 MPH :	112
Percent of Vehicles > 20 MPH :	57.8%
Mean Speed(Average) :	21 MPH

Cider Mill Road
north of Homestead Drive
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Email: datarequests@pdillc.com

154478 B Speed
Site Code: 15048
Date Start: 02-Jun-15

NB

Start Time	1 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
06/03/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
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	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	4	1	0	0	0	0	0	0	0	0	0	5	25	23
06:00	0	1	4	3	0	0	0	0	0	0	0	0	0	8	27	23
07:00	0	**10**	**21**	**7**	0	0	0	0	0	0	0	0	0	**38**	24	22
08:00	1	4	11	3	0	0	0	0	0	0	0	0	0	19	24	21
09:00	**2**	3	9	1	0	0	0	0	0	0	0	0	0	15	23	19
10:00	1	4	13	1	1	0	0	0	0	0	0	0	0	20	23	21
11:00	0	1	**5**	2	0	0	0	0	0	0	0	0	0	**8**	26	23
12 PM	0	0	4	2	**1**	0	0	0	0	0	0	0	0	7	28	25
13:00	0	0	4	1	0	0	0	0	0	0	0	0	0	5	25	23
14:00	0	**2**	3	**3**	0	0	0	0	0	0	0	0	0	8	27	23
15:00	0	2	3	3	0	0	0	0	0	0	0	0	0	8	27	23
16:00	0	2	5	3	0	0	0	0	0	0	0	0	0	10	26	22
17:00	0	2	**8**	**7**	0	0	0	0	0	0	0	0	0	**17**	27	23
18:00	0	**5**	7	1	0	0	0	0	0	0	0	0	0	13	23	20
19:00	0	1	6	1	0	0	0	0	0	0	0	0	0	8	23	22
20:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4	22	20
21:00	0	2	3	2	0	0	0	0	0	0	0	0	0	7	26	22
22:00	0	2	0	1	0	0	0	0	0	0	0	0	0	3	26	20
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
Total	4	43	112	43	2	0	0	0	0	0	0	0	0	204		
%	2.0%	21.1%	54.9%	21.1%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	07:00	07:00										07:00		
Vol.	2	10	21	7										38		
Midday Peak		14:00	11:00	14:00	12:00									11:00		
Vol.		2	5	3	1									8		
PM Peak		18:00	17:00	17:00										17:00		
Vol.		5	8	7										17		

% iles		
	15th Percentile :	17 MPH
	50th Percentile :	21 MPH
	85th Percentile :	25 MPH
	95th Percentile :	28 MPH

Stats		
	10 MPH Pace Speed :	20-29 MPH
	Number in Pace :	155
	Percent in Pace :	76.0%
	Number of Vehicles > 20 MPH :	135
	Percent of Vehicles > 20 MPH :	66.0%
	Mean Speed(Average) :	22 MPH

Cider Mill Road
north of Homestead Drive
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154478 B Speed
Site Code: 15048
Date Start: 02-Jun-15

SB

Start Time	1 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
06/02/ 15	0	1	0	1	0	0	0	0	0	0	0	0	0	2	27	22
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	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	23	22
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2	22	15
07:00	0	**4**	**6**	**2**	0	0	0	0	0	0	0	0	0	**12**	24	21
08:00	**3**	1	2	0	0	0	0	0	0	0	0	0	0	6	21	14
09:00	2	2	6	0	0	0	0	0	0	0	0	0	0	10	22	18
10:00	0	1	4	0	0	0	0	0	0	0	0	0	0	5	23	21
11:00	0	2	0	**4**	0	0	0	0	0	0	0	0	0	6	27	24
12 PM	0	2	1	1	0	0	0	0	0	0	0	0	0	4	26	21
13:00	**1**	2	5	1	0	0	0	0	0	0	0	0	0	9	23	20
14:00	0	**4**	**9**	3	0	0	0	0	0	0	0	0	0	**16**	25	22
15:00	**2**	4	7	2	0	0	0	0	0	0	0	0	0	15	23	19
16:00	0	4	8	1	**2**	0	0	0	0	0	0	0	0	15	27	22
17:00	1	2	12	**5**	0	0	0	0	0	0	0	0	0	20	26	22
18:00	2	4	**17**	1	0	0	0	0	0	0	0	0	0	**24**	23	20
19:00	0	**6**	3	4	1	0	0	0	0	0	0	0	0	14	27	22
20:00	0	1	6	4	0	0	0	0	0	0	0	0	0	11	26	23
21:00	0	3	5	0	2	0	0	0	0	0	0	0	0	10	30	23
22:00	0	2	3	1	0	0	0	0	0	0	0	0	0	6	24	21
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18	17
Total	12	46	97	30	5	0	0	0	0	0	0	0	0	190		
%	6.3%	24.2%	51.1%	15.8%	2.6%	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		
Vol.	3	4	6	2										12		
Midday Peak	13:00	14:00	14:00	11:00										14:00		
Vol.	1	4	9	4										16		
PM Peak	15:00	19:00	18:00	17:00	16:00									18:00		
Vol.	2	6	17	5	2									24		

% iles		
	15th Percentile :	15 MPH
	50th Percentile :	20 MPH
	85th Percentile :	25 MPH
	95th Percentile :	28 MPH

Stats		
	10 MPH Pace Speed :	15-24 MPH
	Number in Pace :	143
	Percent in Pace :	75.3%
	Number of Vehicles > 20 MPH :	113
	Percent of Vehicles > 20 MPH :	59.3%
	Mean Speed(Average) :	21 MPH

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154478 B Speed
Site Code: 15048
Date Start: 02-Jun-15

SB

Start Time	1 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
06/03/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	22
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	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	23	22
06:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	22	20
07:00	0	3	**7**	0	0	0	0	0	0	0	0	0	0	**10**	22	20
08:00	0	**4**	4	**2**	0	0	0	0	0	0	0	0	0	10	25	21
09:00	**1**	1	3	0	0	0	0	0	0	0	0	0	0	5	22	18
10:00	0	1	1	3	0	0	0	0	0	0	0	0	0	5	27	24
11:00	0	**2**	4	3	0	0	0	0	0	0	0	0	0	9	26	23
12 PM	0	2	**6**	**4**	0	0	0	0	0	0	0	0	0	**12**	26	23
13:00	**1**	1	5	1	0	0	0	0	0	0	0	0	0	8	23	20
14:00	0	1	6	3	0	0	0	0	0	0	0	0	0	10	26	23
15:00	1	2	2	2	0	0	0	0	0	0	0	0	0	7	26	20
16:00	0	3	6	3	0	0	0	0	0	0	0	0	0	12	26	22
17:00	**2**	**10**	**15**	1	0	0	0	0	0	0	0	0	0	**28**	22	19
18:00	1	3	9	1	0	0	0	0	0	0	0	0	0	14	23	20
19:00	0	2	12	**5**	0	0	0	0	0	0	0	0	0	19	26	23
20:00	1	5	9	2	0	0	0	0	0	0	0	0	0	17	23	20
21:00	0	5	8	0	0	0	0	0	0	0	0	0	0	13	22	20
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	22	20
23:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4	22	20
Total	7	49	105	30	0	0	0	0	0	0	0	0	0	191		
%	3.7%	25.7%	55.0%	15.7%	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		
Vol.	1	4	7	2										10		
Midday Peak	13:00	11:00	12:00	12:00										12:00		
Vol.	1	2	6	4										12		
PM Peak	17:00	17:00	17:00	19:00										17:00		
Vol.	2	10	15	5										28		

% iles		
	15th Percentile :	16 MPH
	50th Percentile :	20 MPH
	85th Percentile :	24 MPH
	95th Percentile :	27 MPH

Stats		
	10 MPH Pace Speed :	15-24 MPH
	Number in Pace :	154
	Percent in Pace :	80.6%
	Number of Vehicles > 20 MPH :	114
	Percent of Vehicles > 20 MPH :	59.7%
	Mean Speed(Average) :	21 MPH

Cider Mill Road
north of Homestead Drive
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 B Volume
Site Code: 15048
Date Start: 02-Jun-15

Start	NB				SB				Combined				02-Jun-15
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Tue
12:00	2		0		0		3		2		3		
12:15	0		4		0		0		0		4		
12:30	0		1		1		1		1		2		
12:45	0	2	2	7	1	2	0	4	1	4	2	11	
01:00	0		1		0		3		0		4		
01:15	0		3		0		2		0		5		
01:30	0		0		0		1		0		1		
01:45	0	0	6	10	0	0	3	9	0	0	9	19	
02:00	0		0		0		3		0		3		
02:15	0		0		0		4		0		4		
02:30	0		2		0		2		0		4		
02:45	0	0	9	11	0	0	7	16	0	0	16	27	
03:00	0		7		0		4		0		11		
03:15	0		0		0		7		0		7		
03:30	0		5		0		2		0		7		
03:45	0	0	1	13	0	0	2	15	0	0	3	28	
04:00	0		1		0		1		0		2		
04:15	0		1		0		3		0		4		
04:30	0		3		0		8		0		11		
04:45	0	0	4	9	0	0	3	15	0	0	7	24	
05:00	1		3		1		6		2		9		
05:15	0		6		1		4		1		10		
05:30	0		0		0		5		0		5		
05:45	3	4	3	12	0	2	5	20	3	6	8	32	
06:00	1		2		0		5		1		7		
06:15	4		5		1		9		5		14		
06:30	4		2		1		7		5		9		
06:45	3	12	3	12	0	2	3	24	3	14	6	36	
07:00	4		6		4		5		8		11		
07:15	10		3		0		2		10		5		
07:30	6		2		0		5		6		7		
07:45	11	31	4	15	8	12	2	14	19	43	6	29	
08:00	5		1		1		3		6		4		
08:15	8		2		1		1		9		3		
08:30	0		0		3		2		3		2		
08:45	2	15	2	5	1	6	5	11	3	21	7	16	
09:00	2		0		1		3		3		3		
09:15	0		1		5		4		5		5		
09:30	3		1		0		1		3		2		
09:45	5	10	1	3	4	10	2	10	9	20	3	13	
10:00	0		0		3		0		3		0		
10:15	1		0		1		3		2		3		
10:30	6		1		0		1		6		2		
10:45	3	10	1	2	1	5	2	6	4	15	3	8	
11:00	2		0		1		1		3		1		
11:15	2		0		1		0		3		0		
11:30	4		0		2		0		6		0		
11:45	3	11	0	0	2	6	0	1	5	17	0	1	
Total	95		99		45		145		140		244		
Percent	67.9%		40.6%		32.1%		59.4%						
Day Total		194				190				384			
Peak	07:15	-	02:45	-	07:45	-	05:45	-	07:00	-	02:45	-	- -
Vol.	32	-	21	-	13	-	26	-	43	-	41	-	- -
P.H.F.	0.727		0.583		0.406		0.722		0.566		0.641		

Cider Mill Road
north of Homestead Drive
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 B Volume
Site Code: 15048
Date Start: 02-Jun-15

Start	NB				SB				Combined				03-Jun-15
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Wed
12:00	0		1		0		3		0		4		
12:15	0		2		0		4		0		6		
12:30	0		2		0		4		0		6		
12:45	0	0	2	7	0	0	1	12	0	0	3	19	
01:00	0		2		0		3		0		5		
01:15	0		1		1		0		1		1		
01:30	0		1		0		5		0		6		
01:45	0	0	1	5	0	1	0	8	0	1	1	13	
02:00	0		2		0		1		0		3		
02:15	0		0		0		0		0		0		
02:30	0		4		0		2		0		6		
02:45	0	0	2	8	0	0	7	10	0	0	9	18	
03:00	0		2		0		2		0		4		
03:15	0		2		0		2		0		4		
03:30	0		0		0		0		0		0		
03:45	0	0	4	8	0	0	3	7	0	0	7	15	
04:00	0		0		0		2		0		2		
04:15	0		4		0		2		0		6		
04:30	0		6		0		3		0		9		
04:45	0	0	0	10	0	0	5	12	0	0	5	22	
05:00	2		3		1		4		3		7		
05:15	0		6		1		5		1		11		
05:30	1		4		0		10		1		14		
05:45	2	5	4	17	0	2	9	28	2	7	13	45	
06:00	1		5		1		6		2		11		
06:15	4		4		2		5		6		9		
06:30	3		2		0		1		3		3		
06:45	0	8	2	13	0	3	2	14	0	11	4	27	
07:00	9		2		2		4		11		6		
07:15	8		3		2		8		10		11		
07:30	5		3		0		6		5		9		
07:45	16	38	0	8	6	10	1	19	22	48	1	27	
08:00	3		1		2		4		5		5		
08:15	7		1		6		3		13		4		
08:30	2		0		1		5		3		5		
08:45	7	19	2	4	1	10	5	17	8	29	7	21	
09:00	2		3		1		6		3		9		
09:15	2		3		1		5		3		8		
09:30	3		0		1		2		4		2		
09:45	8	15	1	7	2	5	0	13	10	20	1	20	
10:00	6		1		1		0		7		1		
10:15	3		0		2		1		5		1		
10:30	5		0		1		0		6		0		
10:45	6	20	2	3	1	5	1	2	7	25	3	5	
11:00	4		1		3		3		7		4		
11:15	0		0		3		1		3		1		
11:30	2		0		1		0		3		0		
11:45	2	8	0	1	2	9	0	4	4	17	0	5	
Total	113		91		45		146		158		237		
Percent	71.5%		38.4%		28.5%		61.6%						
Day Total		204				191				395			
Peak	07:00	-	05:15	-	07:45	-	05:15	-	07:00	-	05:15	-	- -
Vol.	38	-	19	-	15	-	30	-	48	-	49	-	- -
P.H.F.	0.594		0.792		0.625		0.750		0.545		0.875		

Fairway Lane
west of Holliston Street
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 C Class
Site Code: 15048
Date Start: 02-Jun-15

WB

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
06/02/15	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
08:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
09:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
10:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
12 PM	0	9	0	0	1	0	0	0	0	0	0	0	0	10
13:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
14:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
15:00	0	13	1	0	1	0	0	0	0	0	0	0	0	15
16:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
17:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
18:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
19:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
20:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
21:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	140	26	0	2	0	0	0	0	0	0	0	0	168
Percent	0.0%	83.3%	15.5%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	11:00											09:00
Vol.		13	3											15
PM Peak		15:00	16:00		12:00									16:00
Vol.		13	5		1									16

Fairway Lane
west of Holliston Street
City, State: Medway, MA
Client: GAI/J. Sobel

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Email: datarequests@pdillc.com

154478 C Class
Site Code: 15048
Date Start: 02-Jun-15

WB

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
06/03/15	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	1	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
08:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
09:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
10:00	0	5	0	0	1	1	0	0	0	0	0	0	0	7
11:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
12 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
13:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
14:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
15:00	1	8	2	0	0	0	0	0	0	0	0	0	0	11
16:00	0	16	2	0	0	1	0	0	0	0	0	0	0	19
17:00	0	16	0	0	1	0	0	0	0	0	0	0	0	17
18:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
19:00	1	7	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	136	15	0	2	2	0	0	0	0	0	0	0	157
Percent	1.3%	86.6%	9.6%	0.0%	1.3%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	09:00		10:00	10:00								09:00
Vol.		8	3		1	1								11
PM Peak	15:00	16:00	12:00		17:00	16:00								16:00
Vol.	1	16	2		1	1								19
Total		276	41	0	4	2	0	0	0	0	0	0	0	325

Fairway Lane
west of Holliston Street
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154478 C Class
Site Code: 15048
Date Start: 02-Jun-15

EB

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
06/02/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
06:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
07:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
08:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
09:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
10:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
12 PM	0	3	2	0	0	1	0	0	0	0	0	0	0	6
13:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
14:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
15:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
16:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
17:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
18:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
19:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	140	24	0	2	1	0	0	0	0	0	0	0	167
Percent	0.0%	83.8%	14.4%	0.0%	1.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	08:00											07:00
Vol.		15	3											16
PM Peak		17:00	17:00		14:00	12:00								17:00
Vol.		12	3		1	1								15

Fairway Lane
west of Holliston Street
City, State: Medway, MA
Client: GAI/J. Sobel

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154478 C Class
Site Code: 15048
Date Start: 02-Jun-15

EB

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
06/03/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
06:00	1	11	0	0	0	0	0	0	0	0	0	0	0	12
07:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
08:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
09:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
10:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
11:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
12 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
13:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
14:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
15:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
16:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
17:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
18:00	0	8	1	0	2	0	0	0	0	0	0	0	0	11
19:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	141	15	0	4	0	0	0	0	0	0	0	0	161
Percent	0.6%	87.6%	9.3%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	06:00	07:00		07:00									06:00
Vol.	1	11	2		1									12
PM Peak		15:00	16:00		18:00									15:00
Vol.		15	2		2									15
Total		281	39	0	6	1	0	0	0	0	0	0	0	328

Fairway Lane
west of Holliston Street
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 C Speed
Site Code: 15048
Date Start: 02-Jun-15

WB

Start Time	1 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
06/02/15	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
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	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	**1**	**1**	0	**4**	4	1	0	0	0	0	0	0	0	11	33	27
08:00	0	0	1	1	2	**3**	0	0	0	0	0	0	0	7	37	32
09:00	0	1	**2**	3	**9**	0	0	0	0	0	0	0	0	**15**	32	29
10:00	1	0	1	0	3	0	0	0	0	0	0	0	0	5	32	25
11:00	0	0	1	**5**	3	0	0	0	0	0	0	0	0	9	31	28
12 PM	**1**	0	1	4	4	0	0	0	0	0	0	0	0	10	32	27
13:00	0	0	**2**	3	**6**	**1**	0	0	0	0	0	0	0	**12**	33	30
14:00	1	**1**	2	1	1	0	0	0	0	0	0	0	0	6	29	21
15:00	0	0	**4**	**8**	2	1	0	0	0	0	0	0	0	15	30	27
16:00	0	0	2	7	**5**	**2**	0	0	0	0	0	0	0	**16**	33	29
17:00	0	0	2	5	5	2	0	0	0	0	0	0	0	14	33	30
18:00	0	0	3	3	3	0	0	0	0	0	0	0	0	9	31	27
19:00	0	0	3	7	4	0	0	0	0	0	0	0	0	14	31	27
20:00	**1**	0	2	2	2	1	0	0	0	0	0	0	0	8	33	26
21:00	0	0	2	5	1	0	0	0	0	0	0	0	0	8	28	26
22:00	0	0	0	2	3	0	0	0	0	0	0	0	0	5	32	30
23:00	0	0	0	0	2	1	0	0	0	0	0	0	0	3	36	34
Total	5	3	28	60	60	12	0	0	0	0	0	0	0	168		
%	3.0%	1.8%	16.7%	35.7%	35.7%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	09:00	07:00	09:00	08:00								09:00		
Vol.	1	1	2	4	9	3								15		
Midday Peak	12:00	14:00	13:00	11:00	13:00	13:00								13:00		
Vol.	1	1	2	5	6	1								12		
PM Peak	20:00		15:00	15:00	16:00	16:00								16:00		
Vol.	1		4	8	5	2								16		

% iles		
	15th Percentile :	22 MPH
	50th Percentile :	27 MPH
	85th Percentile :	32 MPH
	95th Percentile :	35 MPH

Stats		
	10 MPH Pace Speed :	25-34 MPH
	Number in Pace :	120
	Percent in Pace :	71.4%
	Number of Vehicles > 30 MPH :	60
	Percent of Vehicles > 30 MPH :	35.7%
	Mean Speed(Average) :	28 MPH

Fairway Lane
west of Holliston Street
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 C Speed
Site Code: 15048
Date Start: 02-Jun-15

WB

Start Time	1 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
06/03/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	1	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	1	33	32
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	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	22
07:00	0	0	**2**	0	**4**	**1**	0	0	0	0	0	0	0	7	33	30
08:00	0	0	2	2	3	1	0	0	0	0	0	0	0	8	33	29
09:00	**1**	**2**	2	**3**	2	1	0	0	0	0	0	0	0	**11**	32	24
10:00	0	0	1	4	2	0	0	0	0	0	0	0	0	7	31	28
11:00	0	0	0	4	2	**2**	0	0	0	0	0	0	0	8	36	31
12 PM	0	0	0	1	2	1	0	0	0	0	0	0	0	4	36	32
13:00	0	0	**1**	**7**	**7**	0	0	0	0	0	0	0	0	**15**	32	29
14:00	0	0	1	5	6	1	0	0	0	0	0	0	0	13	33	30
15:00	0	0	1	1	5	**4**	0	0	0	0	0	0	0	11	36	32
16:00	0	1	1	**11**	6	0	0	0	0	0	0	0	0	**19**	31	28
17:00	**1**	0	**3**	4	**8**	1	0	0	0	0	0	0	0	17	33	28
18:00	0	0	1	6	8	1	0	0	0	0	0	0	0	16	33	30
19:00	0	0	2	2	3	1	0	0	0	0	0	0	0	8	33	29
20:00	1	**2**	0	5	1	1	0	0	0	0	0	0	0	10	31	25
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	3	5	18	55	61	15	0	0	0	0	0	0	0	157		
%	1.9%	3.2%	11.5%	35.0%	38.9%	9.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	07:00	09:00	07:00	07:00								09:00		
Vol.	1	2	2	3	4	1								11		
Midday Peak			13:00	13:00	13:00	11:00								13:00		
Vol.			1	7	7	2								15		
PM Peak	17:00	20:00	17:00	16:00	17:00	15:00								16:00		
Vol.	1	2	3	11	8	4								19		

% iles		
	15th Percentile :	23 MPH
	50th Percentile :	28 MPH
	85th Percentile :	33 MPH
	95th Percentile :	36 MPH

Stats		
	10 MPH Pace Speed :	25-34 MPH
	Number in Pace :	116
	Percent in Pace :	73.9%
	Number of Vehicles > 30 MPH :	64
	Percent of Vehicles > 30 MPH :	40.6%
	Mean Speed(Average) :	29 MPH

Fairway Lane
west of Holliston Street
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 C Speed
Site Code: 15048
Date Start: 02-Jun-15

EB

Start Time	1 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
06/02/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
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	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
05:00	0	0	0	4	2	0	**1**	0	0	0	0	0	0	7	33	31
06:00	0	0	**1**	3	6	1	1	0	0	0	0	0	0	12	34	31
07:00	0	0	1	**6**	**7**	1	1	0	0	0	0	0	0	**16**	33	30
08:00	0	0	1	1	7	**2**	0	0	0	0	0	0	0	11	34	32
09:00	0	0	1	4	7	1	0	0	0	0	0	0	0	13	33	30
10:00	0	0	1	0	5	1	0	0	0	0	0	0	0	7	33	31
11:00	**1**	0	**3**	**5**	1	**3**	0	0	0	0	0	0	0	**13**	35	27
12 PM	0	0	1	2	1	2	0	0	0	0	0	0	0	6	36	30
13:00	0	0	0	0	**4**	2	0	0	0	0	0	0	0	6	36	34
14:00	0	0	3	4	4	0	0	0	0	0	0	0	0	11	31	27
15:00	0	0	**2**	3	6	0	0	0	0	0	0	0	0	11	32	29
16:00	0	0	0	5	3	1	**1**	0	0	0	0	0	0	10	36	31
17:00	0	0	2	4	**7**	**2**	0	0	0	0	0	0	0	**15**	33	30
18:00	0	0	1	**7**	2	0	0	0	0	0	0	0	0	10	30	28
19:00	**1**	0	0	4	1	1	0	0	0	0	0	0	0	7	33	26
20:00	0	0	0	2	1	1	0	0	0	0	0	0	0	4	36	31
21:00	0	0	0	3	3	0	0	0	0	0	0	0	0	6	32	30
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	22
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	2	0	18	57	68	18	4	0	0	0	0	0	0	167		
%	1.2%	0.0%	10.8%	34.1%	40.7%	10.8%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			06:00	07:00	07:00	08:00	05:00							07:00		
Vol.			1	6	7	2	1							16		
Midday Peak	11:00		11:00	11:00	13:00	11:00								11:00		
Vol.	1		3	5	4	3								13		
PM Peak	19:00		15:00	18:00	17:00	17:00	16:00							17:00		
Vol.	1		2	7	7	2	1							15		

% iles

15th Percentile :	24 MPH
50th Percentile :	29 MPH
85th Percentile :	33 MPH
95th Percentile :	37 MPH

Stats

10 MPH Pace Speed :	25-34 MPH
Number in Pace :	125
Percent in Pace :	74.9%
Number of Vehicles > 30 MPH :	76
Percent of Vehicles > 30 MPH :	45.7%
Mean Speed(Average) :	30 MPH

Fairway Lane
west of Holliston Street
City, State: Medway, MA
Client: GAI/J. Sobel

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Email: datarequests@pdillc.com

154478 C Speed
Site Code: 15048
Date Start: 02-Jun-15

EB

Start Time	1 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
06/03/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
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	0	0	0	1	0	0	0	0	0	0	0	0	1	33	32
05:00	0	0	1	2	3	2	0	0	0	0	0	0	0	8	36	31
06:00	0	0	0	4	**5**	**3**	0	0	0	0	0	0	0	**12**	36	32
07:00	0	0	1	**6**	5	0	0	0	0	0	0	0	0	12	32	29
08:00	0	0	1	3	1	0	0	0	0	0	0	0	0	5	30	27
09:00	0	0	**2**	5	3	1	0	0	0	0	0	0	0	11	32	28
10:00	1	0	0	4	3	2	0	0	0	0	0	0	0	10	35	29
11:00	0	0	**1**	**5**	1	**3**	1	0	0	0	0	0	0	**11**	37	31
12 PM	0	0	0	1	**4**	0	1	0	0	0	0	0	0	6	39	33
13:00	0	0	0	5	2	1	0	0	**1**	0	0	0	0	9	37	32
14:00	0	0	0	2	3	1	**3**	0	0	0	0	0	0	9	41	35
15:00	0	0	0	2	4	**9**	0	0	0	0	0	0	0	**15**	37	34
16:00	0	0	**2**	3	**8**	1	0	0	0	0	0	0	0	14	33	30
17:00	0	0	1	**5**	4	0	0	0	0	0	0	0	0	10	32	28
18:00	0	0	2	2	6	1	0	0	0	0	0	0	0	11	33	30
19:00	0	0	0	5	6	2	0	0	0	0	0	0	0	13	34	31
20:00	0	0	0	2	0	2	0	0	0	0	0	0	0	4	37	32
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	0	11	56	59	28	5	0	1	0	0	0	0	161		
%	0.6%	0.0%	6.8%	34.8%	36.6%	17.4%	3.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%			
AM Peak			09:00	07:00	06:00	06:00								06:00		
Vol.			2	6	5	3								12		
Midday Peak			11:00	11:00	12:00	11:00	14:00		13:00					11:00		
Vol.			1	5	4	3	3		1					11		
PM Peak			16:00	17:00	16:00	15:00								15:00		
Vol.			2	5	8	9								15		

% iles

15th Percentile :	25 MPH
50th Percentile :	30 MPH
85th Percentile :	35 MPH
95th Percentile :	38 MPH

Stats

10 MPH Pace Speed :	25-34 MPH
Number in Pace :	115
Percent in Pace :	71.4%
Number of Vehicles > 30 MPH :	81
Percent of Vehicles > 30 MPH :	50.4%
Mean Speed(Average) :	31 MPH

Fairway Lane
west of Holliston Street
City, State: Medway, MA
Client: GAI/J. Sobel

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Email: datarequests@pdillc.com

154478 C Volume
Site Code: 15048
Date Start: 02-Jun-15

Start	WB				EB				Combined				02-Jun-15
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Tue
12:00	1		3		0		2		1		5		
12:15	0		5		0		1		0		6		
12:30	0		2		0		1		0		3		
12:45	0	1	0	10	0	0	2	6	0	1	2	16	
01:00	0		6		0		1		0		7		
01:15	0		1		0		0		0		1		
01:30	0		3		0		2		0		5		
01:45	0	0	2	12	0	0	3	6	0	0	5	18	
02:00	0		0		0		3		0		3		
02:15	0		1		0		5		0		6		
02:30	0		0		0		0		0		0		
02:45	0	0	5	6	0	0	3	11	0	0	8	17	
03:00	0		6		0		0		0		6		
03:15	0		3		0		4		0		7		
03:30	0		0		0		4		0		4		
03:45	0	0	6	15	0	0	3	11	0	0	9	26	
04:00	0		7		0		2		0		9		
04:15	0		2		0		2		0		4		
04:30	0		0		1		5		1		5		
04:45	0	0	7	16	0	1	1	10	0	1	8	26	
05:00	0		8		1		6		1		14		
05:15	0		1		1		2		1		3		
05:30	0		0		2		2		2		2		
05:45	0	0	5	14	3	7	5	15	3	7	10	29	
06:00	0		1		2		2		2		3		
06:15	0		2		3		3		3		5		
06:30	0		3		1		3		1		6		
06:45	0	0	3	9	6	12	2	10	6	12	5	19	
07:00	2		2		2		2		4		4		
07:15	5		5		6		0		11		5		
07:30	3		3		4		4		7		7		
07:45	1	11	4	14	4	16	1	7	5	27	5	21	
08:00	0		4		2		1		2		5		
08:15	3		2		3		1		6		3		
08:30	4		0		4		1		8		1		
08:45	0	7	2	8	2	11	1	4	2	18	3	12	
09:00	5		2		3		0		8		2		
09:15	5		2		4		1		9		3		
09:30	1		1		2		0		3		1		
09:45	4	15	3	8	4	13	5	6	8	28	8	14	
10:00	2		2		2		0		4		2		
10:15	0		0		2		1		2		1		
10:30	1		1		1		0		2		1		
10:45	2	5	2	5	2	7	0	1	4	12	2	6	
11:00	2		1		4		0		6		1		
11:15	3		1		3		0		6		1		
11:30	2		0		4		0		6		0		
11:45	2	9	1	3	2	13	0	0	4	22	1	3	
Total	48		120		80		87		128		207		
Percent	37.5%		58.0%		62.5%		42.0%						
Day Total		168				167				335			
Peak	09:00	-	04:15	-	06:45	-	05:00	-	06:45	-	04:15	-	- -
Vol.	15	-	17	-	18	-	15	-	28	-	31	-	- -
P.H.F.	0.750		0.531		0.750		0.625		0.636		0.554		

Fairway Lane
west of Holliston Street
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Email: datarequests@pdillc.com

154478 C Volume
Site Code: 15048
Date Start: 02-Jun-15

Start	WB				EB				Combined				03-Jun-15
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Wed
12:00	0		2		0		1		0		3		
12:15	0		1		0		0		0		1		
12:30	0		0		0		5		0		5		
12:45	0	0	1	4	0	0	0	6	0	0	1	10	
01:00	0		4		0		2		0		6		
01:15	1		3		0		0		1		3		
01:30	0		3		0		5		0		8		
01:45	0	1	5	15	0	0	2	9	0	1	7	24	
02:00	0		5		0		4		0		9		
02:15	0		5		0		1		0		6		
02:30	0		3		0		1		0		4		
02:45	1	1	0	13	0	0	3	9	1	1	3	22	
03:00	0		4		0		4		0		8		
03:15	0		1		0		5		0		6		
03:30	0		3		0		3		0		6		
03:45	0	0	3	11	0	0	3	15	0	0	6	26	
04:00	0		3		1		2		1		5		
04:15	0		4		0		6		0		10		
04:30	0		8		0		3		0		11		
04:45	0	0	4	19	0	1	3	14	0	1	7	33	
05:00	0		4		0		0		0		4		
05:15	0		7		0		4		0		11		
05:30	0		4		2		5		2		9		
05:45	0	0	2	17	6	8	1	10	6	8	3	27	
06:00	1		3		2		3		3		6		
06:15	0		4		4		2		4		6		
06:30	0		6		2		1		2		7		
06:45	0	1	3	16	4	12	5	11	4	13	8	27	
07:00	0		4		3		5		3		9		
07:15	3		2		4		4		7		6		
07:30	2		1		2		2		4		3		
07:45	2	7	1	8	3	12	2	13	5	19	3	21	
08:00	0		3		0		2		0		5		
08:15	2		7		1		2		3		9		
08:30	4		0		3		0		7		0		
08:45	2	8	0	10	1	5	0	4	3	13	0	14	
09:00	1		0		4		0		5		0		
09:15	2		0		1		0		3		0		
09:30	3		0		2		0		5		0		
09:45	5	11	0	0	4	11	0	0	9	22	0	0	
10:00	1		0		3		0		4		0		
10:15	0		0		2		0		2		0		
10:30	1		0		3		0		4		0		
10:45	5	7	0	0	2	10	0	0	7	17	0	0	
11:00	1		0		4		0		5		0		
11:15	2		0		2		0		4		0		
11:30	1		0		2		0		3		0		
11:45	4	8	0	0	3	11	0	0	7	19	0	0	
Total	44		113		70		91		114		204		
Percent	38.6%		55.4%		61.4%		44.6%						
Day Total		157				161				318			
Peak	09:00	-	04:30	-	05:30	-	06:45	-	09:00	-	04:00	-	- -
Vol.	11	-	23	-	14	-	16	-	22	-	33	-	- -
P.H.F.	0.550		0.719		0.583		0.667		0.611		0.750		

Holliston Street
north of Redgate Drive
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 D Class
Site Code: 15048
Date Start: 02-Jun-15

NB

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
06/02/15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	2	0	0	0	0	0	0	0	0	4
03:00	0	1	2	0	2	0	0	0	0	0	0	0	0	5
04:00	0	5	3	0	3	0	0	0	0	0	0	0	0	11
05:00	0	43	21	0	12	0	1	0	0	0	0	0	0	77
06:00	0	167	59	9	24	0	0	0	0	0	0	0	0	259
07:00	3	252	82	1	32	2	0	0	0	0	0	0	0	372
08:00	0	213	107	5	21	3	0	0	0	0	0	0	0	349
09:00	0	104	38	0	18	1	0	2	0	0	0	0	0	163
10:00	0	99	48	1	9	2	0	0	0	0	0	0	0	159
11:00	0	113	51	4	16	1	0	0	0	0	0	0	0	185
12 PM	0	125	33	0	14	1	0	0	0	0	0	0	0	173
13:00	1	104	44	8	12	0	0	1	0	0	0	0	0	170
14:00	0	135	53	2	11	0	0	2	0	0	0	0	0	203
15:00	1	178	65	2	13	0	0	0	0	0	0	0	0	259
16:00	0	171	49	0	19	0	0	0	0	0	0	0	0	239
17:00	0	153	40	1	14	0	0	0	0	0	0	0	0	208
18:00	1	128	37	1	11	0	0	0	0	0	0	0	0	178
19:00	0	130	41	0	8	1	0	0	0	0	0	0	0	180
20:00	0	81	24	0	6	0	0	0	0	0	0	0	0	111
21:00	0	53	14	0	2	0	0	0	0	0	0	0	0	69
22:00	0	28	3	0	3	0	0	0	0	0	0	0	0	34
23:00	0	9	2	0	2	0	0	0	0	0	0	0	0	13
Total	6	2296	816	34	255	11	1	5	0	0	0	0	0	3424
Percent	0.2%	67.1%	23.8%	1.0%	7.4%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	06:00	07:00	08:00	05:00	09:00						07:00
Vol.	3	252	107	9	32	3	1	2						372
PM Peak	13:00	15:00	15:00	13:00	16:00	12:00		14:00						15:00
Vol.	1	178	65	8	19	1		2						259

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NB

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
06/03/15	0	16	1	0	1	0	0	0	0	0	0	0	0	18
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	2	0	2	0	0	0	0	0	0	0	0	4
04:00	0	7	1	0	4	0	0	0	0	0	0	0	0	12
05:00	1	45	22	0	10	0	0	0	0	0	0	0	0	78
06:00	1	188	45	8	30	1	0	0	0	0	0	0	0	273
07:00	1	247	78	2	26	1	0	2	1	0	0	0	0	358
08:00	0	217	95	5	13	2	0	1	0	0	0	0	0	333
09:00	1	118	47	1	14	1	0	0	0	0	0	0	0	182
10:00	0	105	51	1	23	3	0	1	0	0	0	0	0	184
11:00	0	130	64	1	14	2	0	0	0	0	0	0	0	211
12 PM	1	112	37	1	13	1	0	1	0	0	0	0	0	166
13:00	2	154	41	8	11	3	0	1	0	0	0	0	0	220
14:00	2	167	64	2	10	0	0	0	0	0	0	0	0	245
15:00	1	158	45	2	10	1	0	1	0	0	0	0	0	218
16:00	3	177	56	0	13	1	0	0	0	0	0	0	0	250
17:00	2	162	39	0	9	0	0	0	0	0	0	0	0	212
18:00	0	156	46	0	9	0	0	0	0	0	0	0	0	211
19:00	2	152	50	0	8	0	0	0	0	0	0	0	0	212
20:00	0	114	28	0	11	0	0	0	0	0	0	0	0	153
21:00	0	60	20	0	6	0	0	0	0	0	0	0	0	86
22:00	0	41	11	1	1	0	0	0	0	0	0	0	0	54
23:00	0	21	6	0	0	0	0	0	0	0	0	0	0	27
Total	17	2551	849	32	239	16	0	7	1	0	0	0	0	3712
Percent	0.5%	68.7%	22.9%	0.9%	6.4%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	07:00	08:00	06:00	06:00	10:00		07:00	07:00					07:00
Vol.	1	247	95	8	30	3		2	1					358
PM Peak	16:00	16:00	14:00	13:00	12:00	13:00		12:00						16:00
Vol.	3	177	64	8	13	3		1						250
Total		4847	1665	66	494	27	1	12	1	0	0	0	0	7136

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154478 D Class
Site Code: 15048
Date Start: 02-Jun-15

SB

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
06/02/15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	1	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	10	2	0	0	0	0	0	0	0	0	0	0	12
05:00	0	22	10	0	4	0	0	0	0	0	0	0	0	36
06:00	0	80	20	2	5	0	0	0	0	0	0	0	0	107
07:00	0	175	53	3	10	0	0	0	1	0	0	0	0	242
08:00	0	148	46	6	11	3	0	0	0	0	0	0	0	214
09:00	0	126	52	0	12	1	0	0	0	0	0	0	0	191
10:00	0	119	41	1	6	2	0	0	0	0	0	0	0	169
11:00	0	109	36	2	9	1	0	0	0	0	0	0	0	157
12 PM	0	142	36	2	10	1	0	0	0	0	0	0	0	191
13:00	0	126	34	3	12	2	0	1	0	0	0	0	0	178
14:00	0	188	61	5	14	0	0	1	0	0	0	0	0	269
15:00	0	230	70	5	19	1	0	0	0	0	0	0	0	325
16:00	0	321	79	0	16	0	0	0	0	0	0	0	0	416
17:00	0	307	78	0	19	0	0	0	0	0	0	0	0	404
18:00	1	216	41	0	10	1	0	1	0	0	0	0	0	270
19:00	1	128	26	0	3	0	0	0	0	0	0	0	0	158
20:00	0	88	13	0	6	0	0	0	0	0	0	0	0	107
21:00	0	52	6	0	1	0	0	0	0	0	0	0	0	59
22:00	0	36	3	0	2	0	0	0	0	0	0	0	0	41
23:00	0	27	3	0	1	0	0	0	0	0	0	0	0	31
Total	2	2665	712	29	171	12	0	3	1	0	0	0	0	3595
Percent	0.1%	74.1%	19.8%	0.8%	4.8%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00	08:00	09:00	08:00			07:00					07:00
Vol.		175	53	6	12	3			1					242
PM Peak	18:00	16:00	16:00	14:00	15:00	13:00		13:00						16:00
Vol.	1	321	79	5	19	2		1						416

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154478 D Class
Site Code: 15048
Date Start: 02-Jun-15

SB

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
06/03/15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
05:00	0	23	12	0	1	0	0	0	0	0	0	0	0	36
06:00	1	115	20	2	5	1	0	0	0	0	0	0	0	144
07:00	0	158	45	5	15	0	0	2	0	0	0	0	0	225
08:00	1	152	44	4	8	2	0	0	0	0	0	0	0	211
09:00	0	102	63	3	12	0	0	0	0	0	0	0	0	180
10:00	0	131	42	0	15	1	0	1	0	0	0	0	0	190
11:00	1	129	41	3	12	5	0	0	0	0	0	0	0	191
12 PM	2	152	51	2	16	1	0	1	0	0	0	0	0	225
13:00	3	128	31	4	7	0	0	0	0	0	0	0	0	173
14:00	1	207	67	7	15	1	0	0	0	0	0	0	0	298
15:00	1	261	73	6	13	0	0	2	0	0	0	0	0	356
16:00	1	316	77	0	16	0	0	1	0	0	0	0	0	411
17:00	0	399	96	0	15	1	0	0	0	0	0	0	0	511
18:00	1	238	55	0	11	0	0	0	0	0	0	0	0	305
19:00	0	159	36	0	6	0	0	0	0	0	0	0	0	201
20:00	1	99	27	0	3	0	0	0	0	0	0	0	0	130
21:00	2	55	10	0	2	0	0	0	0	0	0	0	0	69
22:00	0	47	7	0	4	0	0	1	0	0	0	0	0	59
23:00	0	28	6	0	0	0	0	0	0	0	0	0	0	34
Total	15	2921	808	36	176	12	0	8	0	0	0	0	0	3976
Percent	0.4%	73.5%	20.3%	0.9%	4.4%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	09:00	07:00	07:00	11:00		07:00						07:00
Vol.	1	158	63	5	15	5		2						225
PM Peak	13:00	17:00	17:00	14:00	12:00	12:00		15:00						17:00
Vol.	3	399	96	7	16	1		2						511
Total		5586	1520	65	347	24	0	11	1	0	0	0	0	7571

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154478 D Speed
Site Code: 15048
Date Start: 02-Jun-15

NB

Start Time	1 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
06/02/ 15	0	0	0	0	0	1	1	0	0	0	0	0	0	2	42	40
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	43	42
02:00	0	0	0	0	0	1	1	1	0	0	0	**1**	0	4	66	48
03:00	0	0	0	1	0	0	3	1	0	0	0	0	0	5	45	40
04:00	0	0	0	0	0	3	4	3	1	0	0	0	0	11	47	43
05:00	0	0	0	0	6	18	38	13	**2**	0	0	0	0	77	45	41
06:00	0	0	0	0	6	68	133	**50**	2	0	0	0	0	259	45	41
07:00	0	0	**1**	**7**	**25**	**128**	168	41	2	0	0	0	0	**372**	43	40
08:00	0	0	0	2	16	107	**180**	42	1	0	**1**	0	0	349	43	41
09:00	**1**	**1**	0	1	3	44	87	24	2	0	0	0	0	163	44	41
10:00	0	0	0	0	7	54	70	24	4	0	0	0	0	159	44	41
11:00	0	0	0	0	4	54	95	**30**	2	0	0	0	0	185	44	41
12 PM	0	0	0	0	11	50	82	28	2	0	0	0	0	173	44	41
13:00	0	0	**1**	**2**	**16**	44	66	30	**7**	**4**	0	0	0	170	46	41
14:00	0	0	0	0	8	**64**	**106**	18	5	2	0	0	0	**203**	43	41
15:00	**1**	**2**	**2**	**2**	13	**100**	114	19	**6**	0	0	0	0	**259**	43	40
16:00	0	0	0	0	5	86	**117**	29	2	0	0	0	0	239	43	41
17:00	0	0	0	1	8	75	92	25	6	0	0	0	**1**	208	43	41
18:00	0	0	0	0	13	61	71	**33**	0	0	0	0	0	178	44	40
19:00	0	0	0	1	**16**	66	74	23	0	0	0	0	0	180	43	40
20:00	0	0	0	2	10	45	46	6	2	0	0	0	0	111	43	39
21:00	0	0	0	0	2	34	27	5	1	0	0	0	0	69	43	40
22:00	0	0	0	0	6	7	15	3	3	0	0	0	0	34	45	41
23:00	0	0	0	0	2	2	6	0	3	0	0	0	0	13	50	42
Total	2	3	4	19	177	1112	1597	448	53	6	1	1	1	3424		
%	0.1%	0.1%	0.1%	0.6%	5.2%	32.5%	46.6%	13.1%	1.5%	0.2%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	07:00	07:00	07:00	07:00	08:00	06:00	05:00		08:00	02:00		07:00		
Vol.	1	1	1	7	25	128	180	50	2		1	1		372		
Midday Peak			13:00	13:00	13:00	14:00	14:00	11:00	13:00	13:00				14:00		
Vol.			1	2	16	64	106	30	7	4				203		
PM Peak	15:00	15:00	15:00	15:00	19:00	15:00	16:00	18:00	15:00				17:00	15:00		
Vol.	1	2	2	2	16	100	117	33	6				1	259		

% iles

15th Percentile :	35 MPH
50th Percentile :	40 MPH
85th Percentile :	43 MPH
95th Percentile :	47 MPH

Stats

10 MPH Pace Speed :	35-44 MPH
Number in Pace :	2709
Percent in Pace :	79.1%
Number of Vehicles > 40 MPH :	1788
Percent of Vehicles > 40 MPH :	52.2%
Mean Speed(Average) :	41 MPH

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NB

Start Time	1 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
06/03/15	0	0	0	0	1	9	4	3	1	0	0	0	0	18	46	40
01:00	0	0	0	0	0	1	1	0	0	0	0	0	0	2	42	40
02:00	0	0	0	0	0	0	2	1	0	0	0	0	0	3	46	44
03:00	0	0	0	0	0	0	2	1	1	0	0	0	0	4	51	46
04:00	0	0	0	0	1	0	7	2	2	0	0	0	0	12	49	44
05:00	0	0	1	0	2	13	38	18	5	**1**	0	0	0	78	47	43
06:00	0	0	1	0	2	53	148	**63**	**6**	0	0	0	0	273	46	42
07:00	0	1	0	0	9	109	**185**	52	1	1	0	0	0	**358**	44	41
08:00	0	1	0	3	**25**	**110**	159	33	2	0	0	0	0	333	43	40
09:00	**1**	**3**	**2**	**4**	15	55	83	17	2	0	0	0	0	182	43	39
10:00	0	0	0	0	17	52	88	24	3	0	0	0	0	184	43	40
11:00	**1**	**1**	**2**	0	**29**	67	**95**	16	0	0	0	0	0	211	43	39
12 PM	0	1	0	**5**	12	67	53	21	**6**	**1**	0	0	0	166	44	40
13:00	0	1	0	1	10	97	91	19	1	0	0	0	0	220	43	40
14:00	0	1	0	5	29	**98**	86	**22**	3	1	0	0	0	**245**	43	39
15:00	0	0	0	0	**23**	77	101	15	2	0	0	0	0	218	43	40
16:00	0	**4**	**3**	**3**	11	75	**118**	31	**5**	0	0	0	0	**250**	43	40
17:00	0	1	1	0	15	58	103	32	2	0	0	0	0	212	44	41
18:00	0	0	0	0	11	56	105	**34**	5	0	0	0	0	211	45	41
19:00	0	0	0	0	8	**83**	92	25	3	**1**	0	0	0	212	43	40
20:00	0	1	0	1	11	64	58	16	2	0	0	0	0	153	43	40
21:00	0	0	1	0	9	31	36	8	1	0	0	0	0	86	43	40
22:00	0	0	0	1	2	19	21	9	2	0	0	0	0	54	45	41
23:00	0	0	0	0	1	8	14	1	2	0	**1**	0	0	27	43	42
Total	2	15	11	23	243	1202	1690	463	57	5	1	0	0	3712		
%	0.1%	0.4%	0.3%	0.6%	6.5%	32.4%	45.5%	12.5%	1.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	09:00	08:00	08:00	07:00	06:00	06:00	05:00				07:00		
Vol.	1	3	2	4	25	110	185	63	6	1				358		
Midday Peak	11:00	11:00	11:00	12:00	11:00	14:00	11:00	14:00	12:00	12:00				14:00		
Vol.	1	1	2	5	29	98	95	22	6	1				245		
PM Peak		16:00	16:00	16:00	15:00	19:00	16:00	18:00	16:00	19:00	23:00			16:00		
Vol.		4	3	3	23	83	118	34	5	1	1			250		

% iles		
	15th Percentile :	35 MPH
	50th Percentile :	40 MPH
	85th Percentile :	43 MPH
	95th Percentile :	47 MPH

Stats		
	10 MPH Pace Speed :	35-44 MPH
	Number in Pace :	2892
	Percent in Pace :	77.9%
	Number of Vehicles > 40 MPH :	1878
	Percent of Vehicles > 40 MPH :	50.6%
	Mean Speed(Average) :	40 MPH

Holliston Street
north of Redgate Drive
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 D Speed
Site Code: 15048
Date Start: 02-Jun-15

SB

Start Time	1 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
06/02/ 15	0	0	0	0	1	4	3	1	0	0	0	0	0	9	43	39
01:00	0	0	0	1	0	3	0	0	0	0	0	0	0	4	38	34
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	53	52
03:00	0	0	0	0	0	1	3	0	0	0	0	0	0	4	43	41
04:00	0	0	0	0	2	6	3	1	0	0	0	0	0	12	42	38
05:00	0	0	0	0	3	11	13	7	**2**	0	0	0	0	36	46	41
06:00	0	0	0	0	1	34	58	11	2	0	0	0	**1**	107	43	41
07:00	0	**4**	**5**	5	**22**	**89**	**95**	21	1	0	0	0	0	**242**	43	39
08:00	0	0	1	**9**	15	84	81	**22**	2	0	0	0	0	214	43	39
09:00	0	0	2	1	21	71	77	18	1	0	0	0	0	191	43	39
10:00	0	0	0	1	14	62	79	13	0	0	0	0	0	169	43	40
11:00	0	0	0	0	15	40	68	**34**	0	0	0	0	0	157	45	41
12 PM	0	0	1	1	14	68	87	18	2	0	0	0	0	191	43	40
13:00	**1**	0	**2**	**4**	13	67	70	17	**4**	0	0	0	0	178	43	39
14:00	0	0	0	4	**20**	**99**	**124**	20	2	0	0	0	0	**269**	43	40
15:00	0	**6**	**4**	**7**	**11**	115	158	22	2	0	0	0	0	325	43	39
16:00	0	0	0	1	8	137	**212**	**54**	**4**	0	0	0	0	**416**	43	41
17:00	0	0	0	0	9	**167**	190	37	1	0	0	0	0	404	43	40
18:00	0	0	0	0	4	110	136	19	1	0	0	0	0	270	43	40
19:00	0	0	0	1	10	64	65	18	0	0	0	0	0	158	43	40
20:00	0	0	2	0	11	51	31	11	1	0	0	0	0	107	43	39
21:00	0	0	0	0	7	23	24	4	1	0	0	0	0	59	43	39
22:00	0	0	0	0	3	17	14	6	1	0	0	0	0	41	44	40
23:00	0	0	0	0	3	12	11	2	2	0	**1**	0	0	31	44	41
Total	1	10	17	35	207	1335	1602	356	30	0	1	0	1	3595		
%	0.0%	0.3%	0.5%	1.0%	5.8%	37.1%	44.6%	9.9%	0.8%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	07:00	08:00	07:00	07:00	07:00	08:00	05:00				06:00	07:00		
Vol.		4	5	9	22	89	95	22	2				1	242		
Midday Peak	13:00		13:00	13:00	14:00	14:00	14:00	11:00	13:00					14:00		
Vol.	1		2	4	20	99	124	34	4					269		
PM Peak		15:00	15:00	15:00	15:00	17:00	16:00	16:00	16:00		23:00			16:00		
Vol.		6	4	7	11	167	212	54	4		1			416		

% iles		
	15th Percentile :	35 MPH
	50th Percentile :	39 MPH
	85th Percentile :	43 MPH
	95th Percentile :	46 MPH

Stats		
	10 MPH Pace Speed :	35-44 MPH
	Number in Pace :	2937
	Percent in Pace :	81.7%
	Number of Vehicles > 40 MPH :	1670
	Percent of Vehicles > 40 MPH :	46.5%
	Mean Speed(Average) :	40 MPH

Holliston Street
north of Redgate Drive
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 D Speed
Site Code: 15048
Date Start: 02-Jun-15

SB

Start Time	1 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
06/03/15	0	0	0	0	0	1	4	2	0	0	0	0	0	7	46	43
01:00	0	0	0	0	0	3	1	2	1	0	**1**	0	0	8	52	45
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	1	3	0	0	0	0	0	4	48	46
04:00	0	0	0	0	1	2	3	1	0	**1**	0	0	0	8	47	42
05:00	0	0	0	0	2	7	15	10	1	1	0	0	0	36	47	43
06:00	0	0	1	0	3	35	85	17	3	0	0	0	0	144	43	41
07:00	0	1	0	0	11	**81**	**110**	22	0	0	0	0	0	**225**	43	40
08:00	**1**	**2**	2	**4**	20	76	79	**23**	**4**	0	0	0	0	211	43	39
09:00	1	0	**3**	3	**24**	66	69	11	3	0	0	0	0	180	43	39
10:00	0	0	0	0	14	80	65	28	3	0	0	0	0	190	44	40
11:00	**1**	0	**3**	3	17	70	83	13	**1**	0	0	0	0	191	43	39
12 PM	1	**2**	2	**6**	**32**	94	74	14	0	0	0	0	0	225	42	38
13:00	0	1	0	1	14	68	78	10	1	0	0	0	0	173	43	39
14:00	0	1	0	2	22	**118**	**127**	**28**	0	0	0	0	0	**298**	43	40
15:00	**1**	**2**	0	4	14	129	186	19	1	0	0	0	0	356	43	40
16:00	0	0	0	0	12	174	195	28	**2**	0	0	0	0	411	43	40
17:00	0	0	0	**15**	**17**	**186**	**263**	28	2	0	0	0	0	**511**	43	40
18:00	0	0	0	0	10	103	152	**39**	1	0	0	0	0	305	43	41
19:00	0	0	0	0	6	82	93	19	1	0	0	0	0	201	43	40
20:00	0	1	0	0	8	45	67	7	2	0	0	0	0	130	43	40
21:00	0	1	**3**	0	9	27	23	4	1	**1**	0	0	0	69	43	38
22:00	0	0	1	1	5	25	23	4	0	0	0	0	0	59	42	39
23:00	0	0	0	0	2	13	16	2	1	0	0	0	0	34	43	40
Total	5	11	15	39	243	1485	1812	334	28	3	1	0	0	3976		
%	0.1%	0.3%	0.4%	1.0%	6.1%	37.3%	45.6%	8.4%	0.7%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	09:00	08:00	09:00	07:00	07:00	08:00	08:00	04:00	01:00			07:00		
Vol.	1	2	3	4	24	81	110	23	4	1	1			225		
Midday Peak	11:00	12:00	11:00	12:00	12:00	14:00	14:00	14:00	11:00					14:00		
Vol.	1	2	3	6	32	118	127	28	1					298		
PM Peak	15:00	15:00	21:00	17:00	17:00	17:00	17:00	18:00	16:00	21:00				17:00		
Vol.	1	2	3	15	17	186	263	39	2	1				511		

% iles

15th Percentile :	34 MPH
50th Percentile :	39 MPH
85th Percentile :	43 MPH
95th Percentile :	46 MPH

Stats

10 MPH Pace Speed :	35-44 MPH
Number in Pace :	3297
Percent in Pace :	82.9%
Number of Vehicles > 40 MPH :	1816
Percent of Vehicles > 40 MPH :	45.7%
Mean Speed(Average) :	40 MPH

Holliston Street
north of Redgate Drive
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 D Volume
Site Code: 15048
Date Start: 02-Jun-15

Start	NB				SB				Combined				02-Jun-15
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Tue
12:00	1		36		4		52		5		88		
12:15	0		53		2		46		2		99		
12:30	1		36		2		49		3		85		
12:45	0	2	48	173	1	9	44	191	1	11	92	364	
01:00	0		45		2		49		2		94		
01:15	0		47		1		34		1		81		
01:30	0		43		1		37		1		80		
01:45	1	1	35	170	0	4	58	178	1	5	93	348	
02:00	1		48		0		51		1		99		
02:15	1		50		1		75		2		125		
02:30	1		42		0		77		1		119		
02:45	1	4	63	203	0	1	66	269	1	5	129	472	
03:00	1		64		2		73		3		137		
03:15	0		72		0		78		0		150		
03:30	2		64		1		97		3		161		
03:45	2	5	59	259	1	4	77	325	3	9	136	584	
04:00	0		57		1		99		1		156		
04:15	4		52		2		98		6		150		
04:30	3		61		6		129		9		190		
04:45	4	11	69	239	3	12	90	416	7	23	159	655	
05:00	11		54		10		102		21		156		
05:15	21		57		4		105		25		162		
05:30	18		56		8		103		26		159		
05:45	27	77	41	208	14	36	94	404	41	113	135	612	
06:00	50		56		20		88		70		144		
06:15	64		35		20		63		84		98		
06:30	66		42		29		62		95		104		
06:45	79	259	45	178	38	107	57	270	117	366	102	448	
07:00	87		47		49		48		136		95		
07:15	90		39		60		43		150		82		
07:30	97		50		70		37		167		87		
07:45	98	372	44	180	63	242	30	158	161	614	74	338	
08:00	110		35		40		26		150		61		
08:15	81		24		54		27		135		51		
08:30	74		26		50		23		124		49		
08:45	84	349	26	111	70	214	31	107	154	563	57	218	
09:00	43		26		62		14		105		40		
09:15	62		13		45		19		107		32		
09:30	31		15		41		14		72		29		
09:45	27	163	15	69	43	191	12	59	70	354	27	128	
10:00	40		11		42		10		82		21		
10:15	41		9		43		15		84		24		
10:30	42		8		40		14		82		22		
10:45	36	159	6	34	44	169	2	41	80	328	8	75	
11:00	44		6		43		12		87		18		
11:15	39		3		32		9		71		12		
11:30	46		3		35		5		81		8		
11:45	56	185	1	13	47	157	5	31	103	342	6	44	
Total	1587		1837		1146		2449		2733		4286		
Percent	58.1%		42.9%		41.9%		57.1%						
Day Total		3424				3595				7019			
Peak	07:15	-	02:45	-	07:00	-	04:30	-	07:15	-	04:30	-	-	-
Vol.	395	-	263	-	242	-	426	-	628	-	667	-	-	-
P.H.F.	0.898		0.913		0.864		0.826		0.940		0.878			

Holliston Street
north of Redgate Drive
City, State: Medway, MA
Client: GAI/J. Sobel

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Email: datarequests@pdillc.com

154478 D Volume
Site Code: 15048
Date Start: 02-Jun-15

Start	NB				SB				Combined				03-Jun-15
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Wed
12:00	3		42		3		63		6		105		
12:15	2		41		0		52		2		93		
12:30	9		38		3		45		12		83		
12:45	4	18	45	166	1	7	65	225	5	25	110	391	
01:00	1		54		5		34		6		88		
01:15	0		46		1		44		1		90		
01:30	0		57		1		51		1		108		
01:45	1	2	63	220	1	8	44	173	2	10	107	393	
02:00	1		64		0		81		1		145		
02:15	0		63		0		69		0		132		
02:30	2		58		0		75		2		133		
02:45	0	3	60	245	0	0	73	298	0	3	133	543	
03:00	1		59		0		79		1		138		
03:15	1		53		1		79		2		132		
03:30	1		49		1		113		2		162		
03:45	1	4	57	218	2	4	85	356	3	8	142	574	
04:00	1		50		0		94		1		144		
04:15	5		61		1		98		6		159		
04:30	4		70		2		130		6		200		
04:45	2	12	69	250	5	8	89	411	7	20	158	661	
05:00	10		63		14		127		24		190		
05:15	25		50		4		139		29		189		
05:30	18		47		12		136		30		183		
05:45	25	78	52	212	6	36	109	511	31	114	161	723	
06:00	47		54		20		84		67		138		
06:15	63		54		29		78		92		132		
06:30	78		54		46		74		124		128		
06:45	85	273	49	211	49	144	69	305	134	417	118	516	
07:00	77		53		50		72		127		125		
07:15	85		51		62		43		147		94		
07:30	106		49		54		50		160		99		
07:45	90	358	59	212	59	225	36	201	149	583	95	413	
08:00	90		47		34		50		124		97		
08:15	76		38		57		29		133		67		
08:30	87		31		52		25		139		56		
08:45	80	333	37	153	68	211	26	130	148	544	63	283	
09:00	57		24		65		21		122		45		
09:15	48		29		40		18		88		47		
09:30	34		19		36		15		70		34		
09:45	43	182	14	86	39	180	15	69	82	362	29	155	
10:00	51		12		48		18		99		30		
10:15	40		19		46		22		86		41		
10:30	45		13		52		8		97		21		
10:45	48	184	10	54	44	190	11	59	92	374	21	113	
11:00	59		8		51		15		110		23		
11:15	49		8		43		12		92		20		
11:30	52		6		33		5		85		11		
11:45	51	211	5	27	64	191	2	34	115	402	7	61	
Total	1658		2054		1204		2772		2862		4826		
Percent	57.9%		42.6%		42.1%		57.4%						
Day Total		3712				3976				7688			
Peak	07:15	-	04:15	-	08:15	-	05:00	-	07:00	-	04:30	-	-	-
Vol.	371	-	263	-	242	-	511	-	583	-	737	-	-	-
P.H.F.	0.875		0.939		0.890		0.919		0.911		0.921			

Fern Path
between Redgate Drive and Howe Street
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 E Class
Site Code: 15048
Date Start: 02-Jun-15

NB

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
06/02/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
08:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
09:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
12 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
14:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
15:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
16:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
17:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
18:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
19:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	60	22	0	2	0	0	0	0	0	0	0	0	84
Percent	0.0%	71.4%	26.2%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00											07:00
Vol.		10	4											14
PM Peak		18:00	14:00		16:00									18:00
Vol.		8	4		1									10

Fern Path
between Redgate Drive and Howe Street
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 E Class
Site Code: 15048
Date Start: 02-Jun-15

NB

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
06/03/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
08:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
09:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
10:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
13:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
14:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
15:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
16:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
17:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
18:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
19:00	0	2	3	0	1	0	0	0	0	0	0	0	0	6
20:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	71	17	0	3	0	0	0	0	0	0	0	0	91
Percent	0.0%	78.0%	18.7%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	09:00		10:00									07:00
Vol.		7	3		1									8
PM Peak		17:00	15:00		18:00									17:00
Vol.		13	3		1									15
Total		131	39	0	5	0	0	0	0	0	0	0	0	175

Fern Path
between Redgate Drive and Howe Street
City, State: Medway, MA
Client: GAI/J. Sobel

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Email: datarequests@pdillc.com

154478 E Class
Site Code: 15048
Date Start: 02-Jun-15

SB

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
06/02/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	3	1	0	2	0	0	0	0	0	0	0	0	6
07:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14
08:00	0	5	5	0	1	0	0	0	0	0	0	0	0	11
09:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
10:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
13:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
14:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14
15:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
16:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
17:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
18:00	0	11	0	0	1	0	0	0	0	0	0	0	0	12
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	94	21	0	5	0	0	0	0	0	0	0	0	120
Percent	0.0%	78.3%	17.5%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	08:00		06:00									07:00
Vol.		11	5		2									14
PM Peak		18:00	14:00		18:00									14:00
Vol.		11	5		1									14

Fern Path
between Redgate Drive and Howe Street
City, State: Medway, MA
Client: GAI/J. Sobel

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Email: datarequests@pdillc.com

154478 E Class
Site Code: 15048
Date Start: 02-Jun-15

SB

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
06/03/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	2	0	2	0	0	0	0	0	0	0	0	6
07:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
08:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
09:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
10:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:00	0	5	2	0	0	0	1	0	0	0	0	0	0	8
12 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
13:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
14:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
15:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
16:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
17:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
18:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
19:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
20:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
21:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	97	27	0	4	0	1	0	0	0	0	0	0	129
Percent	0.0%	75.2%	20.9%	0.0%	3.1%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	09:00		06:00		11:00							08:00
Vol.		13	3		2		1							13
PM Peak		16:00	14:00		14:00									14:00
Vol.		8	3		1									10
Total		191	48	0	9	0	1	0	0	0	0	0	0	249

Fern Path
between Redgate Drive and Howe Street
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 E Speed
Site Code: 15048
Date Start: 02-Jun-15

NB

Start Time	1 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
06/02/ 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
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	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	**1**	**9**	**3**	**1**	0	0	0	0	0	0	0	0	**14**	27	23
08:00	0	0	3	1	0	0	0	0	0	0	0	0	0	4	26	23
09:00	0	0	5	1	0	0	0	0	0	0	0	0	0	6	24	23
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	**4**	1	0	0	0	0	0	0	0	0	0	5	25	23
12 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
13:00	0	0	0	**3**	0	0	0	0	0	0	0	0	0	3	28	27
14:00	0	**1**	4	2	0	0	0	0	0	0	0	0	0	**7**	26	23
15:00	0	**1**	0	2	0	0	0	0	0	0	0	0	0	3	27	24
16:00	0	0	4	3	0	0	0	0	0	0	0	0	0	7	27	24
17:00	0	1	**6**	2	0	0	0	0	0	0	0	0	0	9	25	23
18:00	0	1	4	**4**	**1**	0	0	0	0	0	0	0	0	**10**	28	24
19:00	0	1	3	4	0	0	0	0	0	0	0	0	0	8	27	24
20:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	22	20
21:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3	23	22
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	7	47	28	2	0	0	0	0	0	0	0	0	84		
%	0.0%	8.3%	56.0%	33.3%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	07:00	07:00	07:00									07:00		
Vol.		1	9	3	1									14		
Midday Peak		14:00	11:00	13:00										14:00		
Vol.		1	4	3										7		
PM Peak		15:00	17:00	18:00	18:00									18:00		
Vol.		1	6	4	1									10		

% iles

15th Percentile :	19 MPH
50th Percentile :	22 MPH
85th Percentile :	27 MPH
95th Percentile :	28 MPH

Stats

10 MPH Pace Speed :	20-29 MPH
Number in Pace :	75
Percent in Pace :	89.3%
Number of Vehicles > 20 MPH :	68
Percent of Vehicles > 20 MPH :	80.5%
Mean Speed(Average) :	23 MPH

Fern Path
between Redgate Drive and Howe Street
City, State: Medway, MA
Client: GAI/J. Sobel

PRECISION DATA INDUSTRIES, LLC
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Office: 508.481.3999 Fax: 508.545.1234
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154478 E Speed
Site Code: 15048
Date Start: 02-Jun-15

NB

Start Time	1 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
06/03/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
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	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	**1**	3	**3**	**1**	0	0	0	0	0	0	0	0	**8**	28	24
08:00	0	1	2	3	0	0	0	0	0	0	0	0	0	6	27	24
09:00	0	0	**5**	1	0	0	0	0	0	0	0	0	0	6	24	23
10:00	0	0	2	2	0	0	0	0	0	0	0	0	0	4	27	25
11:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	23	22
12 PM	0	0	1	**2**	0	0	0	0	0	0	0	0	0	3	27	25
13:00	**1**	**1**	0	1	0	0	0	0	0	0	0	0	0	3	26	17
14:00	0	1	**3**	1	0	0	0	0	0	0	0	0	0	**5**	25	22
15:00	0	2	3	3	0	0	0	0	0	0	0	0	0	8	27	23
16:00	0	1	3	1	0	0	0	0	0	0	0	0	0	5	25	22
17:00	0	**3**	**7**	**4**	**1**	0	0	0	0	0	0	0	0	**15**	27	23
18:00	**1**	0	5	2	1	0	0	0	0	0	0	0	0	9	28	23
19:00	0	1	4	1	0	0	0	0	0	0	0	0	0	6	24	22
20:00	0	1	2	1	1	0	0	0	0	0	0	0	0	5	30	24
21:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	27
22:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	22	20
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	22	20
Total	2	14	45	26	4	0	0	0	0	0	0	0	0	91		
%	2.2%	15.4%	49.5%	28.6%	4.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	09:00	07:00	07:00									07:00		
Vol.		1	5	3	1									8		
Midday Peak	13:00	13:00	14:00	12:00										14:00		
Vol.	1	1	3	2										5		
PM Peak	18:00	17:00	17:00	17:00	17:00									17:00		
Vol.	1	3	7	4	1									15		

% iles

15th Percentile :	18 MPH
50th Percentile :	22 MPH
85th Percentile :	27 MPH
95th Percentile :	28 MPH

Stats

10 MPH Pace Speed :	20-29 MPH
Number in Pace :	71
Percent in Pace :	78.0%
Number of Vehicles > 20 MPH :	66
Percent of Vehicles > 20 MPH :	72.5%
Mean Speed(Average) :	23 MPH

Fern Path
between Redgate Drive and Howe Street
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Client: GAI/J. Sobel

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154478 E Speed
Site Code: 15048
Date Start: 02-Jun-15

SB

Start Time	1 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
06/02/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
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	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	22
06:00	**1**	0	4	1	0	0	0	0	0	0	0	0	0	6	24	20
07:00	0	**2**	4	**8**	0	0	0	0	0	0	0	0	0	**14**	27	24
08:00	0	0	**6**	5	0	0	0	0	0	0	0	0	0	11	27	24
09:00	0	1	1	5	0	**1**	0	0	0	0	0	0	0	8	28	26
10:00	1	1	4	0	0	0	0	0	0	0	0	0	0	6	22	19
11:00	0	**1**	3	0	0	0	0	0	0	0	0	0	0	4	23	21
12 PM	0	0	0	**6**	0	0	0	0	0	0	0	0	0	6	28	27
13:00	0	1	1	4	0	0	0	0	0	0	0	0	0	6	27	24
14:00	0	1	**9**	4	0	0	0	0	0	0	0	0	0	**14**	26	23
15:00	0	**2**	0	5	0	0	0	0	0	0	0	0	0	7	27	24
16:00	0	0	2	5	0	0	0	0	0	0	0	0	0	7	27	26
17:00	0	0	**3**	**8**	0	0	0	0	0	0	0	0	0	11	27	26
18:00	0	2	3	5	**2**	0	0	0	0	0	0	0	0	**12**	29	25
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	22
20:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	4	26	16
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18	17
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	4	13	43	57	2	1	0	0	0	0	0	0	0	120		
%	3.3%	10.8%	35.8%	47.5%	1.7%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	07:00	08:00	07:00		09:00								07:00		
Vol.	1	2	6	8		1								14		
Midday Peak		11:00	14:00	12:00										14:00		
Vol.		1	9	6										14		
PM Peak	20:00	15:00	17:00	17:00	18:00									18:00		
Vol.	2	2	3	8	2									12		

% iles

15th Percentile :	19 MPH
50th Percentile :	24 MPH
85th Percentile :	27 MPH
95th Percentile :	28 MPH

Stats

10 MPH Pace Speed :	20-29 MPH
Number in Pace :	100
Percent in Pace :	83.3%
Number of Vehicles > 20 MPH :	94
Percent of Vehicles > 20 MPH :	78.7%
Mean Speed(Average) :	24 MPH

Fern Path
between Redgate Drive and Howe Street
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 E Speed
Site Code: 15048
Date Start: 02-Jun-15

SB

Start Time	1 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
06/03/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
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	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23	22
06:00	0	0	4	**2**	0	0	0	0	0	0	0	0	0	6	26	24
07:00	0	1	6	2	0	0	0	0	0	0	0	0	0	9	25	23
08:00	0	**3**	**9**	1	0	0	0	0	0	0	0	0	0	**13**	23	21
09:00	0	1	5	1	**1**	0	0	0	0	0	0	0	0	8	27	23
10:00	0	1	2	3	0	0	0	0	0	0	0	0	0	6	27	24
11:00	0	**2**	**4**	2	0	0	0	0	0	0	0	0	0	8	26	22
12 PM	0	1	1	3	0	0	0	0	0	0	0	0	0	5	27	24
13:00	**1**	0	3	3	0	0	0	0	0	0	0	0	0	7	27	22
14:00	0	1	4	**5**	0	0	0	0	0	0	0	0	0	**10**	27	24
15:00	0	0	4	2	0	0	0	0	0	0	0	0	0	6	26	24
16:00	0	**3**	4	2	0	0	0	0	0	0	0	0	0	9	25	21
17:00	0	0	**5**	3	0	0	0	0	0	0	0	0	0	8	27	24
18:00	0	0	5	2	**1**	0	0	0	0	0	0	0	0	8	28	25
19:00	0	1	4	**4**	1	0	0	0	0	0	0	0	0	**10**	28	24
20:00	0	1	5	1	0	0	0	0	0	0	0	0	0	7	23	22
21:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	23	22
22:00	0	1	2	3	0	0	0	0	0	0	0	0	0	6	27	24
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	16	70	39	3	0	0	0	0	0	0	0	0	129		
%	0.8%	12.4%	54.3%	30.2%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		08:00	08:00	06:00	09:00									08:00		
Vol.		3	9	2	1									13		
Midday Peak	13:00	11:00	11:00	14:00										14:00		
Vol.	1	2	4	5										10		
PM Peak		16:00	17:00	19:00	18:00									19:00		
Vol.		3	5	4	1									10		

% iles		
	15th Percentile :	19 MPH
	50th Percentile :	22 MPH
	85th Percentile :	26 MPH
	95th Percentile :	28 MPH

Stats		
	10 MPH Pace Speed :	20-29 MPH
	Number in Pace :	109
	Percent in Pace :	84.5%
	Number of Vehicles > 20 MPH :	98
	Percent of Vehicles > 20 MPH :	76.0%
	Mean Speed(Average) :	23 MPH

Fern Path
between Redgate Drive and Howe Street
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 E Volume
Site Code: 15048
Date Start: 02-Jun-15

Start	NB				SB				Combined				02-Jun-15
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Tue
12:00	0		0		0		0		0		0		
12:15	0		1		0		2		0		3		
12:30	0		0		0		1		0		1		
12:45	0	0	0	1	0	0	3	6	0	0	3	7	
01:00	0		0		0		1		0		1		
01:15	0		0		0		1		0		1		
01:30	0		0		0		2		0		2		
01:45	0	0	3	3	0	0	2	6	0	0	5	9	
02:00	0		0		0		1		0		1		
02:15	0		0		0		8		0		8		
02:30	0		2		0		2		0		4		
02:45	0	0	5	7	0	0	3	14	0	0	8	21	
03:00	0		0		0		3		0		3		
03:15	0		0		0		2		0		2		
03:30	0		1		0		1		0		2		
03:45	0	0	2	3	0	0	1	7	0	0	3	10	
04:00	0		1		0		3		0		4		
04:15	0		2		0		2		0		4		
04:30	0		2		0		1		0		3		
04:45	0	0	2	7	0	0	1	7	0	0	3	14	
05:00	0		2		0		7		0		9		
05:15	0		4		0		1		0		5		
05:30	0		1		1		2		1		3		
05:45	0	0	2	9	0	1	1	11	0	1	3	20	
06:00	0		5		1		2		1		7		
06:15	0		3		1		2		1		5		
06:30	0		2		2		8		2		10		
06:45	0	0	0	10	2	6	0	12	2	6	0	22	
07:00	0		1		2		0		2		1		
07:15	1		4		5		0		6		4		
07:30	3		1		4		1		7		2		
07:45	10	14	2	8	3	14	0	1	13	28	2	9	
08:00	1		1		2		2		3		3		
08:15	0		1		3		1		3		2		
08:30	0		0		3		1		3		1		
08:45	3	4	1	3	3	11	0	4	6	15	1	7	
09:00	2		1		1		1		3		2		
09:15	4		0		2		0		6		0		
09:30	0		2		2		0		2		2		
09:45	0	6	0	3	3	8	1	2	3	14	1	5	
10:00	0		1		0		0		0		1		
10:15	0		0		1		0		1		0		
10:30	0		0		2		0		2		0		
10:45	0	0	0	1	3	6	0	0	3	6	0	1	
11:00	1		0		0		0		1		0		
11:15	1		0		3		0		4		0		
11:30	1		0		1		0		2		0		
11:45	2	5	0	0	0	4	0	0	2	9	0	0	
Total	29		55		50		70		79		125		
Percent	36.7%		44.0%		63.3%		56.0%						
Day Total		84				120				204			
Peak	07:15	-	05:15	-	07:00	-	02:15	-	07:15	-	05:45	-	- -
Vol.	15	-	12	-	14	-	16	-	29	-	25	-	- -
P.H.F.	0.375		0.600		0.700		0.500		0.558		0.625		

Fern Path
between Redgate Drive and Howe Street
City, State: Medway, MA
Client: GAI/J. Sobel

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

154478 E Volume
Site Code: 15048
Date Start: 02-Jun-15

Start	NB				SB				Combined				03-Jun-15
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Wed
12:00	0		1		0		0		0		1		
12:15	0		2		0		3		0		5		
12:30	0		0		0		0		0		0		
12:45	0	0	0	3	0	0	2	5	0	0	2	8	
01:00	0		0		0		1		0		1		
01:15	0		0		0		1		0		1		
01:30	0		2		0		0		0		2		
01:45	0	0	1	3	0	0	5	7	0	0	6	10	
02:00	0		0		0		0		0		0		
02:15	0		1		0		4		0		5		
02:30	0		2		0		0		0		2		
02:45	0	0	2	5	0	0	6	10	0	0	8	15	
03:00	0		0		0		2		0		2		
03:15	0		5		0		2		0		7		
03:30	0		1		0		0		0		1		
03:45	0	0	2	8	0	0	2	6	0	0	4	14	
04:00	0		1		0		1		0		2		
04:15	0		1		0		1		0		2		
04:30	0		0		0		2		0		2		
04:45	0	0	3	5	0	0	5	9	0	0	8	14	
05:00	0		3		0		6		0		9		
05:15	0		2		0		1		0		3		
05:30	0		5		1		0		1		5		
05:45	0	0	5	15	0	1	1	8	0	1	6	23	
06:00	0		1		0		4		0		5		
06:15	0		4		2		2		2		6		
06:30	0		3		2		2		2		5		
06:45	0	0	1	9	2	6	0	8	2	6	1	17	
07:00	0		0		0		1		0		1		
07:15	0		2		4		2		4		4		
07:30	4		3		0		4		4		7		
07:45	4	8	1	6	5	9	3	10	9	17	4	16	
08:00	1		2		2		1		3		3		
08:15	1		1		2		1		3		2		
08:30	0		2		2		4		2		6		
08:45	4	6	0	5	7	13	1	7	11	19	1	12	
09:00	2		0		4		0		6		0		
09:15	4		0		2		0		6		0		
09:30	0		0		1		1		1		1		
09:45	0	6	1	1	1	8	1	2	1	14	2	3	
10:00	1		2		1		1		2		3		
10:15	3		1		3		0		6		1		
10:30	0		0		2		3		2		3		
10:45	0	4	0	3	0	6	2	6	0	10	2	9	
11:00	0		1		1		0		1		1		
11:15	2		1		3		0		5		1		
11:30	0		0		1		0		1		0		
11:45	0	2	0	2	3	8	0	0	3	10	0	2	
Total	26		65		51		78		77		143		
Percent	33.8%		45.5%		66.2%		54.5%						
Day Total		91				129				220			
Peak	07:30	-	05:00	-	08:15	-	04:15	-	08:30	-	04:45	-	- -
Vol.	10	-	15	-	15	-	14	-	25	-	25	-	- -
P.H.F.	0.625		0.750		0.536		0.583		0.568		0.694		

N/S: Winthrop Street
E/W: Lovering Street
City, State: Medway, MA
Client: Green/ J. Sobel

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

File Name : 154478 A
Site Code : 15048
Start Date : 6/3/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Winthrop Street From North				Lovering Street From East				Winthrop Street From South				Lovering Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	1	13	8	0	10	3	3	0	0	85	0	0	0	6	15	0	144
07:15 AM	3	24	7	0	11	6	0	0	1	93	4	0	0	11	17	0	177
07:30 AM	3	23	9	0	12	21	0	0	0	92	1	0	4	11	10	0	186
07:45 AM	4	12	12	0	15	22	0	0	0	82	2	0	3	17	9	0	178
Total	11	72	36	0	48	52	3	0	1	352	7	0	7	45	51	0	685
08:00 AM	2	14	6	0	12	7	2	0	0	76	1	0	0	12	11	0	143
08:15 AM	1	14	4	0	15	6	0	0	2	62	1	0	2	13	12	0	132
08:30 AM	3	21	11	0	10	9	1	0	1	62	0	0	1	4	3	0	126
08:45 AM	2	20	5	0	9	9	1	0	1	34	3	0	0	16	1	0	101
Total	8	69	26	0	46	31	4	0	4	234	5	0	3	45	27	0	502
Grand Total	19	141	62	0	94	83	7	0	5	586	12	0	10	90	78	0	1187
Apprch %	8.6	63.5	27.9	0	51.1	45.1	3.8	0	0.8	97.2	2	0	5.6	50.6	43.8	0	
Total %	1.6	11.9	5.2	0	7.9	7	0.6	0	0.4	49.4	1	0	0.8	7.6	6.6	0	
Cars	18	135	54	0	91	77	3	0	4	571	5	0	10	85	77	0	1130
% Cars	94.7	95.7	87.1	0	96.8	92.8	42.9	0	80	97.4	41.7	0	100	94.4	98.7	0	95.2
Heavy Vehicles	1	6	8	0	3	6	4	0	1	15	7	0	0	5	1	0	57
% Heavy Vehicles	5.3	4.3	12.9	0	3.2	7.2	57.1	0	20	2.6	58.3	0	0	5.6	1.3	0	4.8

	Winthrop Street From North					Lovering Street From East					Winthrop Street From South					Lovering Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	13	8	0	22	10	3	3	0	16	0	85	0	0	85	0	6	15	0	21	144
07:15 AM	3	24	7	0	34	11	6	0	0	17	1	93	4	0	98	0	11	17	0	28	177
07:30 AM	3	23	9	0	35	12	21	0	0	33	0	92	1	0	93	4	11	10	0	25	186
07:45 AM	4	12	12	0	28	15	22	0	0	37	0	82	2	0	84	3	17	9	0	29	178
Total Volume	11	72	36	0	119	48	52	3	0	103	1	352	7	0	360	7	45	51	0	103	685
% App. Total	9.2	60.5	30.3	0		46.6	50.5	2.9	0		0.3	97.8	1.9	0		6.8	43.7	49.5	0		
PHF	.688	.750	.750	.000	.850	.800	.591	.250	.000	.696	.250	.946	.438	.000	.918	.438	.662	.750	.000	.888	.921
Cars	10	69	31	0	110	47	48	1	0	96	1	346	3	0	350	7	44	50	0	101	657
% Cars	90.9	95.8	86.1	0	92.4	97.9	92.3	33.3	0	93.2	100	98.3	42.9	0	97.2	100	97.8	98.0	0	98.1	95.9
Heavy Vehicles	1	3	5	0	9	1	4	2	0	7	0	6	4	0	10	0	1	1	0	2	28
% Heavy Vehicles	9.1	4.2	13.9	0	7.6	2.1	7.7	66.7	0	6.8	0	1.7	57.1	0	2.8	0	2.2	2.0	0	1.9	4.1

N/S: Winthrop Street
E/W: Lovering Street
City, State: Medway, MA
Client: Green/ J. Sobel

PRECISION DATA INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
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File Name : 154478 A
Site Code : 15048
Start Date : 6/3/2015
Page No : 1

Groups Printed- Peds and Bikes

	Winthrop Street From North					Lovering Street From East					Winthrop Street From South					Lovering Street From West					
Start Time	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	3
Grand Total	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	4
Apprch %	0	50	0	50	0	0	0	0	0	100	0	0	0	0	0	0	0	0	100	0	
Total %	0	25	0	25	0	0	0	0	0	25	0	0	0	0	0	0	0	0	25	0	

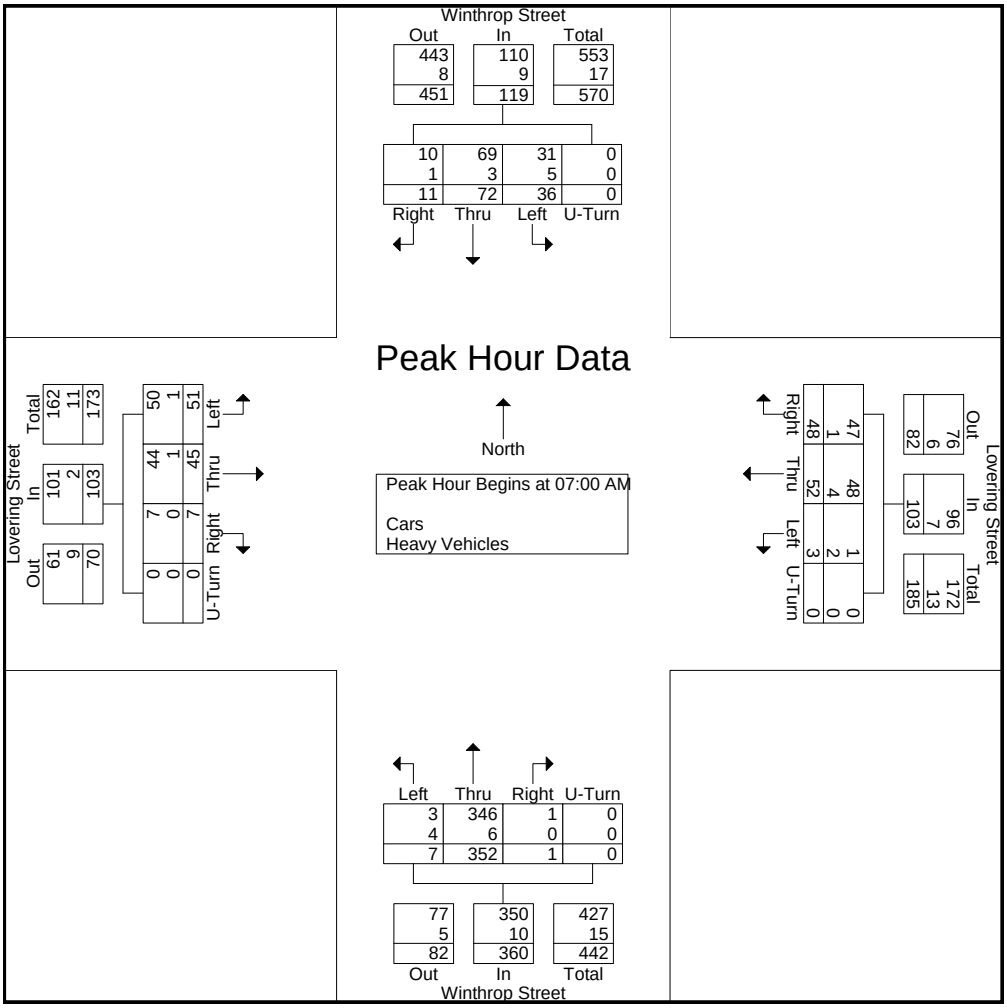
	Winthrop Street From North						Lovering Street From East						Winthrop Street From South						Lovering Street From West						
Start Time	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:00 AM																									
08:00 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
08:15 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
08:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
08:45 AM	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
Total Volume	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0	100	0		0	0	0	0	100		0	0	0	0	0		0	0	0	100	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.375

N/S: Winthrop Street
E/W: Lovering Street
City, State: Medway, MA
Client: Green/ J. Sobel

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

File Name : 154478 A
Site Code : 15048
Start Date : 6/3/2015
Page No : 1

	Winthrop Street From North					Lovering Street From East					Winthrop Street From South					Lovering Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	13	8	0	22	10	3	3	0	16	0	85	0	0	85	0	6	15	0	21	144
07:15 AM	3	24	7	0	34	11	6	0	0	17	1	93	4	0	98	0	11	17	0	28	177
07:30 AM	3	23	9	0	35	12	21	0	0	33	0	92	1	0	93	4	11	10	0	25	186
07:45 AM	4	12	12	0	28	15	22	0	0	37	0	82	2	0	84	3	17	9	0	29	178
Total Volume	11	72	36	0	119	48	52	3	0	103	1	352	7	0	360	7	45	51	0	103	685
% App. Total	9.2	60.5	30.3	0		46.6	50.5	2.9	0		0.3	97.8	1.9	0		6.8	43.7	49.5	0		
PHF	.688	.750	.750	.000	.850	.800	.591	.250	.000	.696	.250	.946	.438	.000	.918	.438	.662	.750	.000	.888	.921
Cars	10	69	31	0	110	47	48	1	0	96	1	346	3	0	350	7	44	50	0	101	657
% Cars	90.9	95.8	86.1	0	92.4	97.9	92.3	33.3	0	93.2	100	98.3	42.9	0	97.2	100	97.8	98.0	0	98.1	95.9
Heavy Vehicles	1	3	5	0	9	1	4	2	0	7	0	6	4	0	10	0	1	1	0	2	28
% Heavy Vehicles	9.1	4.2	13.9	0	7.6	2.1	7.7	66.7	0	6.8	0	1.7	57.1	0	2.8	0	2.2	2.0	0	1.9	4.1



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Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Winthop Street From North				Lovering Street From East				Winthop Street From South				Lovering Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
04:00 PM	0	40	14	0	10	10	2	0	0	14	1	0	1	3	1	0	96
04:15 PM	6	35	5	0	6	11	1	0	1	24	2	0	3	10	0	0	104
04:30 PM	2	40	15	0	12	8	0	0	0	33	2	0	2	18	2	0	134
04:45 PM	2	44	12	0	13	13	0	0	2	18	0	0	1	14	2	0	121
Total	10	159	46	0	41	42	3	0	3	89	5	0	7	45	5	0	455
05:00 PM	3	51	18	0	14	8	2	0	1	26	1	0	1	9	2	0	136
05:15 PM	5	62	13	0	10	9	1	0	1	28	2	0	0	12	5	0	148
05:30 PM	4	57	19	0	19	14	0	0	4	23	2	0	5	10	4	0	161
05:45 PM	7	70	16	0	24	17	1	0	2	36	4	0	1	9	3	0	190
Total	19	240	66	0	67	48	4	0	8	113	9	0	7	40	14	0	635
Grand Total	29	399	112	0	108	90	7	0	11	202	14	0	14	85	19	0	1090
Apprch %	5.4	73.9	20.7	0	52.7	43.9	3.4	0	4.8	89	6.2	0	11.9	72	16.1	0	
Total %	2.7	36.6	10.3	0	9.9	8.3	0.6	0	1	18.5	1.3	0	1.3	7.8	1.7	0	
Cars	29	391	110	0	107	90	6	0	11	199	14	0	13	83	19	0	1072
% Cars	100	98	98.2	0	99.1	100	85.7	0	100	98.5	100	0	92.9	97.6	100	0	98.3
Heavy Vehicles	0	8	2	0	1	0	1	0	0	3	0	0	1	2	0	0	18
% Heavy Vehicles	0	2	1.8	0	0.9	0	14.3	0	0	1.5	0	0	7.1	2.4	0	0	1.7

	Winthop Street From North					Lovering Street From East					Winthop Street From South					Lovering Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	51	18	0	72	14	8	2	0	24	1	26	1	0	28	1	9	2	0	12	136
05:15 PM	5	62	13	0	80	10	9	1	0	20	1	28	2	0	31	0	12	5	0	17	148
05:30 PM	4	57	19	0	80	19	14	0	0	33	4	23	2	0	29	5	10	4	0	19	161
05:45 PM	7	70	16	0	93	24	17	1	0	42	2	36	4	0	42	1	9	3	0	13	190
Total Volume	19	240	66	0	325	67	48	4	0	119	8	113	9	0	130	7	40	14	0	61	635
% App. Total	5.8	73.8	20.3	0		56.3	40.3	3.4	0		6.2	86.9	6.9	0		11.5	65.6	23	0		
PHF	.679	.857	.868	.000	.874	.698	.706	.500	.000	.708	.500	.785	.563	.000	.774	.350	.833	.700	.000	.803	.836
Cars	19	237	65	0	321	66	48	4	0	118	8	110	9	0	127	7	40	14	0	61	627
% Cars	100	98.8	98.5	0	98.8	98.5	100	100	0	99.2	100	97.3	100	0	97.7	100	100	100	0	100	98.7
Heavy Vehicles	0	3	1	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8
% Heavy Vehicles	0	1.3	1.5	0	1.2	1.5	0	0	0	0.8	0	2.7	0	0	2.3	0	0	0	0	0	1.3

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File Name : 154478 AA
Site Code : 15048
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Page No : 1

Groups Printed- Peds and Bikes

	Winthop Street From North					Lovering Street From East					Winthop Street From South					Lovering Street From West					
Start Time	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	1	0	0	1	0	2	0	0	0	0	0	0	1	0	0	0	0	5
Grand Total	0	0	0	1	0	0	1	0	2	0	0	1	0	0	0	2	1	0	0	0	8
Apprch %	0	0	0	100	0	0	33.3	0	66.7	0	0	100	0	0	0	66.7	33.3	0	0	0	
Total %	0	0	0	12.5	0	0	12.5	0	25	0	0	12.5	0	0	0	25	12.5	0	0	0	

	Winthop Street From North						Lovering Street From East						Winthop Street From South						Lovering Street From West						
Start Time	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:00 PM																									
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2
05:30 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
05:45 PM	0	0	0	1	0	1	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	1	0	1	0	1	0	2	0	3	0	0	0	0	0	0	1	0	0	0	0	1	5
% App. Total	0	0	0	100	0		0	33.3	0	66.7	0		0	0	0	0	0		100	0	0	0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.000	.500	.000	.375	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	.250	.417

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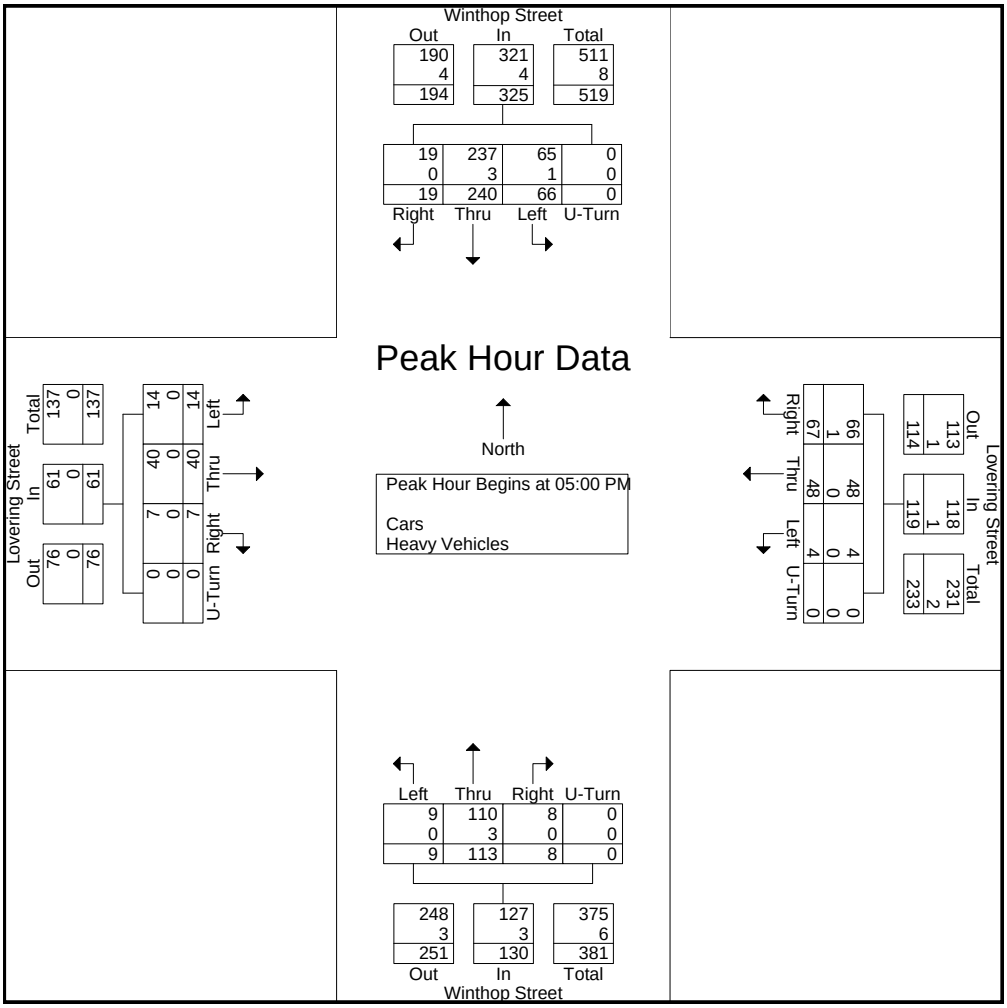
	Winthop Street From North					Lovering Street From East					Winthop Street From South					Lovering Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	51	18	0	72	14	8	2	0	24	1	26	1	0	28	1	9	2	0	12	136
05:15 PM	5	62	13	0	80	10	9	1	0	20	1	28	2	0	31	0	12	5	0	17	148
05:30 PM	4	57	19	0	80	19	14	0	0	33	4	23	2	0	29	5	10	4	0	19	161
05:45 PM	7	70	16	0	93	24	17	1	0	42	2	36	4	0	42	1	9	3	0	13	190
Total Volume	19	240	66	0	325	67	48	4	0	119	8	113	9	0	130	7	40	14	0	61	635
% App. Total	5.8	73.8	20.3	0		56.3	40.3	3.4	0		6.2	86.9	6.9	0		11.5	65.6	23	0		
PHF	.679	.857	.868	.000	.874	.698	.706	.500	.000	.708	.500	.785	.563	.000	.774	.350	.833	.700	.000	.803	.836
Cars	19	237	65	0	321	66	48	4	0	118	8	110	9	0	127	7	40	14	0	61	627
% Cars	100	98.8	98.5	0	98.8	98.5	100	100	0	99.2	100	97.3	100	0	97.7	100	100	100	0	100	98.7
Heavy Vehicles	0	3	1	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8
% Heavy Vehicles	0	1.3	1.5	0	1.2	1.5	0	0	0	0.8	0	2.7	0	0	2.3	0	0	0	0	0	1.3



N/S: Winthrop Street
W: Partridge Street
City, State: Medway, MA
Client: Green/ J. Sobel

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File Name : 154478 B
Site Code : 15048
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Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Winthrop Street From North			Winthrop Street From South			Partridge Street From West			
Start Time	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	Int. Total
07:00 AM	3	18	0	113	0	0	1	16	0	151
07:15 AM	4	33	0	126	0	0	0	26	0	189
07:30 AM	3	33	0	114	0	0	1	22	0	173
07:45 AM	11	25	0	106	0	0	4	7	0	153
Total	21	109	0	459	0	0	6	71	0	666
08:00 AM	4	23	0	98	0	0	0	16	0	141
08:15 AM	1	19	0	89	3	0	0	8	0	120
08:30 AM	2	34	0	76	0	0	1	4	0	117
08:45 AM	4	24	0	45	2	0	3	3	0	81
Total	11	100	0	308	5	0	4	31	0	459
Grand Total	32	209	0	767	5	0	10	102	0	1125
Apprch %	13.3	86.7	0	99.4	0.6	0	8.9	91.1	0	
Total %	2.8	18.6	0	68.2	0.4	0	0.9	9.1	0	
Cars	32	196	0	751	5	0	8	101	0	1093
% Cars	100	93.8	0	97.9	100	0	80	99	0	97.2
Heavy Vehicles	0	13	0	16	0	0	2	1	0	32
% Heavy Vehicles	0	6.2	0	2.1	0	0	20	1	0	2.8

	Winthrop Street From North				Winthrop Street From South				Partridge Street From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

07:00 AM	3	18	0	21	113	0	0	113	1	16	0	17	151
07:15 AM	4	33	0	37	126	0	0	126	0	26	0	26	189
07:30 AM	3	33	0	36	114	0	0	114	1	22	0	23	173
07:45 AM	11	25	0	36	106	0	0	106	4	7	0	11	153
Total Volume	21	109	0	130	459	0	0	459	6	71	0	77	666
% App. Total	16.2	83.8	0		100	0	0		7.8	92.2	0		
PHF	.477	.826	.000	.878	.911	.000	.000	.911	.375	.683	.000	.740	.881
Cars	21	100	0	121	450	0	0	450	5	71	0	76	647
% Cars	100	91.7	0	93.1	98.0	0	0	98.0	83.3	100	0	98.7	97.1
Heavy Vehicles	0	9	0	9	9	0	0	9	1	0	0	1	19
% Heavy Vehicles	0	8.3	0	6.9	2.0	0	0	2.0	16.7	0	0	1.3	2.9

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Groups Printed- Peds and Bikes

	Winthrop Street From North				Winthrop Street From South				Partridge Street From West				
Start Time	Right	Thru	Peds EB	Peds WB	Thru	Left	Peds WB	Peds EB	Right	Left	Peds NB	Peds SB	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 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	1	0	1
Grand Total	0	1	0	0	0	0	0	0	0	0	1	0	2
Apprch %	0	100	0	0	0	0	0	0	0	0	100	0	
Total %	0	50	0	0	0	0	0	0	0	0	50	0	

	Winthrop Street From North					Winthrop Street From South					Partridge Street From West					
Start Time	Right	Thru	Peds EB	Peds WB	App. Total	Thru	Left	Peds WB	Peds EB	App. Total	Right	Left	Peds NB	Peds SB	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:00 AM																
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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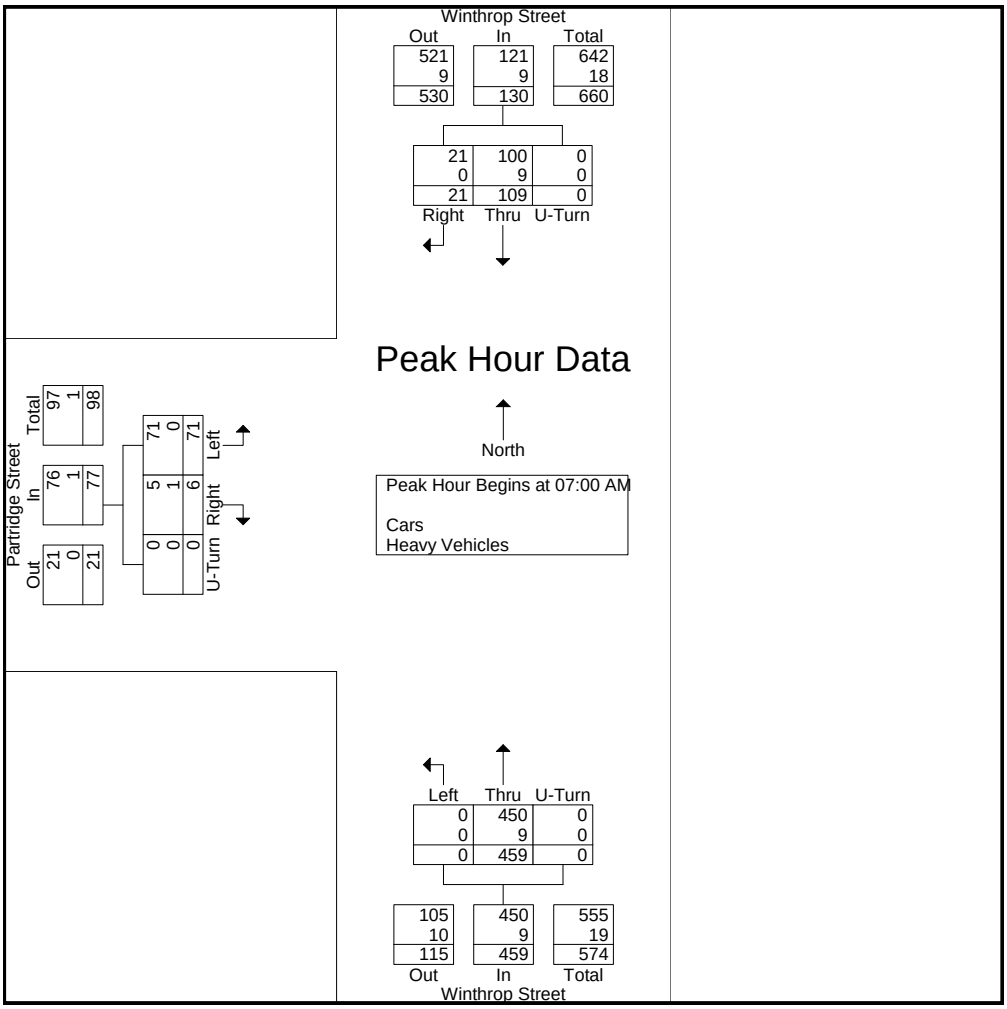
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	3	18	0	21	113	0	0	113	1	16	0	17	151
07:15 AM	4	33	0	37	126	0	0	126	0	26	0	26	189
07:30 AM	3	33	0	36	114	0	0	114	1	22	0	23	173
07:45 AM	11	25	0	36	106	0	0	106	4	7	0	11	153
Total Volume	21	109	0	130	459	0	0	459	6	71	0	77	666
% App. Total	16.2	83.8	0		100	0	0		7.8	92.2	0		
PHF	.477	.826	.000	.878	.911	.000	.000	.911	.375	.683	.000	.740	.881
Cars	21	100	0	121	450	0	0	450	5	71	0	76	647
% Cars	100	91.7	0	93.1	98.0	0	0	98.0	83.3	100	0	98.7	97.1
Heavy Vehicles	0	9	0	9	9	0	0	9	1	0	0	1	19
% Heavy Vehicles	0	8.3	0	6.9	2.0	0	0	2.0	16.7	0	0	1.3	2.9



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File Name : 154478 BB
Site Code : 15048
Start Date : 6/3/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Winthop Street From North			Winthop Street From South			Partridge Street From West			
Start Time	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	Int. Total
04:00 PM	3	49	0	22	2	0	2	4	0	82
04:15 PM	7	44	0	29	1	0	0	4	0	85
04:30 PM	5	54	0	41	4	0	1	1	0	106
04:45 PM	8	55	0	30	5	0	10	7	0	115
Total	23	202	0	122	12	0	13	16	0	388
05:00 PM	9	64	0	31	7	0	6	3	0	120
05:15 PM	10	75	0	41	2	0	4	3	0	135
05:30 PM	17	78	0	36	7	0	4	5	0	147
05:45 PM	7	87	0	54	8	0	7	5	0	168
Total	43	304	0	162	24	0	21	16	0	570
Grand Total	66	506	0	284	36	0	34	32	0	958
Apprch %	11.5	88.5	0	88.8	11.2	0	51.5	48.5	0	
Total %	6.9	52.8	0	29.6	3.8	0	3.5	3.3	0	
Cars	66	497	0	282	36	0	33	32	0	946
% Cars	100	98.2	0	99.3	100	0	97.1	100	0	98.7
Heavy Vehicles	0	9	0	2	0	0	1	0	0	12
% Heavy Vehicles	0	1.8	0	0.7	0	0	2.9	0	0	1.3

	Winthop Street From North				Winthop Street From South				Partridge Street From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	9	64	0	73	31	7	0	38	6	3	0	9	120
05:15 PM	10	75	0	85	41	2	0	43	4	3	0	7	135
05:30 PM	17	78	0	95	36	7	0	43	4	5	0	9	147
05:45 PM	7	87	0	94	54	8	0	62	7	5	0	12	168
Total Volume	43	304	0	347	162	24	0	186	21	16	0	37	570
% App. Total	12.4	87.6	0		87.1	12.9	0		56.8	43.2	0		
PHF	.632	.874	.000	.913	.750	.750	.000	.750	.750	.800	.000	.771	.848
Cars	43	299	0	342	160	24	0	184	21	16	0	37	563
% Cars	100	98.4	0	98.6	98.8	100	0	98.9	100	100	0	100	98.8
Heavy Vehicles	0	5	0	5	2	0	0	2	0	0	0	0	7
% Heavy Vehicles	0	1.6	0	1.4	1.2	0	0	1.1	0	0	0	0	1.2

N/S: Winthrop Street
W: Partridge Street
City, State: Medway, MA
Client: Green/ J. Sobel

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Site Code : 15048
Start Date : 6/3/2015
Page No : 1

Groups Printed- Peds and Bikes

	Winthop Street From North				Winthop Street From South				Partridge Street From West				
Start Time	Right	Thru	Peds EB	Peds WB	Thru	Left	Peds WB	Peds EB	Right	Left	Peds NB	Peds SB	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
05:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	1	0	1	0	0	0	1	0	0	0	4	0	7
Grand Total	1	0	1	0	1	0	1	0	0	0	4	0	8
Apprch %	50	0	50	0	50	0	50	0	0	0	100	0	
Total %	12.5	0	12.5	0	12.5	0	12.5	0	0	0	50	0	

	Winthop Street From North					Winthop Street From South					Partridge Street From West					
Start Time	Right	Thru	Peds EB	Peds WB	App. Total	Thru	Left	Peds WB	Peds EB	App. Total	Right	Left	Peds NB	Peds SB	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:45 PM																
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total Volume	1	0	1	0	2	1	0	0	0	1	0	0	4	0	4	7
% App. Total	50	0	50	0		100	0	0	0		0	0	100	0		
PHF	.250	.000	.250	.000	.500	.250	.000	.000	.000	.250	.000	.000	.333	.000	.333	.583

N/S: Winthrop Street
W: Partridge Street
City, State: Medway, MA
Client: Green/ J. Sobel

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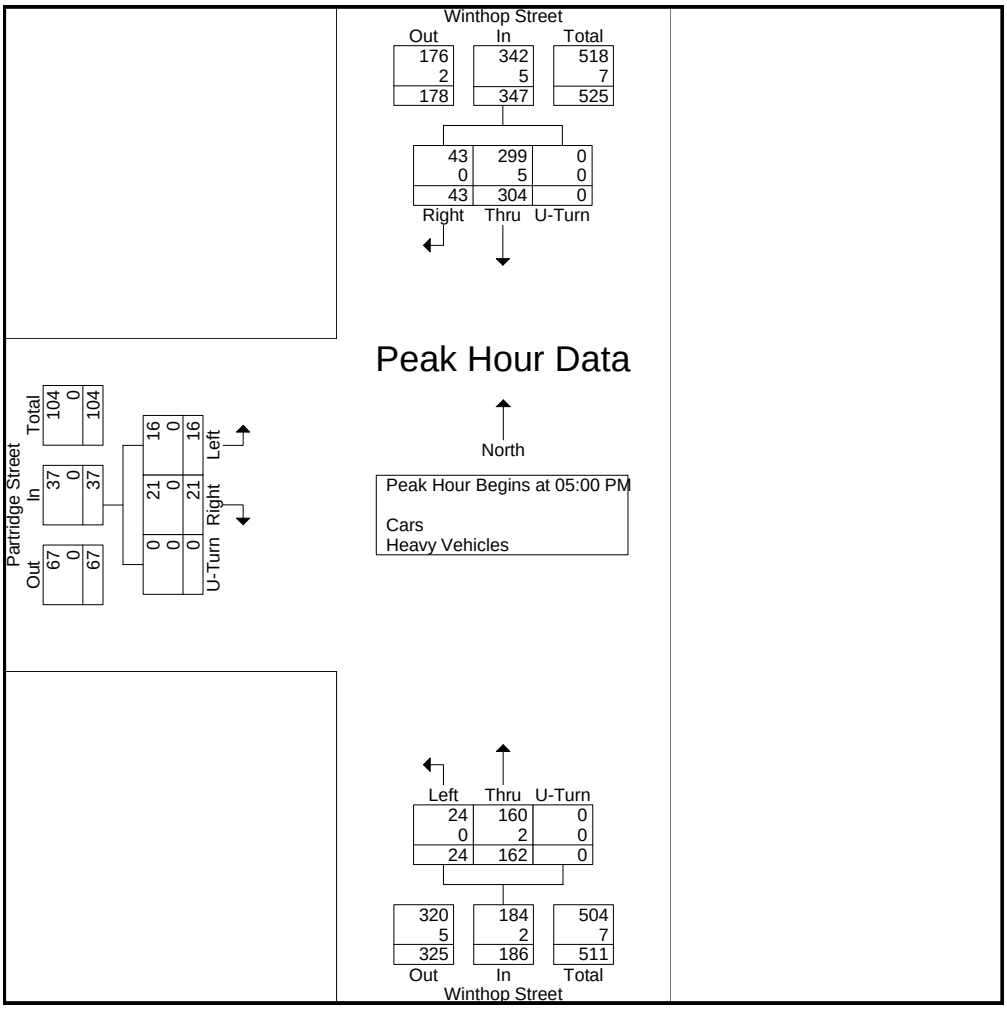
	Winthop Street From North				Winthop Street From South				Partridge Street From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	9	64	0	73	31	7	0	38	6	3	0	9	120
05:15 PM	10	75	0	85	41	2	0	43	4	3	0	7	135
05:30 PM	17	78	0	95	36	7	0	43	4	5	0	9	147
05:45 PM	7	87	0	94	54	8	0	62	7	5	0	12	168
Total Volume	43	304	0	347	162	24	0	186	21	16	0	37	570
% App. Total	12.4	87.6	0		87.1	12.9	0		56.8	43.2	0		
PHF	.632	.874	.000	.913	.750	.750	.000	.750	.750	.800	.000	.771	.848
Cars	43	299	0	342	160	24	0	184	21	16	0	37	563
% Cars	100	98.4	0	98.6	98.8	100	0	98.9	100	100	0	100	98.8
Heavy Vehicles	0	5	0	5	2	0	0	2	0	0	0	0	7
% Heavy Vehicles	0	1.6	0	1.4	1.2	0	0	1.1	0	0	0	0	1.2



N/S: Winthrop Street
W: Stephanie Drive
City, State: Medway, MA
Client: Green/ J. Sobel

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File Name : 154478 C
Site Code : 15048
Start Date : 6/3/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Winthrop Street From North			Winthrop Street From South			Stephanie Drive From West			
Start Time	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	Int. Total
07:00 AM	0	19	0	129	0	0	2	2	0	152
07:15 AM	0	35	0	151	1	0	1	0	0	188
07:30 AM	1	36	0	135	1	0	0	1	0	174
07:45 AM	0	34	0	114	0	0	2	1	0	151
Total	1	124	0	529	2	0	5	4	0	665
08:00 AM	0	26	0	114	0	0	1	1	0	142
08:15 AM	0	24	0	96	1	0	0	0	0	121
08:30 AM	0	29	0	78	1	0	2	1	0	111
08:45 AM	0	27	0	49	0	0	1	1	0	78
Total	0	106	0	337	2	0	4	3	0	452
Grand Total	1	230	0	866	4	0	9	7	0	1117
Apprch %	0.4	99.6	0	99.5	0.5	0	56.2	43.8	0	
Total %	0.1	20.6	0	77.5	0.4	0	0.8	0.6	0	
Cars	1	221	0	849	4	0	8	7	0	1090
% Cars	100	96.1	0	98	100	0	88.9	100	0	97.6
Heavy Vehicles	0	9	0	17	0	0	1	0	0	27
% Heavy Vehicles	0	3.9	0	2	0	0	11.1	0	0	2.4

	Winthrop Street From North				Winthrop Street From South				Stephanie Drive From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	19	0	19	129	0	0	129	2	2	0	4	152
07:15 AM	0	35	0	35	151	1	0	152	1	0	0	1	188
07:30 AM	1	36	0	37	135	1	0	136	0	1	0	1	174
07:45 AM	0	34	0	34	114	0	0	114	2	1	0	3	151
Total Volume	1	124	0	125	529	2	0	531	5	4	0	9	665
% App. Total	0.8	99.2	0		99.6	0.4	0		55.6	44.4	0		
PHF	.250	.861	.000	.845	.876	.500	.000	.873	.625	.500	.000	.563	.884
Cars	1	118	0	119	520	2	0	522	4	4	0	8	649
% Cars	100	95.2	0	95.2	98.3	100	0	98.3	80.0	100	0	88.9	97.6
Heavy Vehicles	0	6	0	6	9	0	0	9	1	0	0	1	16
% Heavy Vehicles	0	4.8	0	4.8	1.7	0	0	1.7	20.0	0	0	11.1	2.4

N/S: Winthrop Street
W: Stephanie Drive
City, State: Medway, MA
Client: Green/ J. Sobel

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File Name : 154478 C
Site Code : 15048
Start Date : 6/3/2015
Page No : 1

Groups Printed- Peds and Bikes

	Winthrop Street From North				Winthrop Street From South				Stephanie Drive From West				
Start Time	Right	Thru	Peds EB	Peds WB	Thru	Left	Peds WB	Peds EB	Right	Left	Peds NB	Peds SB	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 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	1	0	1
Grand Total	0	1	0	0	0	0	0	0	0	0	1	0	2
Apprch %	0	100	0	0	0	0	0	0	0	0	100	0	
Total %	0	50	0	0	0	0	0	0	0	0	50	0	

	Winthrop Street From North					Winthrop Street From South					Stephanie Drive From West					
Start Time	Right	Thru	Peds EB	Peds WB	App. Total	Thru	Left	Peds WB	Peds EB	App. Total	Right	Left	Peds NB	Peds SB	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:00 AM																
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

N/S: Winthrop Street
W: Stephanie Drive
City, State: Medway, MA
Client: Green/ J. Sobel

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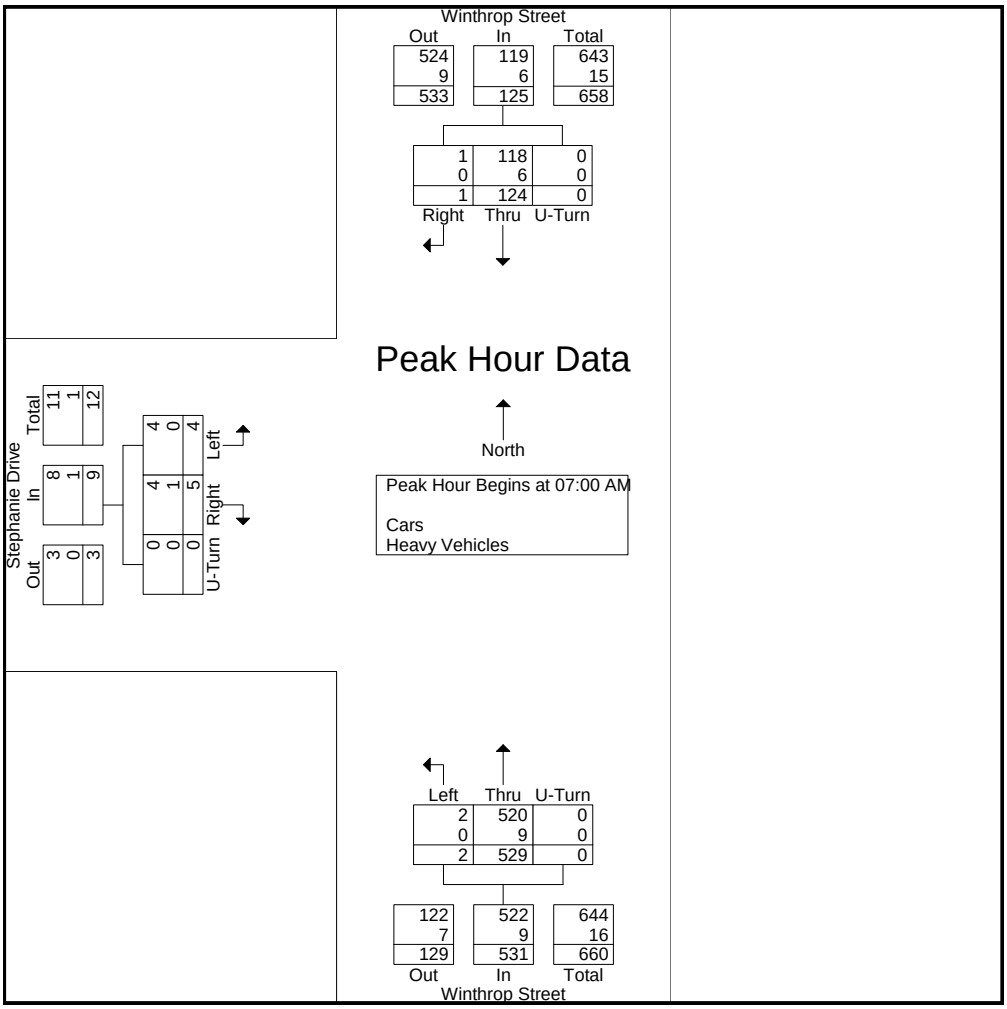
	Winthrop Street From North				Winthrop Street From South				Stephanie Drive From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	19	0	19	129	0	0	129	2	2	0	4	152
07:15 AM	0	35	0	35	151	1	0	152	1	0	0	1	188
07:30 AM	1	36	0	37	135	1	0	136	0	1	0	1	174
07:45 AM	0	34	0	34	114	0	0	114	2	1	0	3	151
Total Volume	1	124	0	125	529	2	0	531	5	4	0	9	665
% App. Total	0.8	99.2	0		99.6	0.4	0		55.6	44.4	0		
PHF	.250	.861	.000	.845	.876	.500	.000	.873	.625	.500	.000	.563	.884
Cars	1	118	0	119	520	2	0	522	4	4	0	8	649
% Cars	100	95.2	0	95.2	98.3	100	0	98.3	80.0	100	0	88.9	97.6
Heavy Vehicles	0	6	0	6	9	0	0	9	1	0	0	1	16
% Heavy Vehicles	0	4.8	0	4.8	1.7	0	0	1.7	20.0	0	0	11.1	2.4



N/S: Winthrop Street
W: Stephanie Drive
City, State: Medway, MA
Client: Green/ J. Sobel

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File Name : 154478 CC
Site Code : 15048
Start Date : 6/3/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Winthop Street From North			Winthop Street From South			Stephanie Drive From West			
Start Time	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	Int. Total
04:00 PM	1	53	0	25	1	0	1	1	0	82
04:15 PM	1	53	0	31	3	0	0	0	0	88
04:30 PM	1	61	0	40	2	0	1	0	0	105
04:45 PM	0	63	0	35	1	0	0	2	0	101
Total	3	230	0	131	7	0	2	3	0	376
05:00 PM	2	76	0	31	2	1	0	0	0	112
05:15 PM	0	87	0	40	0	0	0	0	0	127
05:30 PM	0	95	0	36	5	0	2	0	0	138
05:45 PM	3	91	0	53	7	0	6	1	0	161
Total	5	349	0	160	14	1	8	1	0	538
Grand Total	8	579	0	291	21	1	10	4	0	914
Apprch %	1.4	98.6	0	93	6.7	0.3	71.4	28.6	0	
Total %	0.9	63.3	0	31.8	2.3	0.1	1.1	0.4	0	
Cars	8	572	0	289	21	1	10	3	0	904
% Cars	100	98.8	0	99.3	100	100	100	75	0	98.9
Heavy Vehicles	0	7	0	2	0	0	0	1	0	10
% Heavy Vehicles	0	1.2	0	0.7	0	0	0	25	0	1.1

	Winthop Street From North				Winthop Street From South				Stephanie Drive From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	2	76	0	78	31	2	1	34	0	0	0	0	112
05:15 PM	0	87	0	87	40	0	0	40	0	0	0	0	127
05:30 PM	0	95	0	95	36	5	0	41	2	0	0	2	138
05:45 PM	3	91	0	94	53	7	0	60	6	1	0	7	161
Total Volume	5	349	0	354	160	14	1	175	8	1	0	9	538
% App. Total	1.4	98.6	0		91.4	8	0.6		88.9	11.1	0		
PHF	.417	.918	.000	.932	.755	.500	.250	.729	.333	.250	.000	.321	.835
Cars	5	345	0	350	158	14	1	173	8	1	0	9	532
% Cars	100	98.9	0	98.9	98.8	100	100	98.9	100	100	0	100	98.9
Heavy Vehicles	0	4	0	4	2	0	0	2	0	0	0	0	6
% Heavy Vehicles	0	1.1	0	1.1	1.3	0	0	1.1	0	0	0	0	1.1

N/S: Winthrop Street
W: Stephanie Drive
City, State: Medway, MA
Client: Green/ J. Sobel

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Groups Printed- Peds and Bikes

	Winthop Street From North				Winthop Street From South				Stephanie Drive From West				
Start Time	Right	Thru	Peds EB	Peds WB	Thru	Left	Peds WB	Peds EB	Right	Left	Peds NB	Peds SB	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	1	0	0	0	2
Grand Total	0	1	0	0	1	0	0	0	1	0	0	0	3
Apprch %	0	100	0	0	100	0	0	0	100	0	0	0	
Total %	0	33.3	0	0	33.3	0	0	0	33.3	0	0	0	

	Winthop Street From North					Winthop Street From South					Stephanie Drive From West					
Start Time	Right	Thru	Peds EB	Peds WB	App. Total	Thru	Left	Peds WB	Peds EB	App. Total	Right	Left	Peds NB	Peds SB	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:30 PM																
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	3
% App. Total	0	100	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.250	.000	.000	.250	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.750

N/S: Winthrop Street
W: Stephanie Drive
City, State: Medway, MA
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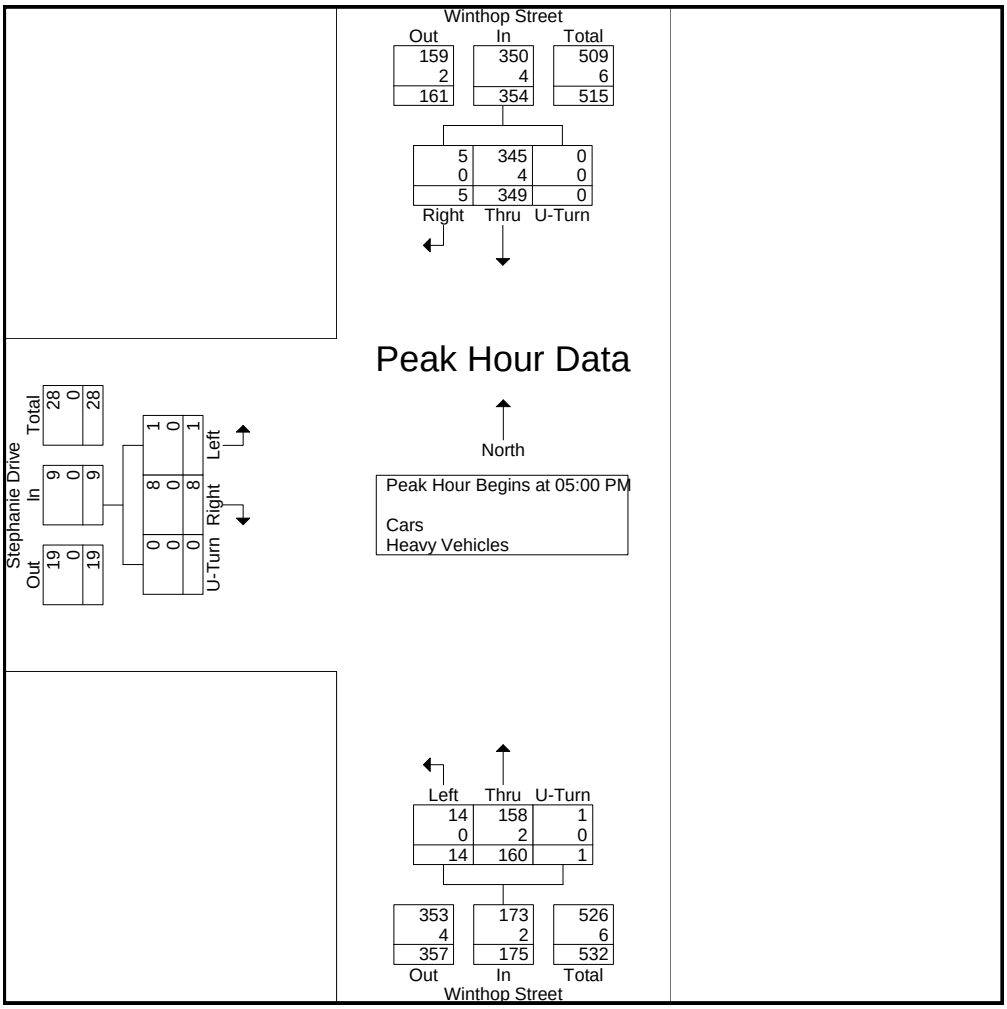
	Winthop Street From North				Winthop Street From South				Stephanie Drive From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	2	76	0	78	31	2	1	34	0	0	0	0	112
05:15 PM	0	87	0	87	40	0	0	40	0	0	0	0	127
05:30 PM	0	95	0	95	36	5	0	41	2	0	0	2	138
05:45 PM	3	91	0	94	53	7	0	60	6	1	0	7	161
Total Volume	5	349	0	354	160	14	1	175	8	1	0	9	538
% App. Total	1.4	98.6	0		91.4	8	0.6		88.9	11.1	0		
PHF	.417	.918	.000	.932	.755	.500	.250	.729	.333	.250	.000	.321	.835
Cars	5	345	0	350	158	14	1	173	8	1	0	9	532
% Cars	100	98.9	0	98.9	98.8	100	100	98.9	100	100	0	100	98.9
Heavy Vehicles	0	4	0	4	2	0	0	2	0	0	0	0	6
% Heavy Vehicles	0	1.1	0	1.1	1.3	0	0	1.1	0	0	0	0	1.1



N/S: Winthrop Street
E: Hill Street
City, State: Medway, MA
Client: Green/ J. Sobel

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File Name : 154478 D
Site Code : 15048
Start Date : 6/3/2015
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Groups Printed- Cars - Heavy Vehicles

	Winthrop Street From North			Hill Street From East			Winthrop Street From South			
Start Time	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	Int. Total
07:00 AM	13	2	0	25	8	0	11	123	0	182
07:15 AM	16	11	0	12	15	0	29	121	0	204
07:30 AM	21	12	0	11	10	0	23	123	0	200
07:45 AM	17	1	0	26	14	0	21	95	0	174
Total	67	26	0	74	47	0	84	462	0	760
08:00 AM	21	2	0	14	3	0	22	99	0	161
08:15 AM	14	7	0	9	8	0	17	84	0	139
08:30 AM	23	5	0	9	5	0	2	77	0	121
08:45 AM	11	7	0	14	11	0	8	45	0	96
Total	69	21	0	46	27	0	49	305	0	517
Grand Total	136	47	0	120	74	0	133	767	0	1277
Apprch %	74.3	25.7	0	61.9	38.1	0	14.8	85.2	0	
Total %	10.6	3.7	0	9.4	5.8	0	10.4	60.1	0	
Cars	128	45	0	111	73	0	132	753	0	1242
% Cars	94.1	95.7	0	92.5	98.6	0	99.2	98.2	0	97.3
Heavy Vehicles	8	2	0	9	1	0	1	14	0	35
% Heavy Vehicles	5.9	4.3	0	7.5	1.4	0	0.8	1.8	0	2.7

	Winthrop Street From North				Hill Street From East				Winthrop Street From South				
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	13	2	0	15	25	8	0	33	11	123	0	134	182
07:15 AM	16	11	0	27	12	15	0	27	29	121	0	150	204
07:30 AM	21	12	0	33	11	10	0	21	23	123	0	146	200
07:45 AM	17	1	0	18	26	14	0	40	21	95	0	116	174
Total Volume	67	26	0	93	74	47	0	121	84	462	0	546	760
% App. Total	72	28	0		61.2	38.8	0		15.4	84.6	0		
PHF	.798	.542	.000	.705	.712	.783	.000	.756	.724	.939	.000	.910	.931
Cars	62	25	0	87	69	46	0	115	83	455	0	538	740
% Cars	92.5	96.2	0	93.5	93.2	97.9	0	95.0	98.8	98.5	0	98.5	97.4
Heavy Vehicles	5	1	0	6	5	1	0	6	1	7	0	8	20
% Heavy Vehicles	7.5	3.8	0	6.5	6.8	2.1	0	5.0	1.2	1.5	0	1.5	2.6

N/S: Winthrop Street
E: Hill Street
City, State: Medway, MA
Client: Green/ J. Sobel

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File Name : 154478 D
Site Code : 15048
Start Date : 6/3/2015
Page No : 1

Groups Printed- Peds and Bikes

	Winthrop Street From North				Hill Street From East				Winthrop Street From South				
Start Time	Thru	Left	Peds EB	Peds WB	Right	Left	Peds SB	Peds NB	Right	Thru	Peds WB	Peds EB	Int. Total
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 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	1	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	100	0	0	0	0	0	0	0	0	0	0	0	
Total %	100	0	0	0	0	0	0	0	0	0	0	0	

	Winthrop Street From North					Hill Street From East					Winthrop Street From South					
Start Time	Thru	Left	Peds EB	Peds WB	App. Total	Right	Left	Peds SB	Peds NB	App. Total	Right	Thru	Peds WB	Peds EB	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:00 AM																
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0	0		0	0	0	0		0	0	0	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

N/S: Winthrop Street
E: Hill Street
City, State: Medway, MA
Client: Green/ J. Sobel

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Start Date : 6/3/2015
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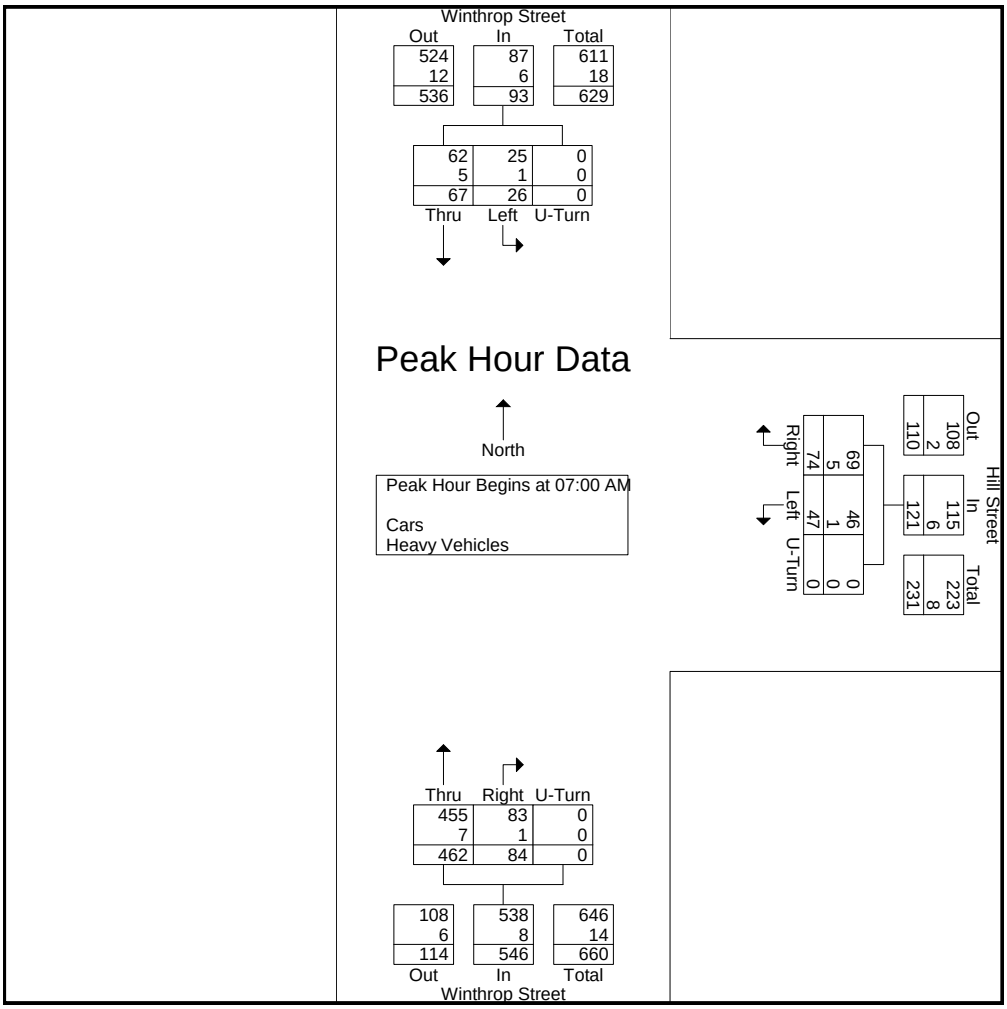
	Winthrop Street From North				Hill Street From East				Winthrop Street From South				
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	13	2	0	15	25	8	0	33	11	123	0	134	182
07:15 AM	16	11	0	27	12	15	0	27	29	121	0	150	204
07:30 AM	21	12	0	33	11	10	0	21	23	123	0	146	200
07:45 AM	17	1	0	18	26	14	0	40	21	95	0	116	174
Total Volume	67	26	0	93	74	47	0	121	84	462	0	546	760
% App. Total	72	28	0		61.2	38.8	0		15.4	84.6	0		
PHF	.798	.542	.000	.705	.712	.783	.000	.756	.724	.939	.000	.910	.931
Cars	62	25	0	87	69	46	0	115	83	455	0	538	740
% Cars	92.5	96.2	0	93.5	93.2	97.9	0	95.0	98.8	98.5	0	98.5	97.4
Heavy Vehicles	5	1	0	6	5	1	0	6	1	7	0	8	20
% Heavy Vehicles	7.5	3.8	0	6.5	6.8	2.1	0	5.0	1.2	1.5	0	1.5	2.6



N/S: Winthrop Street
E: Hill Street
City, State: Medway, MA
Client: Green/ J. Sobel

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Site Code : 15048
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Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Winthop Street From North			Hill Street From East			Winthop Street From South			
Start Time	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn	Int. Total
04:00 PM	42	12	0	13	7	0	6	15	0	95
04:15 PM	38	10	0	13	16	0	6	22	0	105
04:30 PM	49	10	0	12	10	0	6	30	0	117
04:45 PM	42	6	0	10	12	0	8	23	0	101
Total	171	38	0	48	45	0	26	90	0	418
05:00 PM	48	20	0	15	27	0	8	23	0	141
05:15 PM	55	24	0	14	29	0	11	27	0	160
05:30 PM	61	18	0	15	28	0	10	19	0	151
05:45 PM	74	15	0	19	27	0	16	36	0	187
Total	238	77	0	63	111	0	45	105	0	639
Grand Total	409	115	0	111	156	0	71	195	0	1057
Apprch %	78.1	21.9	0	41.6	58.4	0	26.7	73.3	0	
Total %	38.7	10.9	0	10.5	14.8	0	6.7	18.4	0	
Cars	404	114	0	110	155	0	71	192	0	1046
% Cars	98.8	99.1	0	99.1	99.4	0	100	98.5	0	99
Heavy Vehicles	5	1	0	1	1	0	0	3	0	11
% Heavy Vehicles	1.2	0.9	0	0.9	0.6	0	0	1.5	0	1

	Winthop Street From North				Hill Street From East				Winthop Street From South				
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	48	20	0	68	15	27	0	42	8	23	0	31	141
05:15 PM	55	24	0	79	14	29	0	43	11	27	0	38	160
05:30 PM	61	18	0	79	15	28	0	43	10	19	0	29	151
05:45 PM	74	15	0	89	19	27	0	46	16	36	0	52	187
Total Volume	238	77	0	315	63	111	0	174	45	105	0	150	639
% App. Total	75.6	24.4	0		36.2	63.8	0		30	70	0		
PHF	.804	.802	.000	.885	.829	.957	.000	.946	.703	.729	.000	.721	.854
Cars	233	77	0	310	63	111	0	174	45	103	0	148	632
% Cars	97.9	100	0	98.4	100	100	0	100	100	98.1	0	98.7	98.9
Heavy Vehicles	5	0	0	5	0	0	0	0	0	2	0	2	7
% Heavy Vehicles	2.1	0	0	1.6	0	0	0	0	0	1.9	0	1.3	1.1

N/S: Winthrop Street
E: Hill Street
City, State: Medway, MA
Client: Green/ J. Sobel

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Site Code : 15048
Start Date : 6/3/2015
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Groups Printed- Peds and Bikes

	Winthop Street From North				Hill Street From East				Winthop Street From South				
Start Time	Thru	Left	Peds EB	Peds WB	Right	Left	Peds SB	Peds NB	Right	Thru	Peds WB	Peds EB	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	0	3
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	1	0	0	0	1	0	0	4
Apprch %	0	50	0	50	0	100	0	0	0	100	0	0	
Total %	0	25	0	25	0	25	0	0	0	25	0	0	

	Winthop Street From North					Hill Street From East					Winthop Street From South					
Start Time	Thru	Left	Peds EB	Peds WB	App. Total	Right	Left	Peds SB	Peds NB	App. Total	Right	Thru	Peds WB	Peds EB	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:00 PM																
04:00 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	1	0	1	2	0	0	0	0	0	0	1	0	0	1	3
% App. Total	0	50	0	50		0	0	0	0		0	100	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.375

N/S: Winthrop Street
E: Hill Street
City, State: Medway, MA
Client: Green/ J. Sobel

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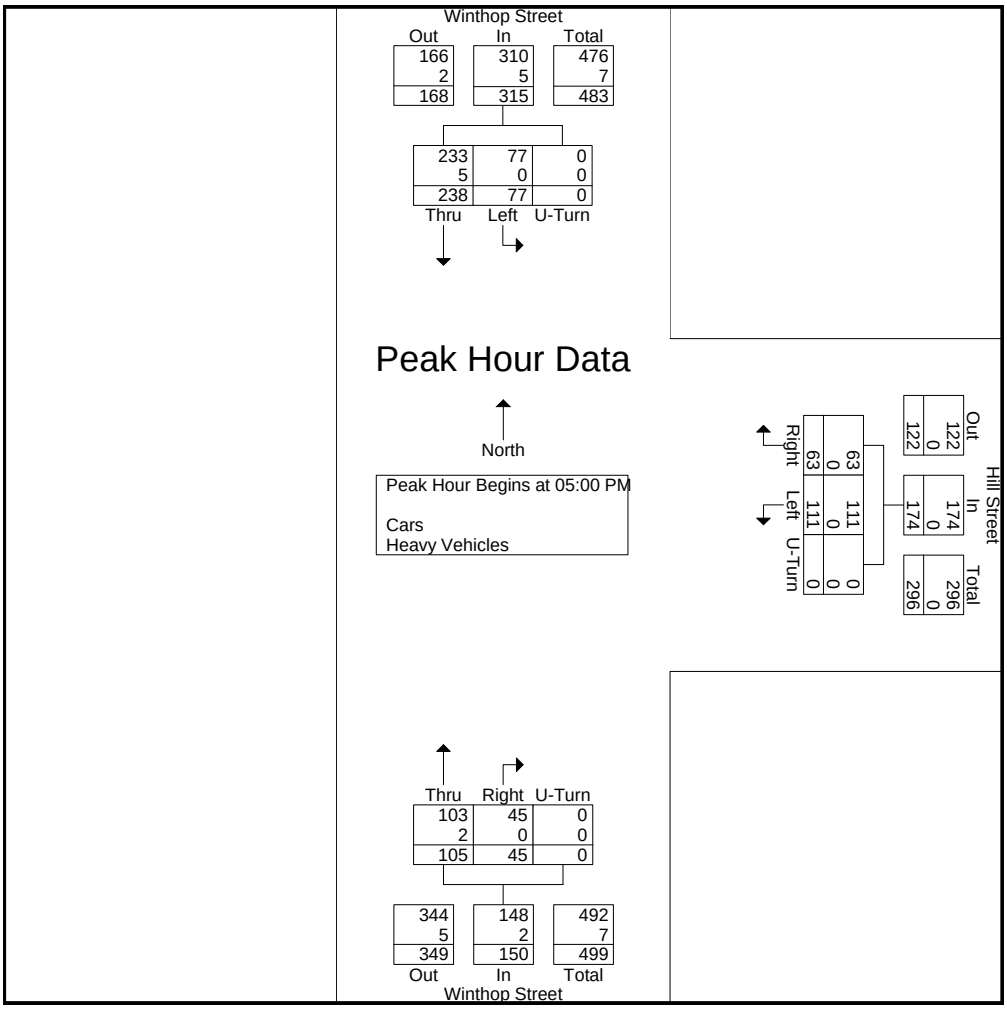
	Winthop Street From North				Hill Street From East				Winthop Street From South				
Start Time	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	48	20	0	68	15	27	0	42	8	23	0	31	141
05:15 PM	55	24	0	79	14	29	0	43	11	27	0	38	160
05:30 PM	61	18	0	79	15	28	0	43	10	19	0	29	151
05:45 PM	74	15	0	89	19	27	0	46	16	36	0	52	187
Total Volume	238	77	0	315	63	111	0	174	45	105	0	150	639
% App. Total	75.6	24.4	0		36.2	63.8	0		30	70	0		
PHF	.804	.802	.000	.885	.829	.957	.000	.946	.703	.729	.000	.721	.854
Cars	233	77	0	310	63	111	0	174	45	103	0	148	632
% Cars	97.9	100	0	98.4	100	100	0	100	100	98.1	0	98.7	98.9
Heavy Vehicles	5	0	0	5	0	0	0	0	0	2	0	2	7
% Heavy Vehicles	2.1	0	0	1.6	0	0	0	0	0	1.9	0	1.3	1.1



N/S: Holliston Street
W: Fairway Lane
City, State: Medway, MA
Client: Green/ J. Sobel

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File Name : 154478 E
Site Code : 15048
Start Date : 6/3/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Holliston Street From North			Holliston Street From South			Fairway Lane From West			
Start Time	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	Int. Total
07:00 AM	1	35	0	87	0	0	0	3	0	126
07:15 AM	1	49	0	81	1	0	2	1	0	135
07:30 AM	0	38	0	92	2	0	2	0	0	134
07:45 AM	1	50	0	105	1	0	2	1	0	160
Total	3	172	0	365	4	0	6	5	0	555
08:00 AM	0	33	0	85	0	0	0	1	0	119
08:15 AM	0	38	0	70	2	0	1	2	0	113
08:30 AM	1	43	0	73	3	0	0	1	0	121
08:45 AM	1	41	0	68	1	0	3	1	0	115
Total	2	155	0	296	6	0	4	5	0	468
Grand Total	5	327	0	661	10	0	10	10	0	1023
Apprch %	1.5	98.5	0	98.5	1.5	0	50	50	0	
Total %	0.5	32	0	64.6	1	0	1	1	0	
Cars	5	307	0	635	10	0	10	10	0	977
% Cars	100	93.9	0	96.1	100	0	100	100	0	95.5
Heavy Vehicles	0	20	0	26	0	0	0	0	0	46
% Heavy Vehicles	0	6.1	0	3.9	0	0	0	0	0	4.5

	Holliston Street From North				Holliston Street From South				Fairway Lane From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	1	35	0	36	87	0	0	87	0	3	0	3	126
07:15 AM	1	49	0	50	81	1	0	82	2	1	0	3	135
07:30 AM	0	38	0	38	92	2	0	94	2	0	0	2	134
07:45 AM	1	50	0	51	105	1	0	106	2	1	0	3	160
Total Volume	3	172	0	175	365	4	0	369	6	5	0	11	555
% App. Total	1.7	98.3	0		98.9	1.1	0		54.5	45.5	0		
PHF	.750	.860	.000	.858	.869	.500	.000	.870	.750	.417	.000	.917	.867
Cars	3	162	0	165	349	4	0	353	6	5	0	11	529
% Cars	100	94.2	0	94.3	95.6	100	0	95.7	100	100	0	100	95.3
Heavy Vehicles	0	10	0	10	16	0	0	16	0	0	0	0	26
% Heavy Vehicles	0	5.8	0	5.7	4.4	0	0	4.3	0	0	0	0	4.7

N/S: Holliston Street
W: Fairway Lane
City, State: Medway, MA
Client: Green/ J. Sobel

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Site Code : 15048
Start Date : 6/3/2015
Page No : 1

Groups Printed- Peds and Bikes

	Holliston Street From North				Holliston Street From South				Fairway Lane From West				
Start Time	Right	Thru	Peds EB	Peds WB	Thru	Left	Peds WB	Peds EB	Right	Left	Peds NB	Peds SB	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 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
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 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	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	
Total %													

	Holliston Street From North					Holliston Street From South					Fairway Lane From West					
Start Time	Right	Thru	Peds EB	Peds WB	App. Total	Thru	Left	Peds WB	Peds EB	App. Total	Right	Left	Peds NB	Peds SB	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:00 AM																
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

N/S: Holliston Street
W: Fairway Lane
City, State: Medway, MA
Client: Green/ J. Sobel

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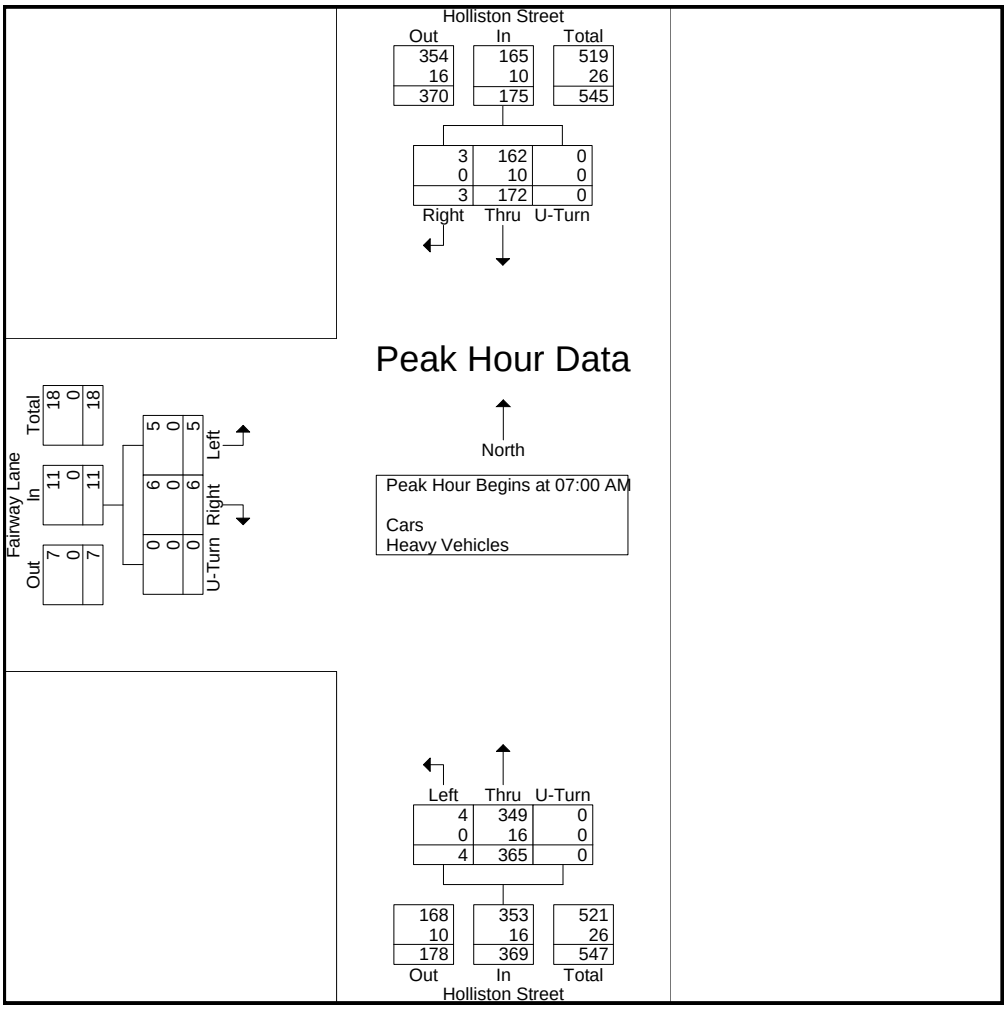
	Holliston Street From North				Holliston Street From South				Fairway Lane From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	1	35	0	36	87	0	0	87	0	3	0	3	126
07:15 AM	1	49	0	50	81	1	0	82	2	1	0	3	135
07:30 AM	0	38	0	38	92	2	0	94	2	0	0	2	134
07:45 AM	1	50	0	51	105	1	0	106	2	1	0	3	160
Total Volume	3	172	0	175	365	4	0	369	6	5	0	11	555
% App. Total	1.7	98.3	0		98.9	1.1	0		54.5	45.5	0		
PHF	.750	.860	.000	.858	.869	.500	.000	.870	.750	.417	.000	.917	.867
Cars	3	162	0	165	349	4	0	353	6	5	0	11	529
% Cars	100	94.2	0	94.3	95.6	100	0	95.7	100	100	0	100	95.3
Heavy Vehicles	0	10	0	10	16	0	0	16	0	0	0	0	26
% Heavy Vehicles	0	5.8	0	5.7	4.4	0	0	4.3	0	0	0	0	4.7



N/S: Holliston Street
W: Fairway Lane
City, State: Medway, MA
Client: Green/ J. Sobel

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File Name : 154478 EE
Site Code : 15048
Start Date : 6/3/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Holliston Street From North			Holliston Street From South			Fairway Lane From West			
Start Time	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	Int. Total
04:00 PM	4	85	0	47	1	0	2	0	0	139
04:15 PM	1	88	0	60	3	0	5	2	0	159
04:30 PM	3	114	0	58	4	0	3	0	0	182
04:45 PM	1	96	0	54	4	0	2	0	0	157
Total	9	383	0	219	12	0	12	2	0	637
05:00 PM	2	92	0	54	4	0	1	0	0	153
05:15 PM	2	135	0	48	3	0	4	0	0	192
05:30 PM	2	143	0	41	0	0	4	2	0	192
05:45 PM	1	103	0	40	2	0	2	0	0	148
Total	7	473	0	183	9	0	11	2	0	685
Grand Total	16	856	0	402	21	0	23	4	0	1322
Apprch %	1.8	98.2	0	95	5	0	85.2	14.8	0	
Total %	1.2	64.8	0	30.4	1.6	0	1.7	0.3	0	
Cars	15	851	0	396	21	0	22	4	0	1309
% Cars	93.8	99.4	0	98.5	100	0	95.7	100	0	99
Heavy Vehicles	1	5	0	6	0	0	1	0	0	13
% Heavy Vehicles	6.2	0.6	0	1.5	0	0	4.3	0	0	1

	Holliston Street From North				Holliston Street From South				Fairway Lane From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	1	96	0	97	54	4	0	58	2	0	0	2	157
05:00 PM	2	92	0	94	54	4	0	58	1	0	0	1	153
05:15 PM	2	135	0	137	48	3	0	51	4	0	0	4	192
05:30 PM	2	143	0	145	41	0	0	41	4	2	0	6	192
Total Volume	7	466	0	473	197	11	0	208	11	2	0	13	694
% App. Total	1.5	98.5	0		94.7	5.3	0		84.6	15.4	0		
PHF	.875	.815	.000	.816	.912	.688	.000	.897	.688	.250	.000	.542	.904
Cars	6	463	0	469	195	11	0	206	10	2	0	12	687
% Cars	85.7	99.4	0	99.2	99.0	100	0	99.0	90.9	100	0	92.3	99.0
Heavy Vehicles	1	3	0	4	2	0	0	2	1	0	0	1	7
% Heavy Vehicles	14.3	0.6	0	0.8	1.0	0	0	1.0	9.1	0	0	7.7	1.0

N/S: Holliston Street
W: Fairway Lane
City, State: Medway, MA
Client: Green/ J. Sobel

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Groups Printed- Peds and Bikes

	Holliston Street From North				Holliston Street From South				Fairway Lane From West				
Start Time	Right	Thru	Peds EB	Peds WB	Thru	Left	Peds WB	Peds EB	Right	Left	Peds NB	Peds SB	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	0	0	0	1	2	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	2	3
05:45 PM	0	1	2	0	0	0	0	0	0	0	2	0	5
Total	0	2	2	0	0	0	0	0	0	0	2	2	8
Grand Total	0	2	2	1	2	0	0	0	0	0	2	2	11
Apprch %	0	40	40	20	100	0	0	0	0	0	50	50	
Total %	0	18.2	18.2	9.1	18.2	0	0	0	0	0	18.2	18.2	

	Holliston Street From North					Holliston Street From South					Fairway Lane From West					
Start Time	Right	Thru	Peds EB	Peds WB	App. Total	Thru	Left	Peds WB	Peds EB	App. Total	Right	Left	Peds NB	Peds SB	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 05:00 PM																
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2	3
05:45 PM	0	1	2	0	3	0	0	0	0	0	0	0	2	0	2	5
Total Volume	0	2	2	0	4	0	0	0	0	0	0	0	2	2	4	8
% App. Total	0	50	50	0		0	0	0	0		0	0	50	50		
PHF	.000	.500	.250	.000	.333	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	.400

N/S: Holliston Street
W: Fairway Lane
City, State: Medway, MA
Client: Green/ J. Sobel

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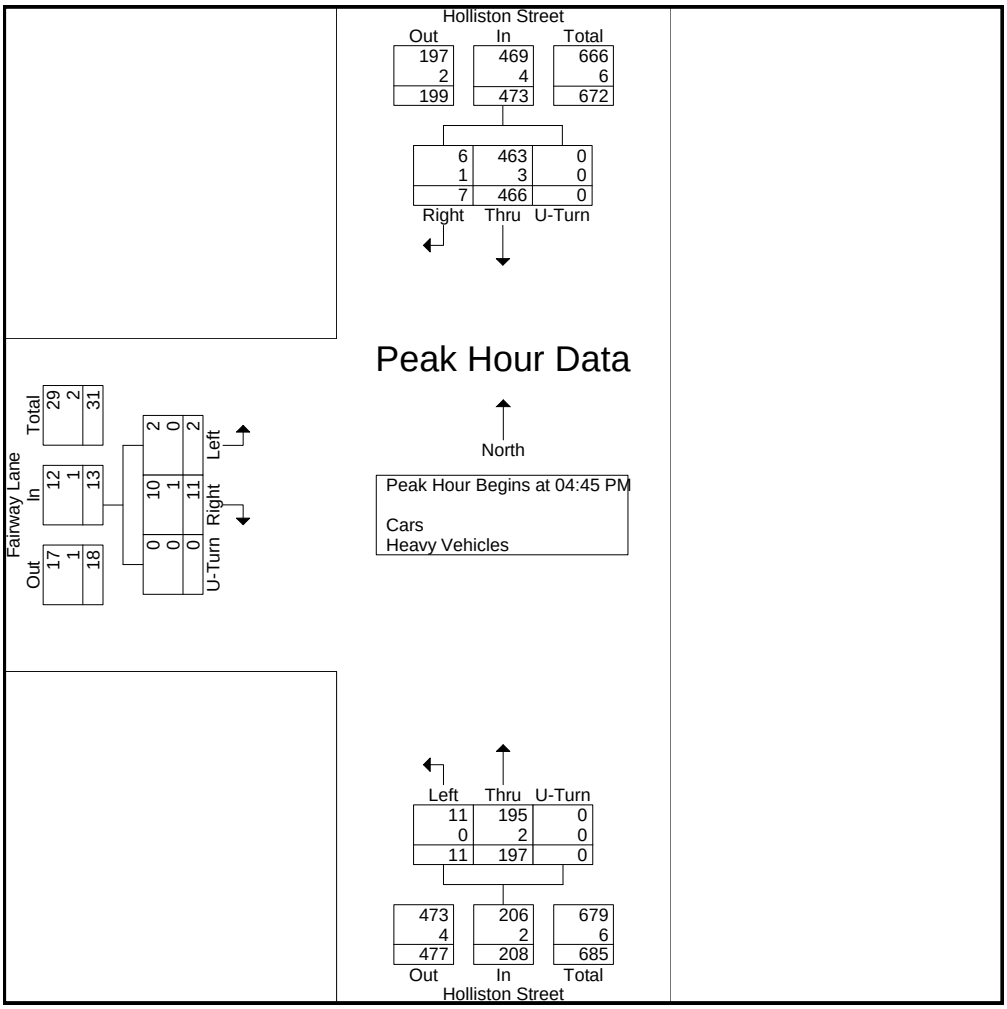
	Holliston Street From North				Holliston Street From South				Fairway Lane From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	1	96	0	97	54	4	0	58	2	0	0	2	157
05:00 PM	2	92	0	94	54	4	0	58	1	0	0	1	153
05:15 PM	2	135	0	137	48	3	0	51	4	0	0	4	192
05:30 PM	2	143	0	145	41	0	0	41	4	2	0	6	192
Total Volume	7	466	0	473	197	11	0	208	11	2	0	13	694
% App. Total	1.5	98.5	0		94.7	5.3	0		84.6	15.4	0		
PHF	.875	.815	.000	.816	.912	.688	.000	.897	.688	.250	.000	.542	.904
Cars	6	463	0	469	195	11	0	206	10	2	0	12	687
% Cars	85.7	99.4	0	99.2	99.0	100	0	99.0	90.9	100	0	92.3	99.0
Heavy Vehicles	1	3	0	4	2	0	0	2	1	0	0	1	7
% Heavy Vehicles	14.3	0.6	0	0.8	1.0	0	0	1.0	9.1	0	0	7.7	1.0



N/S: Holliston Street
W: Redgate Drive
City, State: Medway, MA
Client: Green/ J. Sobel

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File Name : 154478 F
Site Code : 15048
Start Date : 6/3/2015
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Groups Printed- Cars - Heavy Vehicles

	Holliston Street From North			Holliston Street From South			Redgate Drive From West			
Start Time	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	Int. Total
07:00 AM	2	45	0	91	1	0	7	3	0	149
07:15 AM	1	58	0	80	4	0	7	1	0	151
07:30 AM	4	53	0	88	2	0	2	1	0	150
07:45 AM	3	64	1	102	2	0	6	6	0	184
Total	10	220	1	361	9	0	22	11	0	634
08:00 AM	0	46	0	91	4	0	6	2	0	149
08:15 AM	0	47	0	76	1	0	3	0	0	127
08:30 AM	1	54	0	76	0	0	7	3	0	141
08:45 AM	3	53	0	76	5	0	7	8	0	152
Total	4	200	0	319	10	0	23	13	0	569
Grand Total	14	420	1	680	19	0	45	24	0	1203
Apprch %	3.2	96.6	0.2	97.3	2.7	0	65.2	34.8	0	
Total %	1.2	34.9	0.1	56.5	1.6	0	3.7	2	0	
Cars	13	397	1	660	18	0	45	23	0	1157
% Cars	92.9	94.5	100	97.1	94.7	0	100	95.8	0	96.2
Heavy Vehicles	1	23	0	20	1	0	0	1	0	46
% Heavy Vehicles	7.1	5.5	0	2.9	5.3	0	0	4.2	0	3.8

	Holliston Street From North				Holliston Street From South				Redgate Drive From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	2	45	0	47	91	1	0	92	7	3	0	10	149
07:15 AM	1	58	0	59	80	4	0	84	7	1	0	8	151
07:30 AM	4	53	0	57	88	2	0	90	2	1	0	3	150
07:45 AM	3	64	1	68	102	2	0	104	6	6	0	12	184
Total Volume	10	220	1	231	361	9	0	370	22	11	0	33	634
% App. Total	4.3	95.2	0.4		97.6	2.4	0		66.7	33.3	0		
PHF	.625	.859	.250	.849	.885	.563	.000	.889	.786	.458	.000	.688	.861
Cars	9	208	1	218	350	8	0	358	22	10	0	32	608
% Cars	90.0	94.5	100	94.4	97.0	88.9	0	96.8	100	90.9	0	97.0	95.9
Heavy Vehicles	1	12	0	13	11	1	0	12	0	1	0	1	26
% Heavy Vehicles	10.0	5.5	0	5.6	3.0	11.1	0	3.2	0	9.1	0	3.0	4.1

N/S: Holliston Street
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Site Code : 15048
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Groups Printed- Peds and Bikes

	Holliston Street From North				Holliston Street From South				Redgate Drive From West				
Start Time	Right	Thru	Peds EB	Peds WB	Thru	Left	Peds WB	Peds EB	Right	Left	Peds NB	Peds SB	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 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	0	0	0	0	0	0	0	0	0	0	1	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	100	0	
Total %	0	0	0	0	0	0	0	0	0	0	100	0	

	Holliston Street From North					Holliston Street From South					Redgate Drive From West					
Start Time	Right	Thru	Peds EB	Peds WB	App. Total	Thru	Left	Peds WB	Peds EB	App. Total	Right	Left	Peds NB	Peds SB	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:00 AM																
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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	1	0	1	1
% App. Total	0	0	0	0		0	0	0	0		0	0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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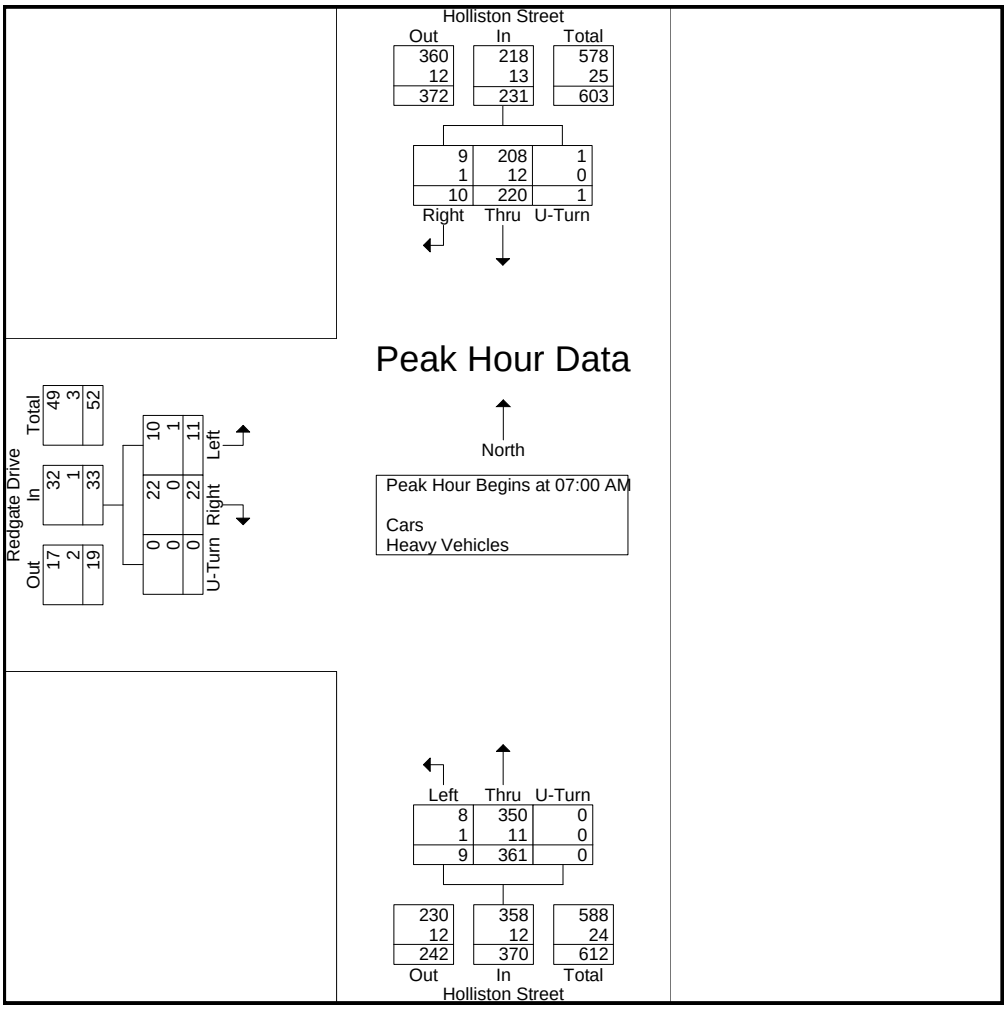
	Holliston Street From North				Holliston Street From South				Redgate Drive From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	2	45	0	47	91	1	0	92	7	3	0	10	149
07:15 AM	1	58	0	59	80	4	0	84	7	1	0	8	151
07:30 AM	4	53	0	57	88	2	0	90	2	1	0	3	150
07:45 AM	3	64	1	68	102	2	0	104	6	6	0	12	184
Total Volume	10	220	1	231	361	9	0	370	22	11	0	33	634
% App. Total	4.3	95.2	0.4		97.6	2.4	0		66.7	33.3	0		
PHF	.625	.859	.250	.849	.885	.563	.000	.889	.786	.458	.000	.688	.861
Cars	9	208	1	218	350	8	0	358	22	10	0	32	608
% Cars	90.0	94.5	100	94.4	97.0	88.9	0	96.8	100	90.9	0	97.0	95.9
Heavy Vehicles	1	12	0	13	11	1	0	12	0	1	0	1	26
% Heavy Vehicles	10.0	5.5	0	5.6	3.0	11.1	0	3.2	0	9.1	0	3.0	4.1



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W: Redgate Drive
City, State: Medway, MA
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File Name : 154478 FF
Site Code : 15048
Start Date : 6/3/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Holliston Street From North			Holliston Street From South			Redgate Drive From West			
Start Time	Right	Thru	U-Turn	Thru	Left	U-Turn	Right	Left	U-Turn	Int. Total
04:00 PM	4	83	0	51	2	0	3	0	0	143
04:15 PM	3	104	0	56	0	0	5	1	0	169
04:30 PM	0	111	0	67	4	0	0	1	0	183
04:45 PM	2	109	0	66	6	0	7	4	0	194
Total	9	407	0	240	12	0	15	6	0	689
05:00 PM	4	99	0	61	5	0	3	6	0	178
05:15 PM	1	134	0	55	3	0	2	3	0	198
05:30 PM	7	153	0	50	8	0	3	0	0	221
05:45 PM	3	121	0	51	8	1	2	3	0	189
Total	15	507	0	217	24	1	10	12	0	786
Grand Total	24	914	0	457	36	1	25	18	0	1475
Apprch %	2.6	97.4	0	92.5	7.3	0.2	58.1	41.9	0	
Total %	1.6	62	0	31	2.4	0.1	1.7	1.2	0	
Cars	24	903	0	451	36	1	24	16	0	1455
% Cars	100	98.8	0	98.7	100	100	96	88.9	0	98.6
Heavy Vehicles	0	11	0	6	0	0	1	2	0	20
% Heavy Vehicles	0	1.2	0	1.3	0	0	4	11.1	0	1.4

	Holliston Street From North				Holliston Street From South				Redgate Drive From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	2	109	0	111	66	6	0	72	7	4	0	11	194
05:00 PM	4	99	0	103	61	5	0	66	3	6	0	9	178
05:15 PM	1	134	0	135	55	3	0	58	2	3	0	5	198
05:30 PM	7	153	0	160	50	8	0	58	3	0	0	3	221
Total Volume	14	495	0	509	232	22	0	254	15	13	0	28	791
% App. Total	2.8	97.2	0		91.3	8.7	0		53.6	46.4	0		
PHF	.500	.809	.000	.795	.879	.688	.000	.882	.536	.542	.000	.636	.895
Cars	14	491	0	505	232	22	0	254	15	11	0	26	785
% Cars	100	99.2	0	99.2	100	100	0	100	100	84.6	0	92.9	99.2
Heavy Vehicles	0	4	0	4	0	0	0	0	0	2	0	2	6
% Heavy Vehicles	0	0.8	0	0.8	0	0	0	0	0	15.4	0	7.1	0.8

N/S: Holliston Street
W: Redgate Drive
City, State: Medway, MA
Client: Green/ J. Sobel

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

File Name : 154478 FF
Site Code : 15048
Start Date : 6/3/2015
Page No : 1

Groups Printed- Peds and Bikes

	Holliston Street From North				Holliston Street From South				Redgate Drive From West				
Start Time	Right	Thru	Peds EB	Peds WB	Thru	Left	Peds WB	Peds EB	Right	Left	Peds NB	Peds SB	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	1	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	4	0	0	0	0	0	0	0	0	5
05:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	2	4	0	0	0	0	0	0	0	0	8
Grand Total	1	2	2	4	1	0	0	0	0	1	0	0	11
Apprch %	11.1	22.2	22.2	44.4	100	0	0	0	0	100	0	0	
Total %	9.1	18.2	18.2	36.4	9.1	0	0	0	0	9.1	0	0	

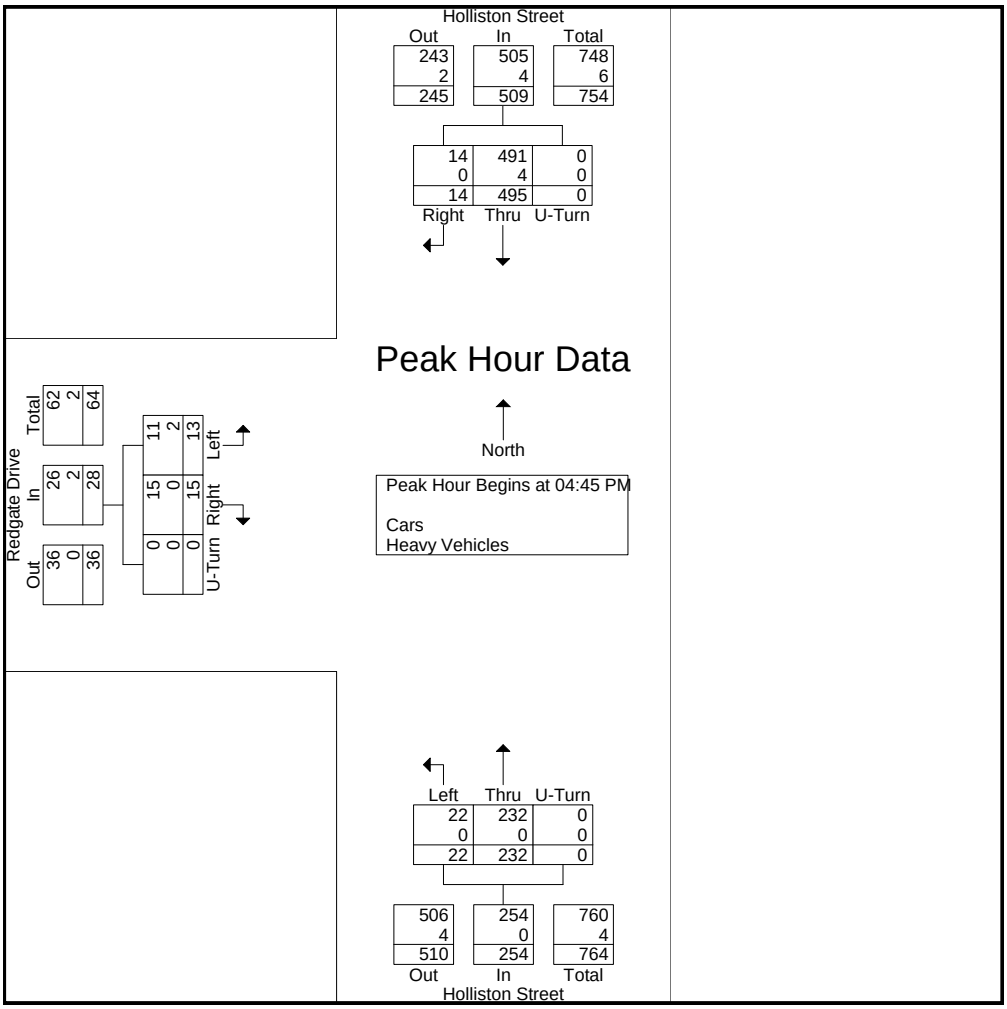
	Holliston Street From North					Holliston Street From South					Redgate Drive From West					
Start Time	Right	Thru	Peds EB	Peds WB	App. Total	Thru	Left	Peds WB	Peds EB	App. Total	Right	Left	Peds NB	Peds SB	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 05:00 PM																
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	1	2	4	8	0	0	0	0	0	0	0	0	0	0	8
% App. Total	12.5	12.5	25	50		0	0	0	0		0	0	0	0		
PHF	.250	.250	.500	.250	.400	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.400

N/S: Holliston Street
W: Redgate Drive
City, State: Medway, MA
Client: Green/ J. Sobel

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

File Name : 154478 FF
Site Code : 15048
Start Date : 6/3/2015
Page No : 1

	Holliston Street From North				Holliston Street From South				Redgate Drive From West				
Start Time	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	2	109	0	111	66	6	0	72	7	4	0	11	194
05:00 PM	4	99	0	103	61	5	0	66	3	6	0	9	178
05:15 PM	1	134	0	135	55	3	0	58	2	3	0	5	198
05:30 PM	7	153	0	160	50	8	0	58	3	0	0	3	221
Total Volume	14	495	0	509	232	22	0	254	15	13	0	28	791
% App. Total	2.8	97.2	0		91.3	8.7	0		53.6	46.4	0		
PHF	.500	.809	.000	.795	.879	.688	.000	.882	.536	.542	.000	.636	.895
Cars	14	491	0	505	232	22	0	254	15	11	0	26	785
% Cars	100	99.2	0	99.2	100	100	0	100	100	84.6	0	92.9	99.2
Heavy Vehicles	0	4	0	4	0	0	0	0	0	2	0	2	6
% Heavy Vehicles	0	0.8	0	0.8	0	0	0	0	0	15.4	0	7.1	0.8



Holliston Street
north of Woodland Road
City, State: Medway, MA
Client: Green International/ S. Musto

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

165267 A Volume
Site Code: 15048

Start	NB				SB				Combined				13-Sep-16
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Tue
12:00	2		45		3		51		5		96		
12:15	0		38		1		42		1		80		
12:30	0		33		1		38		1		71		
12:45	1	3	49	165	4	9	44	175	5	12	93	340	
01:00	3		54		3		40		6		94		
01:15	1		28		2		33		3		61		
01:30	3		42		2		45		5		87		
01:45	0	7	39	163	0	7	59	177	0	14	98	340	
02:00	0		47		0		46		0		93		
02:15	0		41		1		48		1		89		
02:30	0		53		2		49		2		102		
02:45	1	1	51	192	1	4	54	197	2	5	105	389	
03:00	0		40		0		55		0		95		
03:15	0		62		0		77		0		139		
03:30	0		66		0		94		0		160		
03:45	0	0	47	215	1	1	83	309	1	1	130	524	
04:00	3		58		1		104		4		162		
04:15	4		38		1		86		5		124		
04:30	3		45		2		108		5		153		
04:45	4	14	34	175	1	5	94	392	5	19	128	567	
05:00	6		67		6		120		12		187		
05:15	9		49		5		115		14		164		
05:30	19		48		4		102		23		150		
05:45	23	57	50	214	6	21	105	442	29	78	155	656	
06:00	42		62		16		92		58		154		
06:15	59		57		16		70		75		127		
06:30	79		42		30		81		109		123		
06:45	78	258	55	216	29	91	68	311	107	349	123	527	
07:00	93		42		43		59		136		101		
07:15	82		39		43		51		125		90		
07:30	113		37		49		63		162		100		
07:45	132	420	34	152	28	163	46	219	160	583	80	371	
08:00	86		29		35		23		121		52		
08:15	84		34		33		41		117		75		
08:30	50		39		45		24		95		63		
08:45	47	267	20	122	33	146	23	111	80	413	43	233	
09:00	51		12		36		14		87		26		
09:15	39		22		30		22		69		44		
09:30	35		21		36		18		71		39		
09:45	40	165	14	69	37	139	14	68	77	304	28	137	
10:00	27		11		37		11		64		22		
10:15	37		6		34		12		71		18		
10:30	39		7		33		11		72		18		
10:45	34	137	2	26	32	136	10	44	66	273	12	70	
11:00	31		1		28		6		59		7		
11:15	31		9		33		9		64		18		
11:30	33		2		48		1		81		3		
11:45	40	135	4	16	39	148	4	20	79	283	8	36	
Total	1464		1725		870		2465		2334		4190		
Percent	62.7%		41.2%		37.3%		58.8%						
Day Total		3189				3335				6524			
Peak	07:00	-	03:15	-	06:45	-	05:00	-	07:00	-	05:00	-	- -
Vol.	420	-	233	-	164	-	442	-	583	-	656	-	- -
P.H.F.	0.795		0.883		0.837		0.921		0.900		0.877		

Holliston Street
north of Woodland Road
City, State: Medway, MA
Client: Green International/ S. Musto

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

165267 A Volume
Site Code: 15048

Start	NB				SB				Combined				14-Sep-16
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Wed
12:00	5		48		4		39		9		87		
12:15	3		35		4		37		7		72		
12:30	1		29		2		41		3		70		
12:45	3	12	39	151	1	11	42	159	4	23	81	310	
01:00	0		42		3		39		3		81		
01:15	1		45		0		47		1		92		
01:30	2		36		1		34		3		70		
01:45	0	3	51	174	2	6	57	177	2	9	108	351	
02:00	1		37		0		41		1		78		
02:15	0		57		0		48		0		105		
02:30	0		52		0		58		0		110		
02:45	1	2	35	181	0	0	68	215	1	2	103	396	
03:00	0		50		0		58		0		108		
03:15	1		59		1		62		2		121		
03:30	0		34		0		94		0		128		
03:45	1	2	48	191	2	3	87	301	3	5	135	492	
04:00	2		41		1		93		3		134		
04:15	4		57		0		93		4		150		
04:30	3		38		2		120		5		158		
04:45	3	12	45	181	2	5	125	431	5	17	170	612	
05:00	8		52		3		131		11		183		
05:15	8		49		6		129		14		178		
05:30	27		43		3		116		30		159		
05:45	21	64	32	176	14	26	103	479	35	90	135	655	
06:00	45		45		15		88		60		133		
06:15	66		32		17		75		83		107		
06:30	90		46		25		73		115		119		
06:45	97	298	45	168	28	85	54	290	125	383	99	458	
07:00	80		40		32		60		112		100		
07:15	94		28		56		39		150		67		
07:30	113		29		53		36		166		65		
07:45	105	392	25	122	42	183	28	163	147	575	53	285	
08:00	95		27		40		19		135		46		
08:15	82		30		29		28		111		58		
08:30	46		21		31		21		77		42		
08:45	45	268	34	112	39	139	14	82	84	407	48	194	
09:00	52		17		43		22		95		39		
09:15	43		15		35		13		78		28		
09:30	46		15		27		14		73		29		
09:45	29	170	17	64	28	133	19	68	57	303	36	132	
10:00	24		12		35		12		59		24		
10:15	30		12		41		15		71		27		
10:30	44		9		28		11		72		20		
10:45	26	124	2	35	40	144	6	44	66	268	8	79	
11:00	39		3		36		8		75		11		
11:15	43		3		31		5		74		8		
11:30	47		6		49		2		96		8		
11:45	41	170	1	13	52	168	3	18	93	338	4	31	
Total	1517		1568		903		2427		2420		3995		
Percent	62.7%		39.2%		37.3%		60.8%						
Day Total		3085				3330				6415			
Peak	07:15	-	01:45	-	07:15	-	04:30	-	07:15	-	04:45	-	- -
Vol.	407	-	197	-	191	-	505	-	598	-	690	-	- -
P.H.F.	0.900		0.864		0.853		0.964		0.901		0.943		

Holliston Street
north of Woodland Road
City, State: Medway, MA
Client: Green International/ S. Musto

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

165267 A Class
Site Code: 15048

NB

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
09/13/1														
6	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	7	3	0	4	0	0	0	0	0	0	0	0	14
05:00	0	31	20	1	5	0	0	0	0	0	0	0	0	57
06:00	1	181	53	8	15	0	0	0	0	0	0	0	0	258
07:00	3	321	70	9	13	0	0	4	0	0	0	0	0	420
08:00	2	191	55	3	14	0	0	2	0	0	0	0	0	267
09:00	2	116	34	2	11	0	0	0	0	0	0	0	0	165
10:00	0	95	29	0	12	0	0	0	1	0	0	0	0	137
11:00	0	102	26	0	6	0	0	1	0	0	0	0	0	135
12 PM	2	116	39	0	8	0	0	0	0	0	0	0	0	165
13:00	1	111	32	2	13	0	0	4	0	0	0	0	0	163
14:00	4	128	47	3	6	1	0	1	2	0	0	0	0	192
15:00	2	146	56	3	8	0	0	0	0	0	0	0	0	215
16:00	4	122	40	0	9	0	0	0	0	0	0	0	0	175
17:00	8	176	27	0	3	0	0	0	0	0	0	0	0	214
18:00	2	169	39	0	5	1	0	0	0	0	0	0	0	216
19:00	0	123	22	0	7	0	0	0	0	0	0	0	0	152
20:00	2	96	18	0	6	0	0	0	0	0	0	0	0	122
21:00	0	51	14	0	4	0	0	0	0	0	0	0	0	69
22:00	1	20	4	0	1	0	0	0	0	0	0	0	0	26
23:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
Total	34	2321	635	31	151	2	0	12	3	0	0	0	0	3189
Percent	1.1%	72.8%	19.9%	1.0%	4.7%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	06:00			07:00	10:00					07:00
Vol.	3	321	70	9	15			4	1					420
PM Peak	17:00	17:00	15:00	14:00	13:00	14:00		13:00	14:00					18:00
Vol.	8	176	56	3	13	1		4	2					216

Holliston Street
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165267 A Class
Site Code: 15048

NB

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
09/14/1														
6	0	7	3	1	1	0	0	0	0	0	0	0	0	12
01:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
04:00	0	7	3	0	2	0	0	0	0	0	0	0	0	12
05:00	0	39	21	0	3	0	0	1	0	0	0	0	0	64
06:00	4	196	71	8	18	0	0	1	0	0	0	0	0	298
07:00	4	289	78	3	16	0	0	2	0	0	0	0	0	392
08:00	1	202	54	1	6	1	2	0	1	0	0	0	0	268
09:00	3	113	40	1	12	0	0	1	0	0	0	0	0	170
10:00	0	91	23	1	8	0	0	0	1	0	0	0	0	124
11:00	4	112	44	0	6	2	0	1	1	0	0	0	0	170
12 PM	2	108	37	0	4	0	0	0	0	0	0	0	0	151
13:00	0	123	44	3	4	0	0	0	0	0	0	0	0	174
14:00	2	134	36	4	4	0	0	0	1	0	0	0	0	181
15:00	4	132	42	3	10	0	0	0	0	0	0	0	0	191
16:00	4	134	37	0	6	0	0	0	0	0	0	0	0	181
17:00	2	128	38	1	6	1	0	0	0	0	0	0	0	176
18:00	0	130	32	0	6	0	0	0	0	0	0	0	0	168
19:00	1	100	18	0	2	0	0	1	0	0	0	0	0	122
20:00	0	88	19	0	5	0	0	0	0	0	0	0	0	112
21:00	0	49	11	0	4	0	0	0	0	0	0	0	0	64
22:00	0	25	8	0	1	0	0	0	1	0	0	0	0	35
23:00	0	10	2	0	1	0	0	0	0	0	0	0	0	13
Total	31	2220	663	26	127	4	2	7	5	0	0	0	0	3085
Percent	1.0%	72.0%	21.5%	0.8%	4.1%	0.1%	0.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	06:00	06:00	11:00	08:00	07:00	08:00					07:00
Vol.	4	289	78	8	18	2	2	2	1					392
PM Peak	15:00	14:00	13:00	14:00	15:00	17:00		19:00	14:00					15:00
Vol.	4	134	44	4	10	1		1	1					191

Holliston Street
north of Woodland Road
City, State: Medway, MA
Client: Green International/ S. Musto

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165267 A Class
Site Code: 15048

SB

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
09/13/1														
6	0	8	0	0	0	0	0	1	0	0	0	0	0	9
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	4	0	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	3	2	0	0	0	0	0	0	0	0	0	0	5
05:00	0	17	3	0	1	0	0	0	0	0	0	0	0	21
06:00	2	71	14	3	0	1	0	0	0	0	0	0	0	91
07:00	2	136	17	3	3	1	0	0	1	0	0	0	0	163
08:00	1	113	26	2	3	1	0	0	0	0	0	0	0	146
09:00	0	121	15	1	1	0	0	1	0	0	0	0	0	139
10:00	0	111	19	1	4	1	0	0	0	0	0	0	0	136
11:00	1	123	19	1	4	0	0	0	0	0	0	0	0	148
12 PM	1	145	27	1	1	0	0	0	0	0	0	0	0	175
13:00	2	130	36	2	4	2	0	1	0	0	0	0	0	177
14:00	2	154	30	4	7	0	0	0	0	0	0	0	0	197
15:00	3	249	46	2	7	1	0	1	0	0	0	0	0	309
16:00	8	317	54	4	6	1	1	1	0	0	0	0	0	392
17:00	2	382	55	0	1	1	0	1	0	0	0	0	0	442
18:00	5	273	32	1	0	0	0	0	0	0	0	0	0	311
19:00	2	181	33	0	3	0	0	0	0	0	0	0	0	219
20:00	3	93	15	0	0	0	0	0	0	0	0	0	0	111
21:00	1	65	2	0	0	0	0	0	0	0	0	0	0	68
22:00	0	41	3	0	0	0	0	0	0	0	0	0	0	44
23:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
Total	35	2763	450	25	45	9	1	6	1	0	0	0	0	3335
Percent	1.0%	82.8%	13.5%	0.7%	1.3%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	08:00	06:00	10:00	06:00		00:00	07:00					07:00
Vol.	2	136	26	3	4	1		1	1					163
PM Peak	16:00	17:00	17:00	14:00	14:00	13:00	16:00	13:00						17:00
Vol.	8	382	55	4	7	2	1	1						442

Holliston Street
north of Woodland Road
City, State: Medway, MA
Client: Green International/ S. Musto

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

165267 A Class
Site Code: 15048

SB

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
09/14/1														
6	0	10	1	0	0	0	0	0	0	0	0	0	0	11
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	20	4	0	2	0	0	0	0	0	0	0	0	26
06:00	2	71	9	2	0	1	0	0	0	0	0	0	0	85
07:00	2	156	18	2	4	1	0	0	0	0	0	0	0	183
08:00	2	109	22	3	3	0	0	0	0	0	0	0	0	139
09:00	2	107	18	3	2	1	0	0	0	0	0	0	0	133
10:00	4	119	16	1	3	0	0	1	0	0	0	0	0	144
11:00	1	140	24	1	2	0	0	0	0	0	0	0	0	168
12 PM	2	124	28	1	3	1	0	0	0	0	0	0	0	159
13:00	1	146	25	1	4	0	0	0	0	0	0	0	0	177
14:00	4	166	34	4	5	1	0	0	1	0	0	0	0	215
15:00	1	248	44	3	4	0	0	1	0	0	0	0	0	301
16:00	6	354	64	2	4	0	0	1	0	0	0	0	0	431
17:00	5	411	60	1	2	0	0	0	0	0	0	0	0	479
18:00	1	246	39	0	4	0	0	0	0	0	0	0	0	290
19:00	0	138	22	1	1	0	0	1	0	0	0	0	0	163
20:00	0	69	13	0	0	0	0	0	0	0	0	0	0	82
21:00	1	61	5	0	1	0	0	0	0	0	0	0	0	68
22:00	1	38	5	0	0	0	0	0	0	0	0	0	0	44
23:00	0	16	1	0	0	0	0	0	1	0	0	0	0	18
Total	35	2763	452	25	44	5	0	4	2	0	0	0	0	3330
Percent	1.1%	83.0%	13.6%	0.8%	1.3%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	11:00	08:00	07:00	06:00		10:00						07:00
Vol.	4	156	24	3	4	1		1						183
PM Peak	16:00	17:00	16:00	14:00	14:00	12:00		15:00	14:00					17:00
Vol.	6	411	64	4	5	1		1	1					479

Holliston Street
north of Woodland Road
City, State: Medway, MA
Client: Green International/ S. Musto

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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Email: datarequests@pdillc.com

165267 A Speed
Site Code: 15048

NB

Start Time	1 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
09/13/ 16	0	0	0	0	0	1	2	0	0	0	0	0	0	3	42	40
01:00	0	0	0	0	0	1	5	0	1	0	0	0	0	7	43	43
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	53	52
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	0	3	3	6	1	0	0	0	0	14	48	43
05:00	0	0	0	0	1	13	30	11	0	**2**	0	0	0	57	46	42
06:00	0	0	0	0	1	88	127	**38**	3	1	0	0	0	258	44	41
07:00	**2**	**1**	**4**	**13**	**35**	**147**	**189**	27	2	0	0	0	0	**420**	43	39
08:00	0	0	0	1	13	90	128	31	**4**	0	0	0	0	267	43	41
09:00	1	0	0	1	4	52	85	19	3	0	0	0	0	165	43	41
10:00	0	0	0	0	9	31	77	16	2	1	**1**	0	0	137	43	41
11:00	0	0	0	1	3	38	66	25	2	0	0	0	0	135	45	41
12 PM	2	0	0	1	7	38	85	31	1	0	0	0	0	165	45	41
13:00	1	0	0	1	6	53	80	21	1	0	0	0	0	163	43	40
14:00	3	0	**2**	**5**	**16**	49	88	26	3	0	0	0	0	192	44	40
15:00	1	0	0	3	11	65	105	29	1	0	0	0	0	215	43	40
16:00	0	**1**	0	0	6	35	93	**35**	2	**1**	**1**	0	**1**	175	45	42
17:00	**4**	0	0	0	9	63	107	26	**5**	0	0	0	0	214	43	40
18:00	1	0	0	1	14	48	**120**	30	2	0	0	0	0	**216**	43	41
19:00	0	0	0	1	12	**69**	50	18	2	0	0	0	0	152	43	40
20:00	1	0	0	0	10	43	55	10	3	0	0	0	0	122	43	40
21:00	1	0	0	0	5	26	29	8	0	0	0	0	0	69	43	39
22:00	0	0	0	0	1	9	12	3	1	0	0	0	0	26	44	41
23:00	0	0	0	0	1	6	7	2	0	0	0	0	0	16	43	40
Total	17	2	6	29	164	968	1543	412	40	5	2	0	1	3189		
%	0.5%	0.1%	0.2%	0.9%	5.1%	30.4%	48.4%	12.9%	1.3%	0.2%	0.1%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	06:00	08:00	05:00	10:00			07:00		
Vol.	2	1	4	13	35	147	189	38	4	2	1			420		
PM Peak	17:00	16:00	14:00	14:00	14:00	19:00	18:00	16:00	17:00	16:00	16:00		16:00	18:00		
Vol.	4	1	2	5	16	69	120	35	5	1	1		1	216		

Stats

15th Percentile :	35 MPH
50th Percentile :	40 MPH
85th Percentile :	43 MPH
95th Percentile :	47 MPH
Mean Speed(Average) :	40 MPH
10 MPH Pace Speed :	35-44 MPH
Number in Pace :	2511
Percent in Pace :	78.7%
Number of Vehicles > 40 MPH :	1694
Percent of Vehicles > 40 MPH :	53.1%

Holliston Street
north of Woodland Road
City, State: Medway, MA
Client: Green International/ S. Musto

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

165267 A Speed
Site Code: 15048

NB

Start Time	1 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
09/14/ 16	2	0	0	0	0	2	4	4	0	0	0	0	0	12	46	37
01:00	0	0	0	0	1	1	1	0	0	0	0	0	0	3	41	37
02:00	0	0	0	0	0	0	1	1	0	0	0	0	0	2	47	45
03:00	0	0	0	0	0	1	0	1	0	0	0	0	0	2	47	42
04:00	0	0	0	0	1	1	5	2	2	**1**	0	0	0	12	51	44
05:00	0	0	0	0	3	14	37	9	1	0	0	0	0	64	44	41
06:00	2	0	0	0	8	77	181	26	**4**	0	0	0	0	298	43	41
07:00	**3**	**2**	4	**14**	**26**	107	**188**	**47**	1	0	0	0	0	**392**	43	39
08:00	1	0	0	1	14	**117**	117	17	1	0	0	0	0	268	43	39
09:00	1	2	0	0	14	55	75	21	2	0	0	0	0	170	43	40
10:00	1	0	0	1	8	35	59	17	3	0	0	0	0	124	44	40
11:00	2	1	**6**	1	8	60	68	23	1	0	0	0	0	170	43	39
12 PM	0	0	0	2	8	42	77	20	2	0	0	0	0	151	43	41
13:00	0	0	0	0	5	54	**88**	23	4	0	0	0	0	174	44	41
14:00	0	**2**	0	0	4	67	83	25	0	0	0	0	0	181	43	40
15:00	**2**	0	0	1	6	**69**	87	23	3	0	0	0	0	**191**	43	40
16:00	2	1	0	2	8	51	81	32	3	**1**	0	0	0	181	45	41
17:00	0	0	0	**3**	6	47	79	**38**	2	0	0	**1**	0	176	45	41
18:00	0	0	0	2	**15**	58	63	25	**5**	0	0	0	0	168	44	40
19:00	1	1	**1**	1	5	49	48	12	3	1	0	0	0	122	43	40
20:00	0	0	0	0	6	42	51	13	0	0	0	0	0	112	43	40
21:00	0	0	0	0	0	26	24	14	0	0	0	0	0	64	45	41
22:00	0	0	0	0	3	13	13	5	1	0	0	0	0	35	44	40
23:00	0	0	0	0	0	5	5	3	0	0	0	0	0	13	45	41
Total	17	9	11	28	149	993	1435	401	38	3	0	1	0	3085		
%	0.6%	0.3%	0.4%	0.9%	4.8%	32.2%	46.5%	13.0%	1.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	11:00	07:00	07:00	08:00	07:00	07:00	06:00	04:00				07:00		
Vol.	3	2	6	14	26	117	188	47	4	1				392		
PM Peak	15:00	14:00	19:00	17:00	18:00	15:00	13:00	17:00	18:00	16:00		17:00		15:00		
Vol.	2	2	1	3	15	69	88	38	5	1		1		191		

Stats

15th Percentile :	35 MPH
50th Percentile :	40 MPH
85th Percentile :	43 MPH
95th Percentile :	47 MPH
Mean Speed(Average) :	40 MPH
10 MPH Pace Speed :	35-44 MPH
Number in Pace :	2428
Percent in Pace :	78.7%
Number of Vehicles > 40 MPH :	1591
Percent of Vehicles > 40 MPH :	51.6%

Holliston Street
north of Woodland Road
City, State: Medway, MA
Client: Green International/ S. Musto

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

165267 A Speed
Site Code: 15048

SB

Start Time	1 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
09/13/ 16	0	0	0	0	2	4	2	1	0	0	0	0	0	9	43	38
01:00	0	0	0	0	2	1	4	0	0	0	0	0	0	7	42	38
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	1	1	2	0	0	0	0	0	0	5	42	36
05:00	1	0	0	2	4	8	5	1	0	0	0	0	0	21	41	35
06:00	0	0	0	1	14	44	31	1	0	0	0	0	0	91	41	38
07:00	**2**	**5**	0	**5**	**44**	73	27	**6**	**1**	0	0	0	0	**163**	40	36
08:00	0	0	**2**	2	29	**90**	23	0	0	0	0	0	0	146	39	36
09:00	0	0	0	1	26	70	38	4	0	0	0	0	0	139	41	38
10:00	0	0	0	1	20	74	38	3	0	0	0	0	0	136	41	38
11:00	1	0	0	2	20	79	**43**	3	0	0	0	0	0	148	41	38
12 PM	0	0	2	1	29	99	41	3	0	0	0	0	0	175	41	37
13:00	0	0	0	**5**	30	96	44	2	0	0	0	0	0	177	41	37
14:00	2	0	**3**	4	40	105	40	2	**1**	0	0	0	0	197	40	36
15:00	0	0	2	5	35	189	73	5	0	0	0	0	0	309	41	38
16:00	**4**	**1**	0	1	44	255	82	5	0	0	0	0	0	392	40	37
17:00	0	0	1	5	44	**273**	**112**	**7**	0	0	0	0	0	**442**	41	38
18:00	0	0	0	3	52	183	70	2	0	**1**	0	0	0	311	40	37
19:00	0	0	0	0	**59**	127	32	1	0	0	0	0	0	219	39	36
20:00	1	0	0	2	26	65	16	1	0	0	0	0	0	111	39	36
21:00	0	0	0	0	19	34	14	1	0	0	0	0	0	68	40	37
22:00	0	0	0	0	7	23	11	2	1	0	0	0	0	44	42	38
23:00	1	0	0	0	6	6	6	0	1	0	0	0	0	20	42	36
Total	12	6	10	41	554	1902	755	50	4	1	0	0	0	3335		
%	0.4%	0.2%	0.3%	1.2%	16.6%	57.0%	22.6%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	07:00	07:00	08:00	11:00	07:00	07:00					07:00		
Vol.	2	5	2	5	44	90	43	6	1					163		
PM Peak	16:00	16:00	14:00	13:00	19:00	17:00	17:00	17:00	14:00	18:00				17:00		
Vol.	4	1	3	5	59	273	112	7	1	1				442		

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 :	2657
Percent in Pace :	79.7%
Number of Vehicles > 40 MPH :	659
Percent of Vehicles > 40 MPH :	19.8%

Holliston Street
north of Woodland Road
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165267 A Speed
Site Code: 15048

SB

Start Time	1 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
09/14/ 16	0	0	0	0	2	8	0	1	0	0	0	0	0	11	38	37
01:00	0	0	0	0	2	3	1	0	0	0	0	0	0	6	39	36
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	3	0	0	0	0	0	0	0	3	38	37
04:00	0	0	0	1	0	2	2	0	0	0	0	0	0	5	42	37
05:00	0	0	0	2	6	10	7	1	0	0	0	0	0	26	41	37
06:00	0	0	**1**	1	12	47	22	2	0	0	0	0	0	85	41	38
07:00	**7**	**2**	0	**7**	**38**	88	38	2	**1**	0	0	0	0	**183**	40	35
08:00	1	0	0	5	20	85	27	1	0	0	0	0	0	139	40	37
09:00	0	1	1	3	34	69	22	3	0	0	0	0	0	133	40	36
10:00	1	0	0	2	16	86	32	**6**	1	0	0	0	0	144	41	38
11:00	0	0	1	0	32	**91**	**41**	3	0	0	0	0	0	168	41	37
12 PM	1	1	1	6	27	81	36	5	**1**	0	0	0	0	159	41	37
13:00	1	0	0	1	28	92	50	5	0	0	0	0	0	177	41	38
14:00	**6**	**2**	1	1	32	116	53	4	0	0	0	0	0	215	41	37
15:00	6	1	1	3	**76**	152	58	3	1	0	0	0	0	301	40	36
16:00	0	0	0	2	43	290	93	3	0	0	0	0	0	431	40	38
17:00	2	0	0	2	39	**293**	**139**	4	0	0	0	0	0	**479**	41	38
18:00	0	0	**2**	**7**	63	164	51	3	0	0	0	0	0	290	40	37
19:00	0	0	0	1	27	106	23	**6**	0	0	0	0	0	163	39	37
20:00	0	0	0	1	10	46	25	0	0	0	0	0	0	82	41	38
21:00	0	0	1	1	14	37	12	3	0	0	0	0	0	68	40	37
22:00	0	0	0	1	6	19	15	3	0	0	0	0	0	44	42	38
23:00	0	0	0	0	5	9	4	0	0	0	0	0	0	18	40	37
Total	25	7	9	47	532	1897	751	58	4	0	0	0	0	3330		
%	0.8%	0.2%	0.3%	1.4%	16.0%	57.0%	22.6%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	06:00	07:00	07:00	11:00	11:00	10:00	07:00					07:00		
Vol.	7	2	1	7	38	91	41	6	1					183		
PM Peak	14:00	14:00	18:00	18:00	15:00	17:00	17:00	19:00	12:00					17:00		
Vol.	6	2	2	7	76	293	139	6	1					479		

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 :	2648
Percent in Pace :	79.5%
Number of Vehicles > 40 MPH :	663
Percent of Vehicles > 40 MPH :	19.9%

N/S: Driveway/ Cider Mill Road
E/W: Hill Street
City, State: Medway, MA
Client: Green International/ S. Musto

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

File Name : 165267 A
Site Code : 15048
Start Date : 9/14/2016
Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Driveway From North				Hill Street From East				Cider Mill Road From South				Hill Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	0	0	0	0	0	28	0	0	0	0	2	0	0	32	0	0	62
07:15 AM	0	0	0	0	0	28	0	0	0	0	6	0	0	36	0	0	70
07:30 AM	0	0	0	0	0	22	0	0	0	0	9	0	2	33	0	0	66
07:45 AM	0	0	0	0	0	20	0	0	0	0	14	0	5	22	0	0	61
Total	0	0	0	0	0	98	0	0	0	0	31	0	7	123	0	0	259
08:00 AM	0	0	0	0	0	11	0	0	0	0	2	0	0	20	0	0	33
08:15 AM	0	0	0	0	0	10	0	0	0	0	6	0	1	27	0	0	44
08:30 AM	0	0	0	0	1	20	0	1	0	0	5	0	0	14	0	0	41
08:45 AM	0	1	0	0	0	11	0	0	0	0	2	0	1	14	0	0	29
Total	0	1	0	0	1	52	0	1	0	0	15	0	2	75	0	0	147
Grand Total	0	1	0	0	1	150	0	1	0	0	46	0	9	198	0	0	406
Apprch %	0	100	0	0	0.7	98.7	0	0.7	0	0	100	0	4.3	95.7	0	0	
Total %	0	0.2	0	0	0.2	36.9	0	0.2	0	0	11.3	0	2.2	48.8	0	0	
Cars	0	1	0	0	1	139	0	1	0	0	46	0	9	188	0	0	385
% Cars	0	100	0	0	100	92.7	0	100	0	0	100	0	100	94.9	0	0	94.8
Heavy Vehicles	0	0	0	0	0	11	0	0	0	0	0	0	0	10	0	0	21
% Heavy Vehicles	0	0	0	0	0	7.3	0	0	0	0	0	0	0	5.1	0	0	5.2

	Driveway From North					Hill Street From East					Cider Mill Road From South					Hill Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	28	0	0	28	0	0	2	0	2	0	32	0	0	32	62
07:15 AM	0	0	0	0	0	0	28	0	0	28	0	0	6	0	6	0	36	0	0	36	70
07:30 AM	0	0	0	0	0	0	22	0	0	22	0	0	9	0	9	2	33	0	0	35	66
07:45 AM	0	0	0	0	0	0	20	0	0	20	0	0	14	0	14	5	22	0	0	27	61
Total Volume	0	0	0	0	0	0	98	0	0	98	0	0	31	0	31	7	123	0	0	130	259
% App. Total	0	0	0	0		0	100	0	0		0	0	100	0		5.4	94.6	0	0		
PHF	.000	.000	.000	.000	.000	.000	.875	.000	.000	.875	.000	.000	.554	.000	.554	.350	.854	.000	.000	.903	.925
Cars	0	0	0	0	0	0	89	0	0	89	0	0	31	0	31	7	120	0	0	127	247
% Cars	0	0	0	0	0	0	90.8	0	0	90.8	0	0	100	0	100	100	97.6	0	0	97.7	95.4
Heavy Vehicles	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	12
% Heavy Vehicles	0	0	0	0	0	0	9.2	0	0	9.2	0	0	0	0	0	0	2.4	0	0	2.3	4.6

N/S: Driveway/ Cider Mill Road
E/W: Hill Street
City, State: Medway, MA
Client: Green International/ S. Musto

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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File Name : 165267 A
Site Code : 15048
Start Date : 9/14/2016
Page No : 1

Groups Printed- Cars

	Driveway From North				Hill Street From East				Cider Mill Road From South				Hill Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	0	0	0	0	0	26	0	0	0	0	2	0	0	31	0	0	59
07:15 AM	0	0	0	0	0	27	0	0	0	0	6	0	0	36	0	0	69
07:30 AM	0	0	0	0	0	18	0	0	0	0	9	0	2	31	0	0	60
07:45 AM	0	0	0	0	0	18	0	0	0	0	14	0	5	22	0	0	59
Total	0	0	0	0	0	89	0	0	0	0	31	0	7	120	0	0	247
08:00 AM	0	0	0	0	0	10	0	0	0	0	2	0	0	19	0	0	31
08:15 AM	0	0	0	0	0	10	0	0	0	0	6	0	1	25	0	0	42
08:30 AM	0	0	0	0	1	19	0	1	0	0	5	0	0	12	0	0	38
08:45 AM	0	1	0	0	0	11	0	0	0	0	2	0	1	12	0	0	27
Total	0	1	0	0	1	50	0	1	0	0	15	0	2	68	0	0	138
Grand Total	0	1	0	0	1	139	0	1	0	0	46	0	9	188	0	0	385
Apprch %	0	100	0	0	0.7	98.6	0	0.7	0	0	100	0	4.6	95.4	0	0	
Total %	0	0.3	0	0	0.3	36.1	0	0.3	0	0	11.9	0	2.3	48.8	0	0	

	Driveway From North					Hill Street From East					Cider Mill Road From South					Hill Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	26	0	0	26	0	0	2	0	2	0	31	0	0	31	59
07:15 AM	0	0	0	0	0	0	27	0	0	27	0	0	6	0	6	0	36	0	0	36	69
07:30 AM	0	0	0	0	0	0	18	0	0	18	0	0	9	0	9	2	31	0	0	33	60
07:45 AM	0	0	0	0	0	0	18	0	0	18	0	0	14	0	14	5	22	0	0	27	59
Total Volume	0	0	0	0	0	0	89	0	0	89	0	0	31	0	31	7	120	0	0	127	247
% App. Total	0	0	0	0		0	100	0	0		0	0	100	0		5.5	94.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.824	.000	.000	.824	.000	.000	.554	.000	.554	.350	.833	.000	.000	.882	.895

N/S: Driveway/ Cider Mill Road
E/W: Hill Street
City, State: Medway, MA
Client: Green International/ S. Musto

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Page No : 1

Groups Printed- Heavy Vehicles

	Driveway From North				Hill Street From East				Cider Mill Road From South				Hill Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	6
07:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	9	0	0	0	0	0	0	0	3	0	0	12
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	7	0	0	9
Grand Total	0	0	0	0	0	11	0	0	0	0	0	0	0	10	0	0	21
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	
Total %	0	0	0	0	0	52.4	0	0	0	0	0	0	0	47.6	0	0	

	Driveway From North					Hill Street From East					Cider Mill Road From South					Hill Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
07:45 AM	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	0	0	0	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	12
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.563	.000	.000	.563	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.500

N/S: Driveway/ Cider Mill Road
E/W: Hill Street
City, State: Medway, MA
Client: Green International/ S. Musto

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File Name : 165267 A
Site Code : 15048
Start Date : 9/14/2016
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Groups Printed- Peds and Bicycles

	Driveway From North					Hill Street From East					Cider Mill Road From South					Hill Street From West					
Start Time	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	1	5
Apprch %	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	50	50	
Total %	0	0	0	0	0	0	40	0	0	0	0	0	0	20	0	0	0	0	20	20	

	Driveway From North						Hill Street From East						Cider Mill Road From South						Hill Street From West						
Start Time	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:00 AM																									
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	2
07:30 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
07:45 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
Total Volume	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	3
% App. Total	0	0	0	0	0		0	100	0	0	0		0	0	0	100	0		0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.375

N/S: Driveway/ Cider Mill Road
E/W: Hill Street
City, State: Medway, MA
Client: Green International/ S. Musto

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46 Morton Street, Framingham, MA 01702
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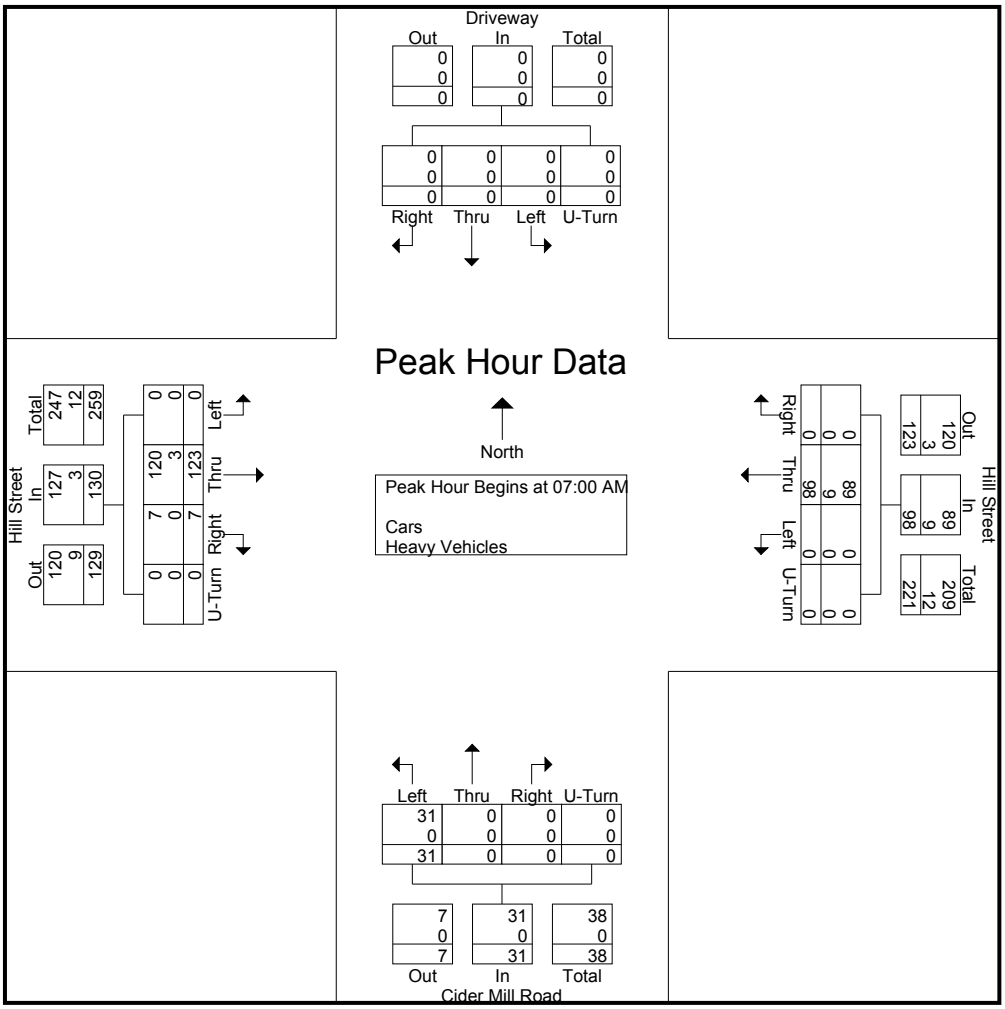
	Driveway From North					Hill Street From East					Cider Mill Road From South					Hill Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	28	0	0	28	0	0	2	0	2	0	32	0	0	32	62
07:15 AM	0	0	0	0	0	0	28	0	0	28	0	0	6	0	6	0	36	0	0	36	70
07:30 AM	0	0	0	0	0	0	22	0	0	22	0	0	9	0	9	2	33	0	0	35	66
07:45 AM	0	0	0	0	0	0	20	0	0	20	0	0	14	0	14	5	22	0	0	27	61
Total Volume	0	0	0	0	0	0	98	0	0	98	0	0	31	0	31	7	123	0	0	130	259
% App. Total	0	0	0	0		0	100	0	0		0	0	100	0		5.4	94.6	0	0		
PHF	.000	.000	.000	.000	.000	.000	.875	.000	.000	.875	.000	.000	.554	.000	.554	.350	.854	.000	.000	.903	.925
Cars	0	0	0	0	0	0	89	0	0	89	0	0	31	0	31	7	120	0	0	127	247
% Cars	0	0	0	0	0	0	90.8	0	0	90.8	0	0	100	0	100	100	97.6	0	0	97.7	95.4
Heavy Vehicles	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	12
% Heavy Vehicles	0	0	0	0	0	0	9.2	0	0	9.2	0	0	0	0	0	0	2.4	0	0	2.3	4.6



N/S: Driveway/ Cider Mill Road
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Groups Printed- Cars - Heavy Vehicles

	Driveway From North				Hill Street From East				Cider Mill Road From South				Hill Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
04:00 PM	0	0	0	0	0	14	0	0	0	0	1	0	6	12	0	0	33
04:15 PM	0	0	0	0	0	16	0	0	0	0	2	0	8	9	0	0	35
04:30 PM	0	0	0	0	0	26	0	0	0	0	1	0	5	15	0	0	47
04:45 PM	0	0	0	0	0	23	0	0	0	0	2	0	4	17	0	0	46
Total	0	0	0	0	0	79	0	0	0	0	6	0	23	53	0	0	161
05:00 PM	0	0	0	0	0	35	0	0	0	0	4	0	10	21	0	0	70
05:15 PM	0	0	0	0	0	33	0	0	0	0	8	0	4	22	0	0	67
05:30 PM	0	0	0	0	0	34	0	0	0	0	3	0	6	15	0	0	58
05:45 PM	0	0	0	0	0	30	0	0	0	0	6	0	3	17	0	0	56
Total	0	0	0	0	0	132	0	0	0	0	21	0	23	75	0	0	251
Grand Total	0	0	0	0	0	211	0	0	0	0	27	0	46	128	0	0	412
Apprch %	0	0	0	0	0	100	0	0	0	0	100	0	26.4	73.6	0	0	
Total %	0	0	0	0	0	51.2	0	0	0	0	6.6	0	11.2	31.1	0	0	
Cars	0	0	0	0	0	209	0	0	0	0	27	0	45	127	0	0	408
% Cars	0	0	0	0	0	99.1	0	0	0	0	100	0	97.8	99.2	0	0	99
Heavy Vehicles	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	4
% Heavy Vehicles	0	0	0	0	0	0.9	0	0	0	0	0	0	2.2	0.8	0	0	1

	Driveway From North					Hill Street From East					Cider Mill Road From South					Hill Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	35	0	0	35	0	0	4	0	4	10	21	0	0	31	70
05:15 PM	0	0	0	0	0	0	33	0	0	33	0	0	8	0	8	4	22	0	0	26	67
05:30 PM	0	0	0	0	0	0	34	0	0	34	0	0	3	0	3	6	15	0	0	21	58
05:45 PM	0	0	0	0	0	0	30	0	0	30	0	0	6	0	6	3	17	0	0	20	56
Total Volume	0	0	0	0	0	0	132	0	0	132	0	0	21	0	21	23	75	0	0	98	251
% App. Total	0	0	0	0		0	100	0	0		0	0	100	0		23.5	76.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.943	.000	.000	.943	.000	.000	.656	.000	.656	.575	.852	.000	.000	.790	.896
Cars	0	0	0	0	0	0	131	0	0	131	0	0	21	0	21	22	75	0	0	97	249
% Cars	0	0	0	0	0	0	99.2	0	0	99.2	0	0	100	0	100	95.7	100	0	0	99.0	99.2
Heavy Vehicles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
% Heavy Vehicles	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	4.3	0	0	0	1.0	0.8

N/S: Driveway/ Cider Mill Road
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Groups Printed- Cars

	Driveway From North				Hill Street From East				Cider Mill Road From South				Hill Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
04:00 PM	0	0	0	0	0	13	0	0	0	0	1	0	6	11	0	0	31
04:15 PM	0	0	0	0	0	16	0	0	0	0	2	0	8	9	0	0	35
04:30 PM	0	0	0	0	0	26	0	0	0	0	1	0	5	15	0	0	47
04:45 PM	0	0	0	0	0	23	0	0	0	0	2	0	4	17	0	0	46
Total	0	0	0	0	0	78	0	0	0	0	6	0	23	52	0	0	159
05:00 PM	0	0	0	0	0	34	0	0	0	0	4	0	10	21	0	0	69
05:15 PM	0	0	0	0	0	33	0	0	0	0	8	0	4	22	0	0	67
05:30 PM	0	0	0	0	0	34	0	0	0	0	3	0	5	15	0	0	57
05:45 PM	0	0	0	0	0	30	0	0	0	0	6	0	3	17	0	0	56
Total	0	0	0	0	0	131	0	0	0	0	21	0	22	75	0	0	249
Grand Total	0	0	0	0	0	209	0	0	0	0	27	0	45	127	0	0	408
Apprch %	0	0	0	0	0	100	0	0	0	0	100	0	26.2	73.8	0	0	
Total %	0	0	0	0	0	51.2	0	0	0	0	6.6	0	11	31.1	0	0	

	Driveway From North					Hill Street From East					Cider Mill Road From South					Hill Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	34	0	0	34	0	0	4	0	4	10	21	0	0	31	69
05:15 PM	0	0	0	0	0	0	33	0	0	33	0	0	8	0	8	4	22	0	0	26	67
05:30 PM	0	0	0	0	0	0	34	0	0	34	0	0	3	0	3	5	15	0	0	20	57
05:45 PM	0	0	0	0	0	0	30	0	0	30	0	0	6	0	6	3	17	0	0	20	56
Total Volume	0	0	0	0	0	0	131	0	0	131	0	0	21	0	21	22	75	0	0	97	249
% App. Total	0	0	0	0		0	100	0	0		0	0	100	0		22.7	77.3	0	0		
PHF	.000	.000	.000	.000	.000	.000	.963	.000	.000	.963	.000	.000	.656	.000	.656	.550	.852	.000	.000	.782	.902

N/S: Driveway/ Cider Mill Road
E/W: Hill Street
City, State: Medway, MA
Client: Green International/ S. Musto

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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Site Code : 15048
Start Date : 9/14/2016
Page No : 1

Groups Printed- Heavy Vehicles

	Driveway From North				Hill Street From East				Cider Mill Road From South				Hill Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
Grand Total	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	4
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	50	50	0	0	
Total %	0	0	0	0	0	50	0	0	0	0	0	0	25	25	0	0	

	Driveway From North					Hill Street From East					Cider Mill Road From South					Hill Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

N/S: Driveway/ Cider Mill Road
E/W: Hill Street
City, State: Medway, MA
Client: Green International/ S. Musto

PRECISION DATA INDUSTRIES, LLC
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Groups Printed- Peds and Bicycles

	Driveway From North					Hill Street From East					Cider Mill Road From South					Hill Street From West					
Start Time	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 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	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 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	1	0	0	0	1
Grand Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
Apprch %	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	
Total %	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	50	0	0	0	

	Driveway From North						Hill Street From East						Cider Mill Road From South						Hill Street From West						
Start Time	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:15 PM																									
04:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 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
04:45 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
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
% App. Total	0	0	0	0	0		0	100	0	0	0		0	0	0	0	0		0	100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.500

N/S: Driveway/ Cider Mill Road
E/W: Hill Street
City, State: Medway, MA
Client: Green International/ S. Musto

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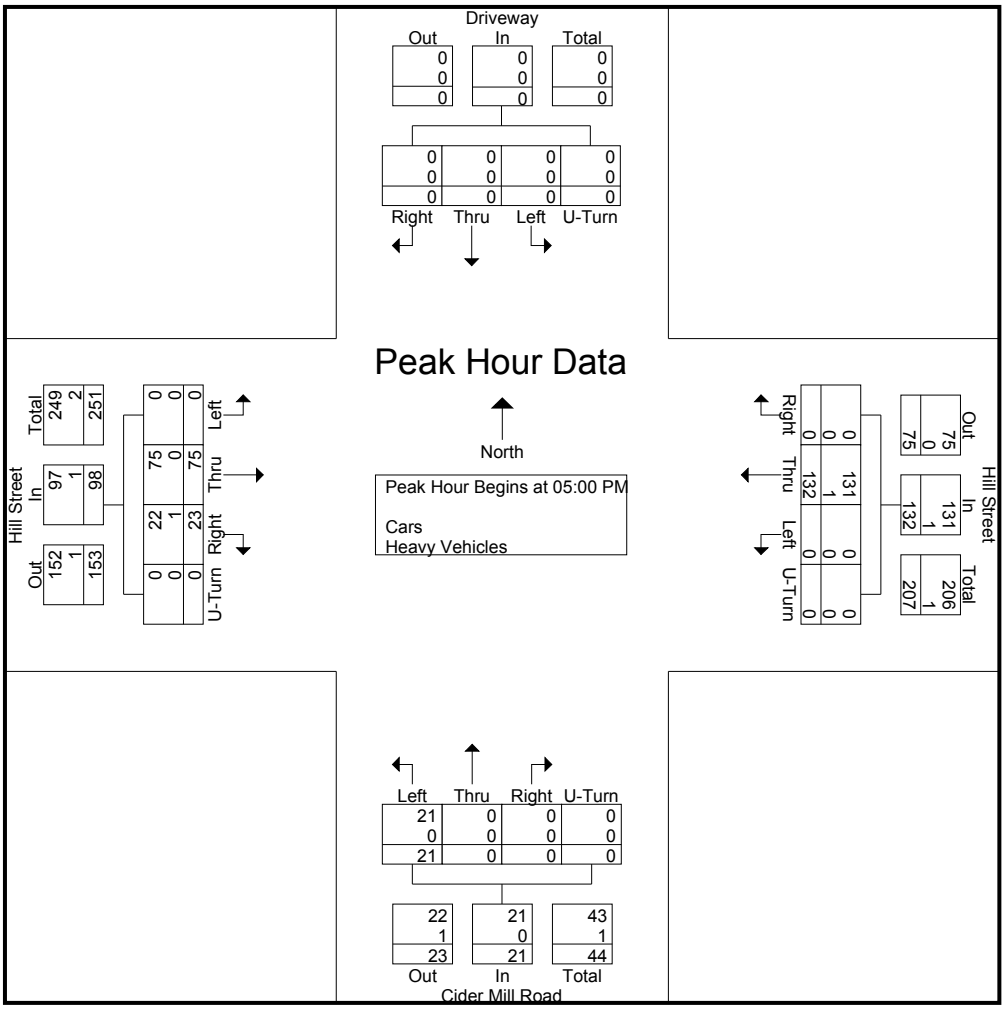
	Driveway From North					Hill Street From East					Cider Mill Road From South					Hill Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	35	0	0	35	0	0	4	0	4	10	21	0	0	31	70
05:15 PM	0	0	0	0	0	0	33	0	0	33	0	0	8	0	8	4	22	0	0	26	67
05:30 PM	0	0	0	0	0	0	34	0	0	34	0	0	3	0	3	6	15	0	0	21	58
05:45 PM	0	0	0	0	0	0	30	0	0	30	0	0	6	0	6	3	17	0	0	20	56
Total Volume	0	0	0	0	0	0	132	0	0	132	0	0	21	0	21	23	75	0	0	98	251
% App. Total	0	0	0	0		0	100	0	0		0	0	100	0		23.5	76.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.943	.000	.000	.943	.000	.000	.656	.000	.656	.575	.852	.000	.000	.790	.896
Cars	0	0	0	0	0	0	131	0	0	131	0	0	21	0	21	22	75	0	0	97	249
% Cars	0	0	0	0	0	0	99.2	0	0	99.2	0	0	100	0	100	95.7	100	0	0	99.0	99.2
Heavy Vehicles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
% Heavy Vehicles	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	4.3	0	0	0	1.0	0.8



N/S: Holliston Street
E/W: Coffee Street/ Lovering Street
City, State: Medway, MA
Client: Green International/ S. Musto

PRECISION DATA INDUSTRIES, LLC
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File Name : 165267 B
Site Code : 15048
Start Date : 9/14/2016
Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Holliston Street From North				Coffee Street From East				Holliston Street From South				Lovering Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	8	47	0	1	1	4	5	0	2	66	11	0	18	8	25	0	196
07:15 AM	7	71	3	0	1	6	5	0	4	70	13	0	31	12	27	0	250
07:30 AM	33	53	1	0	0	11	4	0	3	80	30	0	37	15	25	0	292
07:45 AM	9	47	2	0	4	3	2	0	2	77	19	0	27	13	27	0	232
Total	57	218	6	1	6	24	16	0	11	293	73	0	113	48	104	0	970
08:00 AM	9	42	5	0	3	4	2	0	4	76	19	0	26	7	22	0	219
08:15 AM	12	30	0	0	2	1	1	0	4	67	17	0	21	8	10	0	173
08:30 AM	14	42	3	0	4	2	6	0	4	46	16	0	28	17	17	0	199
08:45 AM	9	29	3	0	1	4	2	0	3	54	12	0	19	11	17	0	164
Total	44	143	11	0	10	11	11	0	15	243	64	0	94	43	66	0	755
Grand Total	101	361	17	1	16	35	27	0	26	536	137	0	207	91	170	0	1725
Apprch %	21	75.2	3.5	0.2	20.5	44.9	34.6	0	3.7	76.7	19.6	0	44.2	19.4	36.3	0	
Total %	5.9	20.9	1	0.1	0.9	2	1.6	0	1.5	31.1	7.9	0	12	5.3	9.9	0	
Cars	98	347	16	1	15	33	27	0	22	517	128	0	202	81	168	0	1655
% Cars	97	96.1	94.1	100	93.8	94.3	100	0	84.6	96.5	93.4	0	97.6	89	98.8	0	95.9
Heavy Vehicles	3	14	1	0	1	2	0	0	4	19	9	0	5	10	2	0	70
% Heavy Vehicles	3	3.9	5.9	0	6.2	5.7	0	0	15.4	3.5	6.6	0	2.4	11	1.2	0	4.1

	Holliston Street From North					Coffee Street From East					Holliston Street From South					Lovering Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

07:15 AM	7	71	3	0	81	1	6	5	0	12	4	70	13	0	87	31	12	27	0	70	250
07:30 AM	33	53	1	0	87	0	11	4	0	15	3	80	30	0	113	37	15	25	0	77	292
07:45 AM	9	47	2	0	58	4	3	2	0	9	2	77	19	0	98	27	13	27	0	67	232
08:00 AM	9	42	5	0	56	3	4	2	0	9	4	76	19	0	99	26	7	22	0	55	219
Total Volume	58	213	11	0	282	8	24	13	0	45	13	303	81	0	397	121	47	101	0	269	993
% App. Total	20.6	75.5	3.9	0		17.8	53.3	28.9	0		3.3	76.3	20.4	0		45	17.5	37.5	0		
PHF	.439	.750	.550	.000	.810	.500	.545	.650	.000	.750	.813	.947	.675	.000	.878	.818	.783	.935	.000	.873	.850
Cars	57	204	11	0	272	7	22	13	0	42	12	293	75	0	380	118	45	101	0	264	958
% Cars	98.3	95.8	100	0	96.5	87.5	91.7	100	0	93.3	92.3	96.7	92.6	0	95.7	97.5	95.7	100	0	98.1	96.5
Heavy Vehicles	1	9	0	0	10	1	2	0	0	3	1	10	6	0	17	3	2	0	0	5	35
% Heavy Vehicles	1.7	4.2	0	0	3.5	12.5	8.3	0	0	6.7	7.7	3.3	7.4	0	4.3	2.5	4.3	0	0	1.9	3.5

N/S: Holliston Street
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Groups Printed- Cars

	Holliston Street From North				Coffee Street From East				Holliston Street From South				Lovering Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	8	44	0	1	1	4	5	0	2	64	11	0	17	8	25	0	190
07:15 AM	7	69	3	0	1	5	5	0	4	68	13	0	31	11	27	0	244
07:30 AM	32	52	1	0	0	11	4	0	2	78	26	0	36	14	25	0	281
07:45 AM	9	43	2	0	4	2	2	0	2	76	19	0	26	13	27	0	225
Total	56	208	6	1	6	22	16	0	10	286	69	0	110	46	104	0	940
08:00 AM	9	40	5	0	2	4	2	0	4	71	17	0	25	7	22	0	208
08:15 AM	11	30	0	0	2	1	1	0	3	63	17	0	21	7	10	0	166
08:30 AM	13	40	3	0	4	2	6	0	3	45	14	0	27	11	16	0	184
08:45 AM	9	29	2	0	1	4	2	0	2	52	11	0	19	10	16	0	157
Total	42	139	10	0	9	11	11	0	12	231	59	0	92	35	64	0	715
Grand Total	98	347	16	1	15	33	27	0	22	517	128	0	202	81	168	0	1655
Apprch %	21.2	75.1	3.5	0.2	20	44	36	0	3.3	77.5	19.2	0	44.8	18	37.3	0	
Total %	5.9	21	1	0.1	0.9	2	1.6	0	1.3	31.2	7.7	0	12.2	4.9	10.2	0	

	Holliston Street From North					Coffee Street From East					Holliston Street From South					Lovering Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	7	69	3	0	79	1	5	5	0	11	4	68	13	0	85	31	11	27	0	69	244
07:30 AM	32	52	1	0	85	0	11	4	0	15	2	78	26	0	106	36	14	25	0	75	281
07:45 AM	9	43	2	0	54	4	2	2	0	8	2	76	19	0	97	26	13	27	0	66	225
08:00 AM	9	40	5	0	54	2	4	2	0	8	4	71	17	0	92	25	7	22	0	54	208
Total Volume	57	204	11	0	272	7	22	13	0	42	12	293	75	0	380	118	45	101	0	264	958
% App. Total	21	75	4	0		16.7	52.4	31	0		3.2	77.1	19.7	0		44.7	17	38.3	0		
PHF	.445	.739	.550	.000	.800	.438	.500	.650	.000	.700	.750	.939	.721	.000	.896	.819	.804	.935	.000	.880	.852

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Groups Printed- Heavy Vehicles

	Holliston Street From North				Coffee Street From East				Holliston Street From South				Lovering Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	0	3	0	0	0	0	0	0	0	2	0	0	1	0	0	0	6
07:15 AM	0	2	0	0	0	1	0	0	0	2	0	0	0	1	0	0	6
07:30 AM	1	1	0	0	0	0	0	0	1	2	4	0	1	1	0	0	11
07:45 AM	0	4	0	0	0	1	0	0	0	1	0	0	1	0	0	0	7
Total	1	10	0	0	0	2	0	0	1	7	4	0	3	2	0	0	30
08:00 AM	0	2	0	0	1	0	0	0	0	5	2	0	1	0	0	0	11
08:15 AM	1	0	0	0	0	0	0	0	1	4	0	0	0	1	0	0	7
08:30 AM	1	2	0	0	0	0	0	0	1	1	2	0	1	6	1	0	15
08:45 AM	0	0	1	0	0	0	0	0	1	2	1	0	0	1	1	0	7
Total	2	4	1	0	1	0	0	0	3	12	5	0	2	8	2	0	40
Grand Total	3	14	1	0	1	2	0	0	4	19	9	0	5	10	2	0	70
Apprch %	16.7	77.8	5.6	0	33.3	66.7	0	0	12.5	59.4	28.1	0	29.4	58.8	11.8	0	
Total %	4.3	20	1.4	0	1.4	2.9	0	0	5.7	27.1	12.9	0	7.1	14.3	2.9	0	

	Holliston Street From North					Coffee Street From East					Holliston Street From South					Lovering Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	7
08:00 AM	0	2	0	0	2	1	0	0	0	1	0	5	2	0	7	1	0	0	0	1	11
08:15 AM	1	0	0	0	1	0	0	0	0	0	1	4	0	0	5	0	1	0	0	1	7
08:30 AM	1	2	0	0	3	0	0	0	0	0	1	1	2	0	4	1	6	1	0	8	15
Total Volume	2	8	0	0	10	1	1	0	0	2	2	11	4	0	17	3	7	1	0	11	40
% App. Total	20	80	0	0		50	50	0	0		11.8	64.7	23.5	0		27.3	63.6	9.1	0		
PHF	.500	.500	.000	.000	.625	.250	.250	.000	.000	.500	.500	.550	.500	.000	.607	.750	.292	.250	.000	.344	.667

N/S: Holliston Street
E/W: Coffee Street/ Lovering Street
City, State: Medway, MA
Client: Green International/ S. Musto

PRECISION DATA INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
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File Name : 165267 B
Site Code : 15048
Start Date : 9/14/2016
Page No : 1

Groups Printed- Peds and Bicycles

	Holliston Street From North					Coffee Street From East					Holliston Street From South					Lovering Street From West					
Start Time	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 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	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	5
Grand Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	4	0	0	0	0	0	6
Apprch %	0	0	0	0	0	0	0	0	50	50	0	0	0	0	100	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	16.7	16.7	0	0	0	0	66.7	0	0	0	0	0	

	Holliston Street From North						Coffee Street From East						Holliston Street From South						Lovering Street From West						
Start Time	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 08:00 AM																									
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:15 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
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	4	4	0	0	0	0	0	0	5
% App. Total	0	0	0	0	0		0	0	0	100	0		0	0	0	0	100		0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.625

N/S: Holliston Street
E/W: Coffee Street/ Lovering Street
City, State: Medway, MA
Client: Green International/ S. Musto

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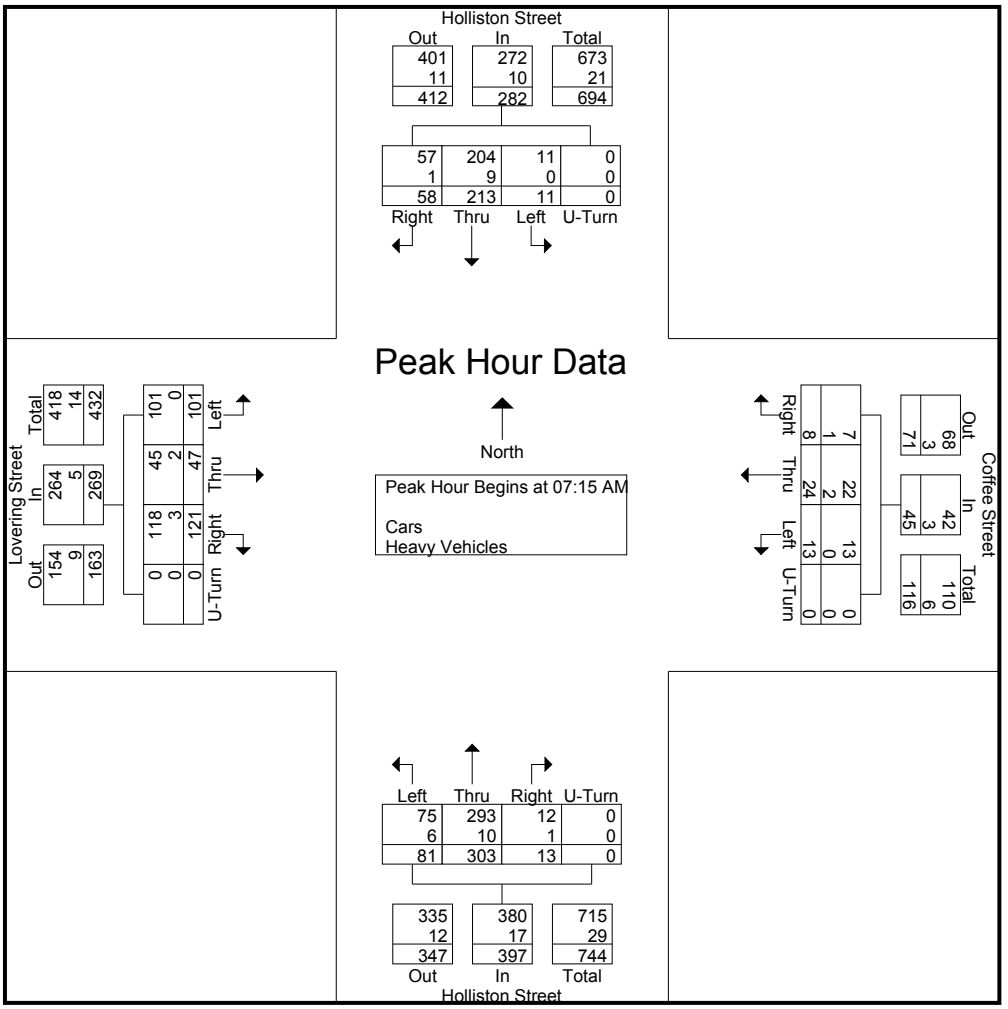
	Holliston Street From North					Coffee Street From East					Holliston Street From South					Lovering Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	7	71	3	0	81	1	6	5	0	12	4	70	13	0	87	31	12	27	0	70	250
07:30 AM	33	53	1	0	87	0	11	4	0	15	3	80	30	0	113	37	15	25	0	77	292
07:45 AM	9	47	2	0	58	4	3	2	0	9	2	77	19	0	98	27	13	27	0	67	232
08:00 AM	9	42	5	0	56	3	4	2	0	9	4	76	19	0	99	26	7	22	0	55	219
Total Volume	58	213	11	0	282	8	24	13	0	45	13	303	81	0	397	121	47	101	0	269	993
% App. Total	20.6	75.5	3.9	0		17.8	53.3	28.9	0		3.3	76.3	20.4	0		45	17.5	37.5	0		
PHF	.439	.750	.550	.000	.810	.500	.545	.650	.000	.750	.813	.947	.675	.000	.878	.818	.783	.935	.000	.873	.850
Cars	57	204	11	0	272	7	22	13	0	42	12	293	75	0	380	118	45	101	0	264	958
% Cars	98.3	95.8	100	0	96.5	87.5	91.7	100	0	93.3	92.3	96.7	92.6	0	95.7	97.5	95.7	100	0	98.1	96.5
Heavy Vehicles	1	9	0	0	10	1	2	0	0	3	1	10	6	0	17	3	2	0	0	5	35
% Heavy Vehicles	1.7	4.2	0	0	3.5	12.5	8.3	0	0	6.7	7.7	3.3	7.4	0	4.3	2.5	4.3	0	0	1.9	3.5



N/S: Holliston Street
E/W: Coffee Street/ Lovering Street
City, State: Medway, MA
Client: Green International/ S. Musto

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Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Holliston Street From North				Coffee Street From East				Holliston Street From South				Lovering Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
04:00 PM	26	90	6	0	3	13	4	0	5	49	20	0	18	7	8	0	249
04:15 PM	21	101	2	0	5	8	4	0	3	52	17	0	22	3	13	0	251
04:30 PM	17	101	6	0	6	10	2	0	7	56	21	0	30	5	12	0	273
04:45 PM	19	106	3	0	8	8	2	0	4	75	29	0	21	4	10	0	289
Total	83	398	17	0	22	39	12	0	19	232	87	0	91	19	43	0	1062
05:00 PM	42	128	5	0	6	15	2	0	10	64	25	0	23	7	11	0	338
05:15 PM	28	127	4	0	8	10	4	0	8	58	30	0	31	6	13	0	327
05:30 PM	20	97	4	0	3	10	2	0	4	52	25	0	40	10	10	0	277
05:45 PM	20	92	1	0	1	11	0	0	8	41	18	0	26	13	7	0	238
Total	110	444	14	0	18	46	8	0	30	215	98	0	120	36	41	0	1180
Grand Total	193	842	31	0	40	85	20	0	49	447	185	0	211	55	84	0	2242
Apprch %	18.1	79	2.9	0	27.6	58.6	13.8	0	7.2	65.6	27.2	0	60.3	15.7	24	0	
Total %	8.6	37.6	1.4	0	1.8	3.8	0.9	0	2.2	19.9	8.3	0	9.4	2.5	3.7	0	
Cars	191	835	29	0	39	84	20	0	48	446	183	0	211	55	83	0	2224
% Cars	99	99.2	93.5	0	97.5	98.8	100	0	98	99.8	98.9	0	100	100	98.8	0	99.2
Heavy Vehicles	2	7	2	0	1	1	0	0	1	1	2	0	0	0	1	0	18
% Heavy Vehicles	1	0.8	6.5	0	2.5	1.2	0	0	2	0.2	1.1	0	0	0	1.2	0	0.8

	Holliston Street From North					Coffee Street From East					Holliston Street From South					Lovering Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	19	106	3	0	128	8	8	2	0	18	4	75	29	0	108	21	4	10	0	35	289
05:00 PM	42	128	5	0	175	6	15	2	0	23	10	64	25	0	99	23	7	11	0	41	338
05:15 PM	28	127	4	0	159	8	10	4	0	22	8	58	30	0	96	31	6	13	0	50	327
05:30 PM	20	97	4	0	121	3	10	2	0	15	4	52	25	0	81	40	10	10	0	60	277
Total Volume	109	458	16	0	583	25	43	10	0	78	26	249	109	0	384	115	27	44	0	186	1231
% App. Total	18.7	78.6	2.7	0		32.1	55.1	12.8	0		6.8	64.8	28.4	0		61.8	14.5	23.7	0		
PHF	.649	.895	.800	.000	.833	.781	.717	.625	.000	.848	.650	.830	.908	.000	.889	.719	.675	.846	.000	.775	.911
Cars	107	455	16	0	578	24	42	10	0	76	25	249	108	0	382	115	27	43	0	185	1221
% Cars	98.2	99.3	100	0	99.1	96.0	97.7	100	0	97.4	96.2	100	99.1	0	99.5	100	100	97.7	0	99.5	99.2
Heavy Vehicles	2	3	0	0	5	1	1	0	0	2	1	0	1	0	2	0	0	1	0	1	10
% Heavy Vehicles	1.8	0.7	0	0	0.9	4.0	2.3	0	0	2.6	3.8	0	0.9	0	0.5	0	0	2.3	0	0.5	0.8

N/S: Holliston Street
E/W: Coffee Street/ Lovering Street
City, State: Medway, MA
Client: Green International/ S. Musto

PRECISION DATA INDUSTRIES, LLC
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File Name : 165267 BB
Site Code : 15048
Start Date : 9/14/2016
Page No : 1

Groups Printed- Cars

	Holliston Street From North				Coffee Street From East				Holliston Street From South				Lovering Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
04:00 PM	26	88	4	0	3	13	4	0	5	49	20	0	18	7	8	0	245
04:15 PM	21	101	2	0	5	8	4	0	3	51	16	0	22	3	13	0	249
04:30 PM	17	101	6	0	6	10	2	0	7	56	21	0	30	5	12	0	273
04:45 PM	18	104	3	0	8	8	2	0	4	75	28	0	21	4	10	0	285
Total	82	394	15	0	22	39	12	0	19	231	85	0	91	19	43	0	1052
05:00 PM	41	127	5	0	6	15	2	0	10	64	25	0	23	7	11	0	336
05:15 PM	28	127	4	0	7	10	4	0	7	58	30	0	31	6	12	0	324
05:30 PM	20	97	4	0	3	9	2	0	4	52	25	0	40	10	10	0	276
05:45 PM	20	90	1	0	1	11	0	0	8	41	18	0	26	13	7	0	236
Total	109	441	14	0	17	45	8	0	29	215	98	0	120	36	40	0	1172
Grand Total	191	835	29	0	39	84	20	0	48	446	183	0	211	55	83	0	2224
Apprch %	18.1	79.1	2.7	0	27.3	58.7	14	0	7.1	65.9	27	0	60.5	15.8	23.8	0	
Total %	8.6	37.5	1.3	0	1.8	3.8	0.9	0	2.2	20.1	8.2	0	9.5	2.5	3.7	0	

	Holliston Street From North					Coffee Street From East					Holliston Street From South					Lovering Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	18	104	3	0	125	8	8	2	0	18	4	75	28	0	107	21	4	10	0	35	285
05:00 PM	41	127	5	0	173	6	15	2	0	23	10	64	25	0	99	23	7	11	0	41	336
05:15 PM	28	127	4	0	159	7	10	4	0	21	7	58	30	0	95	31	6	12	0	49	324
05:30 PM	20	97	4	0	121	3	9	2	0	14	4	52	25	0	81	40	10	10	0	60	276
Total Volume	107	455	16	0	578	24	42	10	0	76	25	249	108	0	382	115	27	43	0	185	1221
% App. Total	18.5	78.7	2.8	0		31.6	55.3	13.2	0		6.5	65.2	28.3	0		62.2	14.6	23.2	0		
PHF	.652	.896	.800	.000	.835	.750	.700	.625	.000	.826	.625	.830	.900	.000	.893	.719	.675	.896	.000	.771	.908

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Groups Printed- Heavy Vehicles

	Holliston Street From North				Coffee Street From East				Holliston Street From South				Lovering Street From West				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
04:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
Total	1	4	2	0	0	0	0	0	0	1	2	0	0	0	0	0	10
05:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	3
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	3	0	0	1	1	0	0	1	0	0	0	0	0	1	0	8
Grand Total	2	7	2	0	1	1	0	0	1	1	2	0	0	0	1	0	18
Apprch %	18.2	63.6	18.2	0	50	50	0	0	25	25	50	0	0	0	100	0	
Total %	11.1	38.9	11.1	0	5.6	5.6	0	0	5.6	5.6	11.1	0	0	0	5.6	0	

	Holliston Street From North					Coffee Street From East					Holliston Street From South					Lovering Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
Total Volume	1	4	2	0	7	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	10
% App. Total	14.3	57.1	28.6	0		0	0	0	0		0	33.3	66.7	0		0	0	0	0		
PHF	.250	.500	.250	.000	.438	.000	.000	.000	.000	.000	.000	.250	.500	.000	.375	.000	.000	.000	.000	.000	.625

N/S: Holliston Street
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Groups Printed- Peds and Bicycles

	Holliston Street From North					Coffee Street From East					Holliston Street From South					Lovering Street From West					
Start Time	Right	Thru	Left	Peds EB	Peds WB	Right	Thru	Left	Peds SB	Peds NB	Right	Thru	Left	Peds WB	Peds EB	Right	Thru	Left	Peds NB	Peds SB	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	0	0	0	0	0	7
Apprch %	0	0	0	0	0	0	0	0	0	100	0	0	0	40	60	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	28.6	0	0	0	28.6	42.9	0	0	0	0	0	

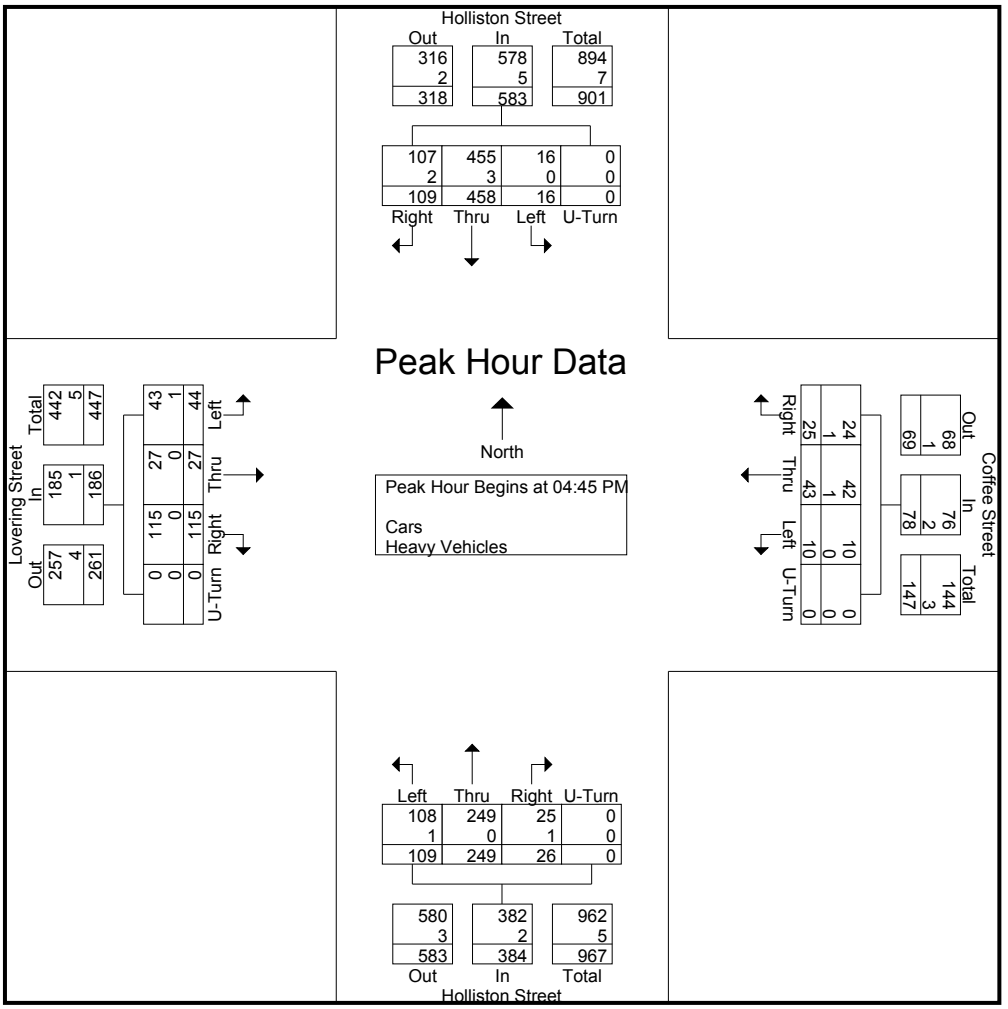
	Holliston Street From North						Coffee Street From East						Holliston Street From South						Lovering Street From West						
Start Time	Right	Thru	Left	Peds EB	Peds WB	App. Total	Right	Thru	Left	Peds SB	Peds NB	App. Total	Right	Thru	Left	Peds WB	Peds EB	App. Total	Right	Thru	Left	Peds NB	Peds SB	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:00 PM																									
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	3
04:15 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
04:30 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
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	5
% App. Total	0	0	0	0	0		0	0	0	0	0		0	0	0	40	60		0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.375	.417	.000	.000	.000	.000	.000	.000	.417

N/S: Holliston Street
E/W: Coffee Street/ Lovering Street
City, State: Medway, MA
Client: Green International/ S. Musto

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

File Name : 165267 BB
Site Code : 15048
Start Date : 9/14/2016
Page No : 1

	Holliston Street From North					Coffee Street From East					Holliston Street From South					Lovering Street From West					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	19	106	3	0	128	8	8	2	0	18	4	75	29	0	108	21	4	10	0	35	289
05:00 PM	42	128	5	0	175	6	15	2	0	23	10	64	25	0	99	23	7	11	0	41	338
05:15 PM	28	127	4	0	159	8	10	4	0	22	8	58	30	0	96	31	6	13	0	50	327
05:30 PM	20	97	4	0	121	3	10	2	0	15	4	52	25	0	81	40	10	10	0	60	277
Total Volume	109	458	16	0	583	25	43	10	0	78	26	249	109	0	384	115	27	44	0	186	1231
% App. Total	18.7	78.6	2.7	0		32.1	55.1	12.8	0		6.8	64.8	28.4	0		61.8	14.5	23.7	0		
PHF	.649	.895	.800	.000	.833	.781	.717	.625	.000	.848	.650	.830	.908	.000	.889	.719	.675	.846	.000	.775	.911
Cars	107	455	16	0	578	24	42	10	0	76	25	249	108	0	382	115	27	43	0	185	1221
% Cars	98.2	99.3	100	0	99.1	96.0	97.7	100	0	97.4	96.2	100	99.1	0	99.5	100	100	97.7	0	99.5	99.2
Heavy Vehicles	2	3	0	0	5	1	1	0	0	2	1	0	1	0	2	0	0	1	0	1	10
% Heavy Vehicles	1.8	0.7	0	0	0.9	4.0	2.3	0	0	2.6	3.8	0	0.9	0	0.5	0	0	2.3	0	0.5	0.8



MassDOT Season Adjustment Factors and Historical Growth

GREEN INTERNATIONAL AFFILIATES, INC.
Civil and Structural Engineers
239 Littleton Road, Suite 3
WESTFORD, MA 01886

JOB	15048.002 Timber Crest Estates, Medway, MA		
SHEET NO.		OF	
CALCULATED BY	SM	DATE	6/2/2015
CHECKED BY	JS	DATE	6/12/2015
DESCRIPTION	Seasonal Traffic Patterns		

Daily Avg. Counts on Weekdays

From MassDOT Interactive Transportation Data Management System

STATION 3321 - MILFORD -
INTERSTATE 495 - SOUTH OF ROUTE 85

Month	Year			% of
	2010	2011	2012	Annual
Jan	72,232	X	74,674	87.9%
Feb	71,943	76,499	76,816	89.8%
Mar	74,492	78,285	X	91.4%
Apr	81,627	X	X	97.7%
May	82,871	X	X	99.1%
Jun	89,327	89,463	91,876	107.9%
Jul	87,289	88,775	88,064	105.3%
Aug	92,094	91,303	94,003	110.6%
Sep	85,573	87,154	85,836	103.1%
Oct	85,234	85,456	85,093	102.0%
Nov	78,921	82,680	82,449	97.3%
Dec	76,671	80,815	X	94.2%
AVG.	**81,598**	**84,499**	**84,663**	
Annual Growth Since 2010	-	3.6%	**1.9%**	-

STATION 6125 - FRANKLIN -
INTERSTATE 495 - NORTH OF ROUTE 140

Month	Year			% of
	2010	2011	2012	Annual
Jan	75,788	70,586	78,559	85.4%
Feb	X	79,697	80,377	91.1%
Mar	X	81,577	83,091	93.8%
Apr	X	84,679	85,861	97.1%
May	89,311	88,365	88,637	101.1%
Jun	94,561	X	96,358	108.7%
Jul	94,339	96,789	93,602	108.1%
Aug	96,608	95,638	98,895	110.5%
Sep	89,808	90,649	89,805	102.6%
Oct	89,422	89,009	X	101.6%
Nov	84,365	86,338	X	97.2%
Dec	82,414	85,915	X	95.8%
AVG.	**88,140**	**86,818**	**88,499**	
Annual Growth Since 2010	-	-1.5%	**0.2%**	-

Average Annual Growth, 2010-2012	**1.0%**

Insufficient 2013 and 2014; hence 2010-2012 range used
Note: no permanent, non-freeway, non-urban count stations could be found within an approximately 15-mile radius of Medway
Also, the average annual ADT counts provided above is based on weekday data only; these may be skewed in due to periods of no data

STATION 307 - WESTBOROUGH -
ROUTE 9 - WEST OF ROUTE 135

Month	Year			% of
	2011	2012	2013	Annual
Jan	45,730	49,796	49,384	92.8%
Feb	48,613	49,639	50,450	95.2%
Mar	50,495	51,337	51,296	98.1%
Apr	51,664	52,655	51,789	100.0%
May	53,335	53,072	53,955	102.7%
Jun	54,172	54,065	X	104.0%
Jul	51,765	53,280	50,458	99.6%
Aug	52,656	53,448	X	101.9%
Sep	51,764	53,501	53,681	101.8%
Oct	52,707	53,156	53,205	101.9%
Nov	51,556	52,977	X	100.4%
Dec	X	51,459	X	98.9%
AVG.	**51,532**	**52,369**	**52,266**	
Annual Growth Since 2011	-	1.6%	**0.7%**	-

Insufficient data for 2010; hence 2011-2013 range used

Crash Rate Calculations

MassDOT Crash Reports for MEDWAY for the years 2011-2014

Crash Number	City/Town Name	Crash Date	Crash Time	Crash Severity	Number of Vehicles	Total Nonfatal Injuries	Total Fatal Injuries	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	Most Harmful Events	Vehicle Configuration	Road Surface Condition	Ambient Light	Weather Condition	At Roadway Intersection	Distance from Nearest Roadway Intersection	X Coordinate	Y Coordinate
2739690	MEDWAY	07-Feb-2011	4:38 PM	Non-fatal injury	2	1	0	Angle	V1: Travelling straight ahead / V2:Entering traffic lane	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Daylight	Clear/Cloudy	LOVERING STREET / WINTHROP STREET		205995.8374	879453.0101
3600608	MEDWAY	19-Jan-2012	7:52 AM	Non-fatal injury	2	1	0	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Daylight	Clear	LOVERING STREET / WINTHROP STREET		205995.8374	879453.0101
3592509	MEDWAY	01-Apr-2012	00:00 AM	Fatal injury	1	1	1	Head-on	V1: Travelling straight ahead	V1:Northbound	V1: Collision with tree	V1: Passenger car	Dry	Dark - lighted roadway	Clear/Cloudy		HOLLISTON STREET	207403.35	879729.4119
3592032	MEDWAY	11-May-2012	9:47 PM	Non-fatal injury	3	3	0	Head-on	V1: Travelling straight ahead / V2:Changing lanes / V3:Travelling straight ahead	V1:Southbound / V2:Northbound / V3:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Not reported	V1: Passenger car / V2:Passenger car / V3:Passenger car	Dry	Dark - lighted roadway	Clear		100 feet S from Intersection HOLLISTON ST / 170	207319.6594	880287.5466
3592041	MEDWAY	06-Jun-2012	5:58 PM	Non-fatal injury	2	2	0	Angle	V1: Turning left / V2:Travelling straight ahead	V1:Southbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Wet	Daylight	Rain/Rain		WINTHROP ST	205996.5126	879438.458
3592048	MEDWAY	12-Jul-2012	6:05 PM	Non-fatal injury	1	2	0	Single vehicle crash	V1: Travelling straight ahead	V1:Southbound	V1: Collision with tree	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Clear		PARTRIDGE ST		
3592061	MEDWAY	29-Aug-2012	2:06 AM	Not Reported	1	0	0	Single vehicle crash	V1: Travelling straight ahead	V1:Northbound	V1: Collision with tree	V1: Passenger car	Dry	Dark - lighted roadway	Clear/Clear	WINTHROP STREET / HILL STREET		205971.713	880618.1424
3592316	MEDWAY	02-Sep-2012	10:04 PM	Non-fatal injury	2	2	0	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:Southbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Passenger car	Dry	Dark - lighted roadway	Clear/Clear		HOLLISTON STREET	207518.9316	878526.9418
3601023	MEDWAY	02-Oct-2012	3:38 PM	Non-fatal injury	2	4	0	Angle	V1: Travelling straight ahead / V2:Turning left	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Wet	Daylight	Rain	WINTHROP STREET / LOVERING STREET		205995.8374	879453.0101
3592075	MEDWAY	10-Nov-2012	6:39 PM	Non-fatal injury	2	1	0	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Dark - lighted roadway	Clear	LOVERING ST / HOLLISTON ST / LOVERING ST / HOLLISTON ST		207518.9217	878528.1251
3592097	MEDWAY	05-Jan-2013	3:27 AM	Non-fatal injury	1	1	0	Single vehicle crash	V1: Travelling straight ahead	V1:Southbound	V1: Collision with tree	V1: Passenger car	Dry	Dark - lighted roadway	Clear/Clear		HOLLISTON ST	207378.09196	879784.46494
3592326	MEDWAY	10-Feb-2013	10:13 AM	Property damage only (none injured)	2	0	0	Angle	V1: Backing / V2:Travelling straight ahead	V1:Westbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Passenger car	Snow	Daylight	Cloudy		HOLLISTON STREET	207429.42685	879320.99080
3602747	MEDWAY	25-Feb-2013	10:16 AM	Property damage only (none injured)	2	0	0	Angle	V1: Travelling straight ahead / V2:Entering traffic lane	V1:Northbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Wet	Daylight	Cloudy	WINTHROP STREET / LOVERING STREET		205995.83737	879453.01014
3592131	MEDWAY	14-Apr-2013	11:53 AM	Property damage only (none injured)	1	0	0	Rear-end	V1: Travelling straight ahead	V1:Northbound	V1: Collision with animal - deer	V1: Passenger car	Dry	Daylight	Cloudy		WINTHROP ST	205972.28106	879782.08131
3601883	MEDWAY	13-May-2013	9:05 PM	Property damage only (none injured)	1	0	0	Unknown	V1: Travelling straight ahead	V1:Southbound	V1: Collision with other fixed object (wall, building, tunnel, etc.)	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Dark - roadway not lighted	Clear		13 CIDER MILL ROAD	206178.82923	880461.60695
3592327	MEDWAY	15-May-2013	3:48 PM	Non-fatal injury	2	1	0	Angle	V1: Travelling straight ahead / V2:Entering traffic lane	V1:Northbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Wet	Daylight	Rain		WINTHROP STREET	205996.51264	879438.45797
3592143	MEDWAY	12-Jun-2013	4:39 PM	Property damage only (none injured)	2	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:Southbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Passenger car	Dry	Daylight	Clear		HOLLISTON ST	207434.12628	879612.45669
3592145	MEDWAY	26-Jun-2013	5:14 PM	Non-fatal injury	2	1	0	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Passenger car	Dry	Daylight	Clear		WINTHROP ST	205996.51264	879438.45797
3592150	MEDWAY	16-Jul-2013	1:32 PM	Non-fatal injury	4	3	0	Head-on	V1: Turning left / V2:Travelling straight ahead / V3:Travelling straight ahead / V4:Slowing or stopped in traffic	V1:Northbound / V2:Southbound / V3:Northbound / V4:Not reported	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic / V4: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car / V3:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V4:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Clear		HOLLISTON ST	207319.65941	880287.54663
3592155	MEDWAY	21-Aug-2013	7:16 AM	Property damage only (none injured)	2	0	0	Head-on	V1: Turning left / V2:Travelling straight ahead	V1:Eastbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Daylight	Clear/Clear	LOVERING ST / WINTHROP ST / LOVERING ST		205995.83737	879453.01014
3592330	MEDWAY	04-Sep-2013	11:16 AM	Property damage only (none injured)	2	0	0	Angle	V1: Parked / V2:Backing	V1:Eastbound / V2:Westbound	V1: Collision with parked motor vehicle / V2: Collision with parked motor vehicle	V1: Single-unit truck (2-axle, 6-tire) / V2:Single-unit truck (3-or-more axles)	Dry	Daylight	Clear		FAIRWAY LANE	206990.95040	880257.61989
3610425	MEDWAY	18-Oct-2013	5:25 PM	Non-fatal injury	3	1	0	Head-on	V1: Turning left / V2:Travelling straight ahead / V3:Slowing or stopped in traffic	V1:Northbound / V2:Southbound / V3:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V3:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Clear	HOLLISTON STREET / LOVERING STREET		207518.92166	878528.12515
3611573	MEDWAY	21-Oct-2013	7:51 PM	Non-fatal injury	2	1	0	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:Northbound / V2:Westbound	V1: Collision with other fixed object (wall, building, tunnel, etc.) / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Dark - roadway not lighted	Clear	HOLLISTON ST / COFFEE ST / LOVERING ST		207518.92166	878528.12515
3682804	MEDWAY	12-Dec-2013	4:45 PM	Property damage only (none injured)	2	0	0	Angle	V1: Turning left / V2:Travelling straight ahead	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Passenger car	Dry	Dark - lighted roadway	Clear		HOLLISTON ST	207496.83027	878726.91380

MassDOT Crash Reports for MEDWAY for the years 2011-2014

Crash Number	City/Town Name	Crash Date	Crash Time	Crash Severity	Number of Vehicles	Total Nonfatal Injuries	Total Fatal Injuries	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	Most Harmful Events	Vehicle Configuration	Road Surface Condition	Ambient Light	Weather Condition	At Roadway Intersection	Distance from Nearest Roadway Intersection	X Coordinate	Y Coordinate
3720623	MEDWAY	08-Jan-2014	2:23 PM	Non-fatal injury	2	1	0	Angle	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:Northbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Clear		HOLLISTON ST	207434.12628	879612.45669
3732656	MEDWAY	31-Jan-2014	11:49 AM	Property damage only (none injured)	2	0	0	Angle	V1: Travelling straight ahead / V2:Entering traffic lane	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Daylight	Clear		VIRGINIA ROAD	207496.83027	878726.91380
3733965	MEDWAY	13-Feb-2014	9:34 AM	Property damage only (none injured)	1	0	0	Single vehicle crash	V1: Travelling straight ahead	V1:Westbound	V1: Collision with tree	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Snow	Daylight	Snow		HOWE ST	206487.78269	879205.92599
3738797	MEDWAY	18-Feb-2014	2:24 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	V1: Travelling straight ahead	V1:Southbound	V1: Collision with other movable object	V1: Passenger car	Snow	Daylight	Snow/Snow		HOLLISTON ST	207439.59670	879154.69488
3749345	MEDWAY	03-Mar-2014	9:08 PM	Non-fatal injury	2	4	0	Angle	V1: Travelling straight ahead / V2:Entering traffic lane	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Passenger car	Dry	Dark - lighted roadway	Clear/Unknown	HOLLISTON STREET / COFFEE STREET		207518.92166	878528.12515
3795369	MEDWAY	01-May-2014	7:28 PM	Non-fatal injury	1	1	0	Single vehicle crash	V1: Travelling straight ahead	V1:Eastbound	V1: Collision with tree	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Dusk	Clear		FAIRWAY LN	207068.15688	880268.28942
3795841	MEDWAY	03-May-2014	3:18 AM	Non-fatal injury	1	1	0	Single vehicle crash	V1: Travelling straight ahead	V1:Northbound	V1: Collision with utility pole	V1: Passenger car	Dry	Dark - roadway not lighted	Clear/Clear		50 feet S from Intersection HOLLISTON ST / 144	207433.29992	879488.29159
3838246	MEDWAY	15-May-2014	5:45 PM	Property damage only (none injured)	2	0	0	Angle	V1: Turning left / V2:Travelling straight ahead	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Clear	WINTHROP ST / LOVERING ST		205995.83737	879453.01014
3881944	MEDWAY	18-Jul-2014	4:12 PM	Property damage only (none injured)	2	0	0	Angle	V1: Travelling straight ahead / V2:Entering traffic lane	V1:Southbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Clear	WINTHROP ST / WINTHROP ST / LOVERING ST		205995.8374	879453.0101
3898602	MEDWAY	01-Aug-2014	1:38 AM	Property damage only (none injured)	1	0	0	Single vehicle crash	V1: Travelling straight ahead	V1:Eastbound	V1: Collision with motor vehicle in traffic	V1: Passenger car	Dry	Dark - roadway not lighted	Clear		200 feet E from Intersection HOWE ST / 5	206496.9918	879216.2596
3935951	MEDWAY	13-Sep-2014	9:00 AM	Property damage only (none injured)	2	0	0	Angle	V1: Travelling straight ahead / V2:Parked	V1:Southbound / V2:Southbound	V1: Collision with parked motor vehicle / V2: Collision with parked motor vehicle	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Cloudy		HOLLISTON ST	207462.4866	878988.2612
3954706	MEDWAY	14-Sep-2014	12:30 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	V1: Travelling straight ahead	V1:Southbound	V1: Collision with utility pole	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Clear		WINTHROP ST	205983.9168	880084.7722
3955165	MEDWAY	16-Sep-2014	8:32 AM	Non-fatal injury	2	1	0	Angle	V1: Travelling straight ahead / V2:Entering traffic lane	V1:Northbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Daylight	Clear	HOLLISTON STREET / LOVERING STREET		207518.9217	878528.1251
3996200	MEDWAY	05-Oct-2014	3:38 PM	Property damage only (none injured)	2	0	0	Head-on	V1: Travelling straight ahead / V2:Travelling straight ahead	V1:Eastbound / V2:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Daylight	Clear		HOLLISTON ST	207518.9316	878526.9418
3996205	MEDWAY	31-Oct-2014	7:57 AM	Property damage only (none injured)	4	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic / V3:Slowing or stopped in traffic / V4:Travelling straight ahead	V1:Southbound / V2:Southbound / V3:Southbound / V4:Southbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic / V4: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V3:Passenger car / V4:Passenger car	Dry	Daylight	Clear		HOLLISTON ST	207441.4279	879141.9371

	Winthrop Street, From Hill Street to North of Lovering Street			Fairway Lane		
	2012	2013	2014	2012	2013	2014
Severity						
Property Damage		1	1		1	
Injury						1
Fatality						
Unknown	1					
Collision Type						
Rear End		1				
Angle	1				1	
Side Swipe						
Head On						
Single Vehicle			1			1
Collision with Ped						
Collision with Bike						
Other/Unknown						
Roadway Conditions						
Dry	1		1		1	1
Wet		1				
Snow/Ice						
Other/Unknown						
Season						
Dec-Feb						
Mar-May		1				1
June-Aug	1					
Sept-Nov			1		1	
Light Conditions						
Daylight		1	1		1	
Dawn/Dusk						1
Dark (Unlit)						
Dark (Lit)	1					
Unknown						
Total	**1**	**1**	**1**	**0**	**1**	**1**
Annual Average Number of Crashes	3.3			0.7		
Section Crash Rate	**2.51**			**7.18**		
Average Crash Rate [1]	3.65			2.01		

INTERSECTION CRASH RATE WORKSHEET

TOWN : Medway COUNT DATE : 6/3/2015

DISTRICT : 3 UNSIGNALIZED : √ SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Winthrop Street

MINOR STREET(S) : Hill Street

INTERSECTION DIAGRAM

PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	WB	NB	SB			
PEAK HOURLY VOLUMES (PM) :	174	150	315			**639**

" K " FACTOR : 0.097

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **6,588**

TOTAL # OF CRASHES : 1

OF YEARS : 3

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

CRASH RATE CALCULATION : 0.14

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

Comments : The average crash rate for un-signalized intersections in District 3 is 0.65 MEV

Project Title & Date: 15048- -Timber Crest Estates, Medway, MA

INTERSECTION CRASH RATE WORKSHEET

TOWN : Medway COUNT DATE : 6/3/2015

DISTRICT : 3 UNSIGNALIZED : √ SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Winthrop Street

MINOR STREET(S) : Partridge Street

INTERSECTION DIAGRAM

PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	NB	SB			
PEAK HOURLY VOLUMES (PM) :	37	186	347			**570**

" K " FACTOR : 0.097

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **5,876**

TOTAL # OF CRASHES : 1

OF YEARS : 3

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

CRASH RATE CALCULATION : 0.16

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

Comments : The average crash rate for un-signalized intersections in District 3 is 0.65 MEV

Project Title & Date: 15048- -Timber Crest Estates, Medway, MA

INTERSECTION CRASH RATE WORKSHEET

TOWN : Medway COUNT DATE : 6/3/2015

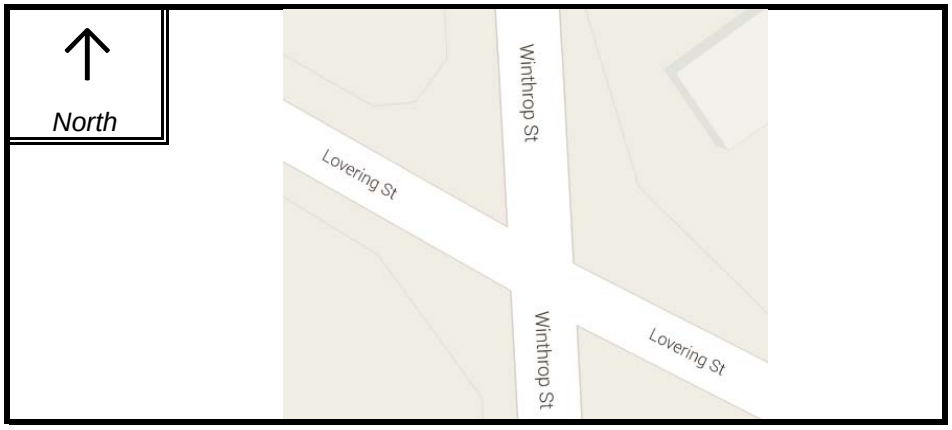
DISTRICT : 3 UNSIGNALIZED : √ SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Winthrop Street

MINOR STREET(S) : Lovering Street

INTERSECTION DIAGRAM



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	61	119	130	325		**635**

" K " FACTOR : 0.097 INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **6,546**

TOTAL # OF CRASHES : 9 # OF YEARS : 3 AVERAGE # OF CRASHES PER YEAR (**A**) : **3.00**

CRASH RATE CALCULATION : 1.26

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

Comments : The average crash rate for un-signalized intersections in District 3 is 0.65 MEV

Project Title & Date: 15048- -Timber Crest Estates, Medway, MA

INTERSECTION CRASH RATE WORKSHEET

TOWN : Medway COUNT DATE : 6/3/2015

DISTRICT : 3 UNSIGNALIZED : √ SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Holliston Street

MINOR STREET(S) : Fairway Lane

INTERSECTION DIAGRAM

PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	NB	SB			
PEAK HOURLY VOLUMES (PM) :	13	208	473			**694**

" K " FACTOR : 0.095

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **7,305**

TOTAL # OF CRASHES : 2

OF YEARS : 3

AVERAGE # OF CRASHES PER YEAR (**A**) : **0.67**

CRASH RATE CALCULATION : 0.25

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

Comments : The average crash rate for un-signalized intersections in District 3 is 0.65 MEV

Project Title & Date: 15048- -Timber Crest Estates, Medway, MA

INTERSECTION CRASH RATE WORKSHEET

TOWN : Medway COUNT DATE : 6/3/2015

DISTRICT : 3 UNSIGNALIZED : √ SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : Holliston Street

MINOR STREET(S) : Redgate Drive

INTERSECTION DIAGRAM

PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	NB	SB			
PEAK HOURLY VOLUMES (PM) :	28	254	509			**791**

" K " FACTOR : 0.095

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **8,326**

TOTAL # OF CRASHES : 2

OF YEARS : 3

AVERAGE # OF CRASHES PER YEAR (**A**) : **0.67**

CRASH RATE CALCULATION : 0.22

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

Comments : The average crash rate for un-signalized intersections in District 3 is 0.65 MEV

Project Title & Date: 15048- -Timber Crest Estates, Medway, MA

INTERSECTION CRASH RATE WORKSHEET

TOWN : Medway COUNT DATE : 9/14/2016

DISTRICT : 3 UNSIGNALIZED : √ SIGNALIZED :

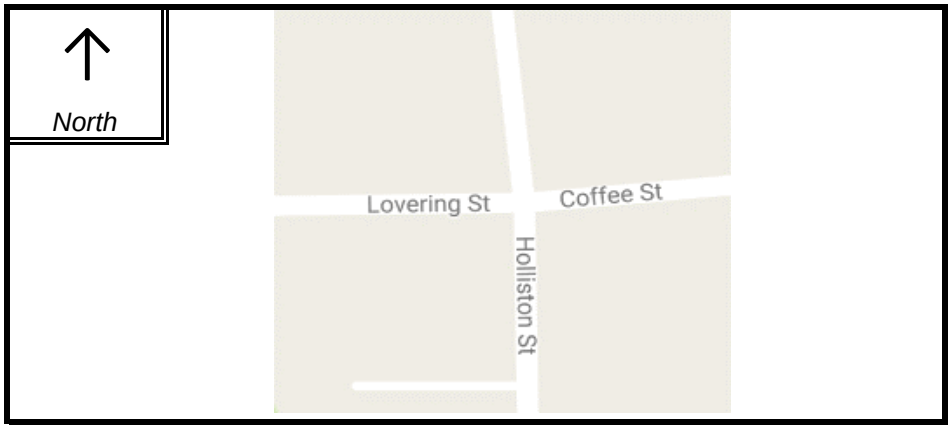
~ INTERSECTION DATA ~

MAJOR STREET : Holliston Street

MINOR STREET(S) : Lovering Street

Coffee Street

INTERSECTION DIAGRAM



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (PM) :	186	78	484	583		**1,331**

" K " FACTOR : 0.102

INTERSECTION ADT (**V**) = TOTAL DAILY APPROACH VOLUME : **13,049**

TOTAL # OF CRASHES : 7

OF YEARS : 3

AVERAGE # OF CRASHES PER YEAR (**A**) : **2.33**

CRASH RATE CALCULATION : 0.49

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

Comments : The average crash rate for un-signalized intersections in District 3 is 0.65 MEV

Project Title & Date: 15048- -Timber Crest Estates, Medway, MA

SEGMENT CRASH RATE WORKSHEET

CITY/TOWN : Medway COUNT DATE : 06/02/15 - 06/03/15

DISTRICT : 3

~ SEGMENT DATA ~

ROADWAY NAME: Winthrop Street

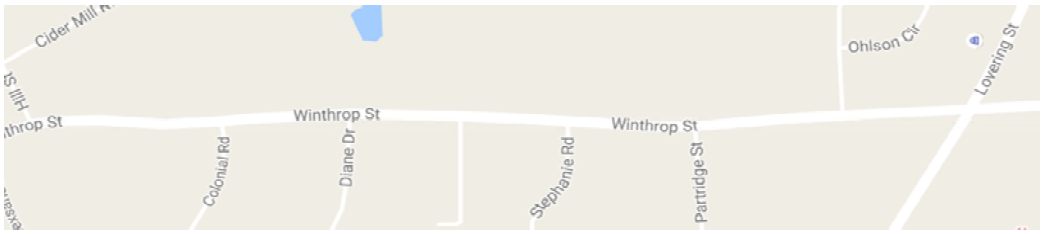
START POINT: Hill Street

END POINT: Lovering Street

FUNCTIONAL CLASSIFICATION OF ROADWAY: Urban Minor Arterial

ROADWAY DIAGRAM (LABEL ROADWAY AND CROSS STREETS)

North



AVERAGE DAILY TRAFFIC

SEGMENT LENGTH IN MILES (**L**):	**0.68**
AVERAGE DAILY TRAFFIC VOLUME (**V**):	5,240

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

CRASH RATE CALCULATION : **0.77**

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

Comments : Excludes the intersection at Lovering Street

Project Title & Date:

SEGMENT CRASH RATE WORKSHEET

CITY/TOWN : Medway COUNT DATE : 06/02/15 - 06/03/15

DISTRICT : 3

~ SEGMENT DATA ~

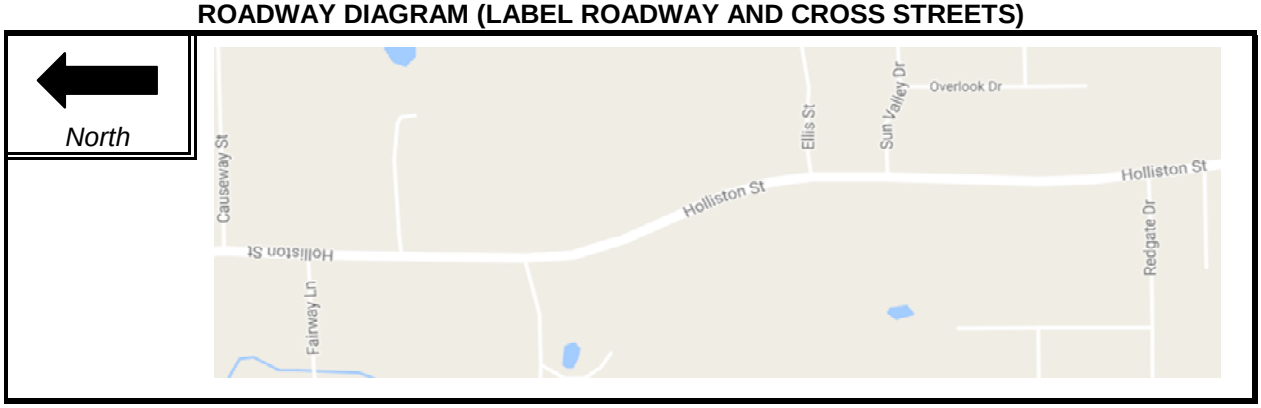
ROADWAY NAME: Holliston Street

START POINT: Fairway Lane

END POINT: Redgate Drive

FUNCTIONAL CLASSIFICATION OF ROADWAY: Urban Minor Arterial

ROADWAY DIAGRAM (LABEL ROADWAY AND CROSS STREETS)



AVERAGE DAILY TRAFFIC

SEGMENT LENGTH IN MILES (**L**):	**0.70**
AVERAGE DAILY TRAFFIC VOLUME (**V**):	7,688

TOTAL # OF CRASHES:	8	# OF YEARS :	3	AVERAGE # OF CRASHES PER YEAR (**A**) :	**2.67**

CRASH RATE CALCULATION : **1.36**

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

Comments : Excludes the intersections of Fairway Lane and Redgate Drive

Project Title & Date:

SEGMENT CRASH RATE WORKSHEET

CITY/TOWN : Medway COUNT DATE : 06/02/15 - 06/03/15

DISTRICT : 3

~ SEGMENT DATA ~

ROADWAY NAME: Holliston Street

START POINT: Redgate Drive

END POINT: Lovering Street / Coffee Street

FUNCTIONAL CLASSIFICATION OF ROADWAY: Urban Minor Arterial

ROADWAY DIAGRAM (LABEL ROADWAY AND CROSS STREETS)

North

AVERAGE DAILY TRAFFIC

SEGMENT LENGTH IN MILES (**L**):	**0.36**
AVERAGE DAILY TRAFFIC VOLUME (**V**):	7,688

TOTAL # OF CRASHES:	5	# OF YEARS :	3	AVERAGE # OF CRASHES PER YEAR (**A**) :	**1.67**

CRASH RATE CALCULATION : **1.65**

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

Comments : Includes the intersection of Redgate Drive but excludes Lovering/Coffee Street

Project Title & Date:

SEGMENT CRASH RATE WORKSHEET

CITY/TOWN : Medway COUNT DATE : 06/02/15 - 06/03/15

DISTRICT : 3

~ SEGMENT DATA ~

ROADWAY NAME: Fairway Lane

START POINT: Homestead Road

END POINT: Holliston Street

FUNCTIONAL CLASSIFICATION OF ROADWAY: Local Road

ROADWAY DIAGRAM (LABEL ROADWAY AND CROSS STREETS)

North

AVERAGE DAILY TRAFFIC

SEGMENT LENGTH IN MILES (**L**):	**0.8**
AVERAGE DAILY TRAFFIC VOLUME (**V**):	318

TOTAL # OF CRASHES:	2	# OF YEARS :	3	AVERAGE # OF CRASHES PER YEAR (**A**) :	**0.67**

CRASH RATE CALCULATION : **7.18**

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

Comments :

Project Title & Date:

Transit Schedules and Fares

Welcome Aboard ...

Rules
Regulations
Guidelines
Tips

- Drivers are not permitted to handle luggage, packages, boxes, etc.
- Passengers may not stand while the Shuttle is in operation.
- It is requested that you be at your designated stop at least five minutes prior to pick-up time.
- Kindly refrain from extended mobile phone use.
- In consideration of others on-board, please do not eat, drink nor play an audio device.
- There is **NO SMOKING** on the Shuttle.
- When exiting the Shuttle, use the handrail.
- In case of inclement weather, please call **508.533.3210.**

The Town of Medway and GATRA reserve the right to change the schedule as necessary.

Your feedback is important to us. Please let us know of any problems or concerns you had while utilizing the Shuttle. Please direct all communciations to:

508.533.3210
medwaycoa@townofmedway.org

Thank you for riding with us!

Hours of Service

Monday - Friday
5:55 a.m. - 8:00 a.m.
and
5:00 p.m. - 7:00 p.m.

No Service

Labor Day
Columbus Day
Veteran's Day
Thanksgiving and day after
Christmas Eve, Day & Day After
New Year's Eve & Day
Martin Luther King, Jr. Day
President's Day
Good Friday
Patriots' Day
Memorial Day
Independence Day

Medway

Shuttle

is operated by
Medway Council on Aging
76 Oakland Street
Medway, MA 02053
508.533.3210

www.townofmedway.org

Medway

Shuttle

EFFECTIVE 5/1/2016

$1.00 Each Way

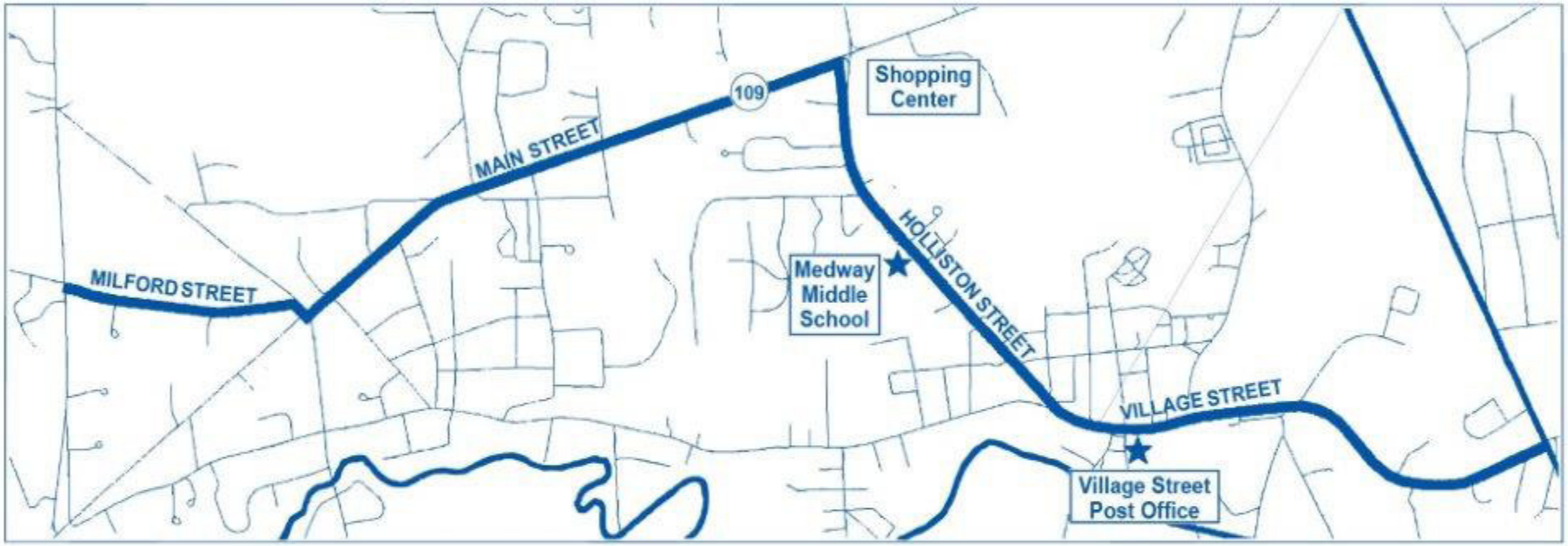
"We'll Get You There!"

Sponsored By:

GATRA

Greater Attleboro Taunton Regional Transit Authority

Medway T Shuttle Route Map



SERVING COMMUTERS FROM:

Medway Middle School. . . . . 5:57 a.m., 6:28 a.m. & 6:55 a.m. (Free Parking)
Village Street Post Office . . . . . 5:59 a.m., 6:30 a.m. & 6:57 a.m. (No Parking Available)

ARRIVE: Norfolk Commuter Rail Station . . . 6:10 a.m., 6:40 a.m. & 7:07 a.m.

RETURN SERVICE for 4:45 p.m., 5:20 p.m. & 5:45 p.m. Trains from South Station.

FRANKLIN LINE Train Schedule Effective May 23, 2016

Massachusetts Bay Transportation Authority

Keolis

Monday to Friday

Inbound to Boston

ZONE	STATION	TRAIN #	790	700	702	704	706	740	708	742	710	712	714	716	718	720	722	744	724	726	728	730	732
			AM								PM												
	Bikes Allowed		🚲								🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲
6	Forge Park/Route 495	♿	4:55	5:30	6:05	6:35	7:08	-	7:44	-	9:22	10:55	12:20	1:35	3:00	4:05	5:04	-	7:05	8:04	9:01	10:25	11:46
6	Franklin/Dean College		5:02	5:37	6:12	6:42	7:15	-	7:51	-	9:29	11:02	12:27	1:42	3:07	4:12	5:11	-	7:12	8:11	9:08	10:32	11:53
5	Norfolk	♿	5:08	5:44	6:19	6:49	7:22	-	7:58	-	9:36	11:09	12:34	1:49	3:14	4:19	5:18	-	7:19	8:18	9:15	10:39	12:00
4	Walpole		5:15	5:50	6:26	6:56	7:30	7:47	8:05	-	9:43	11:16	12:41	1:56	3:25	4:30	5:29	6:03	7:30	8:30	9:22	10:46	12:07
4	Plimptonville		-	-	-	f 6:58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Windsor Gardens		5:19	5:54	6:30	7:01	7:34	7:52	8:09	-	9:47	11:20	12:45	2:01	3:30	-	5:34	6:08	7:35	-	-	-	-
3	Norwood Central	♿	5:23	5:58	6:35	7:06	7:39	7:56	8:14	8:31	9:51	11:24	12:49	2:05	3:34	4:36	5:38	6:12	7:39	8:37	9:29	10:53	12:14
3	Norwood Depot	♿	5:26	-	6:38	7:09	-	7:59	-	8:34	9:53	11:26	12:51	2:07	3:36	4:38	-	6:14	7:42	8:40	9:31	10:55	12:16
3	Islington		5:29	6:02	6:42	7:13	-	8:03	-	8:38	9:56	11:29	12:54	2:10	3:39	4:41	-	6:17	7:44	8:42	9:34	10:57	12:18
2	Dedham Corp. Center	♿	5:32	6:05	6:45	7:16	7:45	8:06	8:20	8:40	9:59	11:31	12:56	2:12	3:41	4:43	5:43	6:19	7:46	8:44	9:36	11:00	12:21
2	Endicott		5:35	6:08	6:48	7:20	-	8:09	8:23	8:43	10:02	11:34	12:59	2:15	3:44	4:47	5:46	6:22	7:49	8:47	9:39	11:03	12:24
2	Readville	♿	VIA	6:12	6:53	7:25	-	8:14	8:27	8:48	10:06	11:38	1:03	2:19	VIA	-	5:50	VIA	7:53	8:51	9:43	11:07	12:28
1	Hyde Park	♿	FAIR-	-	-	-	-	-	-	-	-	-	-	-	FAIR-	-	-	FAIR-	-	-	-	-	-
1A	Ruggles	♿	MOUNT	-	L 7:03	L 7:35	L 8:00	L 8:26	L 8:38	L 8:59	L 10:16	-	-	-	MOUNT	-	-	MOUNT	L 8:03	L 9:00	L 9:52	-	-
1A	Back Bay	♿	LINE	L 6:24	L 7:07	L 7:39	L 8:04	L 8:30	L 8:42	L 9:03	L 10:20	L 11:49	L 1:14	L 2:30	LINE	L 5:00	L 6:01	LINE	L 8:07	L 9:04	L 9:56	L 11:18	L 12:39
1A	South Station	♿	6:09	6:30	7:13	7:45	8:10	8:36	8:48	9:09	10:25	11:54	1:19	2:35	4:06	5:05	6:06	7:00	8:12	9:09	10:01	11:23	12:44

Trains in purple box indicate peak period trains.

Saturday & Sunday

Inbound to Boston

ZONE	STATION	SATURDAY TRAIN # / SUNDAY TRAIN #	1702 SAT ONLY	1704 SAT ONLY	1706 2706	1708 2708	1710 2710	1712 2712	1714 2714	1716 2716	1718 2718
			AM			PM					
	Bikes Allowed		🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲
6	Forge Park/Route 495	♿	6:35	8:35	10:40	12:40	2:35	4:35	6:35	8:35	10:35
6	Franklin/Dean College		6:42	8:42	10:47	12:47	2:42	4:42	6:42	8:42	10:42
5	Norfolk	♿	6:49	8:49	10:54	12:54	2:49	4:49	6:49	8:49	10:49
4	Walpole		6:55	8:56	11:01	1:01	2:56	4:56	6:55	8:55	10:55
4	Windsor Gardens		6:59	9:00	11:06	1:06	3:01	5:01	6:59	8:59	10:59
3	Norwood Central	♿	7:03	9:05	11:10	1:10	3:05	5:05	7:03	9:03	11:03
3	Norwood Depot	♿	7:05	9:07	11:12	1:12	3:07	5:07	7:05	9:05	11:05
3	Islington		7:08	9:10	11:16	1:16	3:11	5:11	7:08	9:08	11:08
2	Dedham Corp. Center	♿	7:10	9:12	11:19	1:19	3:14	5:14	7:10	9:10	11:10
2	Endicott		7:13	9:15	11:21	1:21	3:16	5:16	7:13	9:13	11:13
2	Readville	♿	7:16	9:18	11:24	1:24	3:19	5:19	7:16	9:16	11:16
1A	Ruggles	♿	L 7:26	L 9:28	L 11:34	L 1:34	L 3:29	L 5:29	L 7:26	L 9:26	L 11:26
1A	Back Bay	♿	L 7:30	L 9:33	L 11:38	L 1:38	L 3:33	L 5:33	L 7:30	L 9:30	L 11:30
1A	South Station	♿	7:35	9:38	11:43	1:43	3:38	5:38	7:35	9:35	11:35

Trains 1702 and 1704 are Saturday only trains and will not operate on Sunday

Monday to Friday

Outbound from Boston

ZONE	STATION	TRAIN #	701	741	703	705	707	709	711	713	715	743	717	745	719	721	723	725	727	729	731
			AM								PM										
	Bikes Allowed		🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲								🚲	🚲	🚲	🚲
1A	South Station	♿	3:50	6:45	8:04	9:40	11:00	12:20	1:35	2:41	3:50	4:15	4:45	5:03	5:20	5:45	6:45	7:45	9:00	10:30	11:50
1A	Back Bay	♿	-	6:50	8:09	9:45	11:05	12:25	1:40	2:46	3:55	4:20	4:50	5:08	5:25	5:50	6:50	7:50	9:05	10:35	11:55
1A	Ruggles	♿	-	-	8:13	-	11:08	12:28	1:43	2:49	3:59	4:24	4:54	5:12	5:29	5:54	6:54	7:54	9:08	10:38	11:58
1	Hyde Park	♿	-	-	-	-	-	-	-	-	-	4:33	-	5:21	-	6:02	-	-	-	10:46	-
2	Readville	♿	-	7:01	-	9:56	-	12:38	1:53	2:59	-	4:37	-	5:25	-	-	7:03	8:03	9:18	10:50	12:08
2	Endicott		-	f 7:04	-	9:59	11:19	12:41	1:56	3:02	-	4:40	-	5:28	-	6:07	7:06	8:06	9:21	10:53	12:11
2	Dedham Corp. Center	♿	-	f 7:07	8:26	10:02	11:22	12:44	1:59	3:05	4:13	4:43	5:08	5:31	5:44	6:10	7:09	8:09	9:24	10:56	12:14
3	Islington		-	f 7:10	f 8:29	10:05	11:25	12:47	2:02	3:08	-	4:46	5:11	5:34	-	6:13	7:12	8:12	9:27	10:59	12:17
3	Norwood Depot	♿	-	f 7:13	8:32	10:08	11:28	12:50	2:05	3:11	-	4:49	5:14	5:37	-	6:16	7:15	8:15	9:30	11:02	12:20
3	Norwood Central	♿	L 4:12	f 7:16	8:35	10:11	11:31	12:53	2:08	3:14	4:18	4:52	5:17	5:40	5:50	6:19	7:18	8:18	9:33	11:05	12:23
4	Windsor Gardens		-	f 7:19	8:39	10:15	11:35	12:57	2:12	3:18	4:22	-	5:21	-	5:54	6:23	7:22	8:22	9:36	11:08	12:26
4	Plimptonville		-	-	-	-	-	-	-	-	-	-	-	L 5:45	-	-	-	-	-	-	-
4	Walpole		L 4:18	7:23	8:43	10:19	11:39	1:01	2:16	3:22	4:27	-	5:26	5:48	5:59	6:28	7:27	8:27	9:40	11:12	12:30
5	Norfolk	♿	-	-	8:49	10:25	11:45	1:07	2:22	3:28	4:34	-	5:33	-	6:07	6:35	7:34	8:34	9:46	11:18	12:36
6	Franklin/Dean College		4:30	-	8:56	10:32	11:52	1:14	2:29	3:35	4:41	-	5:40	-	6:14	6:42	7:41	8:41	9:53	11:25	12:43
6	Forge Park/Route 495	♿	4:40	-	9:04	10:40	12:00	1:22	2:37	3:43	4:49	-	5:48	-	6:23	6:50	7:49	8:49	10:01	11:33	12:51

Trains in purple box indicate peak period trains.

Saturday & Sunday

Outbound from Boston

ZONE	STATION	SATURDAY TRAIN # / SUNDAY TRAIN #	1703 SAT ONLY	1705 SAT ONLY	1707 2707	1709 2709	1711 2711	1713 2713	1715 2715	1717 2717	1719 2719
			AM			PM					
	Bikes Allowed		🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲	🚲
1A	South Station	♿	7:20	9:20	11:20	1:20	3:20	5:20	7:20	9:20	11:20
1A	Back Bay	♿	7:25	9:25	11:25	1:25	3:25	5:25	7:25	9:25	11:25
1A	Ruggles	♿	7:28	9:28	11:28	1:28	3:28	5:28	7:28	9:28	11:28
2	Readville	♿	7:38	9:38	11:38	1:38	3:38	5:38	7:38	9:38	11:38
2	Endicott		7:41	9:41	11:41	1:41	3:41	5:41	7:41	9:41	11:41
2	Dedham Corp. Center	♿	7:44	9:44	11:44	1:45	3:45	5:45	7:44	9:44	11:44
3	Islington		7:46	9:46	11:46	1:47	3:47	5:47	7:46	9:46	11:46
3	Norwood Depot	♿	7:49	9:49	11:49	1:50	3:50	5:50	7:49	9:49	11:49
3	Norwood Central	♿	7:51	9:51	11:51	1:53	3:53	5:53	7:52	9:51	11:51
4	Windsor Gardens		7:55	9:55	11:55	1:57	3:57	5:57	7:56	9:55	11:55
4	Walpole		7:59	9:59	11:59	2:03	4:03	6:03	8:01	9:59	11:59
5	Norfolk	♿	8:05	10:05	12:05	2:10	4:10	6:10	8:07	10:05	12:05
6	Franklin/Dean College		8:12	10:12	12:12	2:17	4:17	6:17	8:15	10:12	12:12
6	Forge Park/Route 495	♿	8:19	10:19	12:19	2:24	4:24	6:24	8:22	10:19	12:19

Trains 1703 and 1705 are Saturday only trains and will not operate on Sunday

Keep in Mind

This schedule will be effective from May 23, 2016, and will replace the schedule of December 14, 2015.

Holiday Service:

Saturday service: Presidents' Day, 4th of July

Sunday service: New Year's Day, Memorial Day, Labor Day, Thanksgiving Day, Christmas Day.

For additional holiday travel information and service modifications, please check MBTA.com or call 617-222-3200.

Times in purple with "f" indicate a flag stop: Passengers must advise the conductor they wish to stop. Passengers waiting to board must be visible on the platform for the train to stop.

Times in blue indicate an early departure (L stop): The train may leave ahead of schedule at these stops.

Bikes: Bicycles are allowed on trains with the bicycle symbol shown below the train number.

VIA FAIRMOUNT LINE: Operates via the Fairmount Line between Readville and South Station. See the Fairmount Line schedule for all stops.

For additional service to Readville station refer to the Fairmount Line schedule for particular trains.

For additional service to Ruggles station refer to the Providence and Needham Line schedules for particular trains.

For additional service to Hyde Park station refer to the Providence Line schedule for particular trains.

Access schedules, T-Alerts & updates. Simply scan this QR code with your smartphone.

Visit MBTA.com.

Call MBTA Customer Service at 617-222-3200.

Stay connected with us on Twitter.

Make your train on time. Download the official MBTA Commuter Rail mobile app. Get schedule info, train progress, and alerts easily and conveniently.

Commuter Rail Fares and Passes

Commuter Rail fares are based on a "Zone" and "Interzone" system, with Zone 1A servicing core stations within the City of Boston and immediate area and Zones 1 through 10 servicing communities in and around Greater Boston. Each Commuter Rail station's zone is identified in the chart below.

ZONE FARES

"Zone fares" are based on direct travel from any outer Commuter Rail station (Zones 1 through 10) to a Zone 1A station, including North Station, South Station and Back Bay. Your fare or pass is based on the Zone you boarded.

For example, if your commute includes boarding the Lowell Line at Lowell Station (Zone 6) and getting off the train at North Station (Zone 1A), you would buy one single ride Zone 6 ticket.

Interzone Fares

"Interzone fares" are based on travel between Commuter Rail stations outside of Zone 1A. Interzone fares and passes are not valid for travel to Zone 1A stations, including North Station, South Station and Back Bay Station. Interzone monthly pass and ticket fares are based on TOTAL zones "travelled" in.

For example, if your commute includes boarding the Lowell Line at Lowell Station (Zone 6) and getting off the train at Anderson/Woburn Station (Zone 2), you would pass through three zones and would buy one single ride Interzone 5 ticket.

ZONE	RIDE FARE	MONTHLY PASS	10-RIDE PASS[1]	CASH-ON-BOARD
1A	$2.25[2]	$84.50[3]	$22.50	$5.25
1	$6.25[2]	$200.25[4]	$62.50	$9.25
Interzone 1 [7]	$2.75	$90.25[6]		
2	$6.75[2]	$217.75[4]	$67.50	$9.75
Interzone 2 [7]	$3.25	$110.25[6]		
3	$7.50[2]	$244.25[4]	$75.00	$10.50
Interzone 3 [7]	$3.50	$119.75[6]		
4	$8.25[2]	$263.00[4]	$82.50	$11.25
Interzone 4 [7]	$4.00	$130.25[6]		
5	$9.25[2]	$291.50[4]	$92.50	$12.25
Interzone 5 [7]	$4.50	$148.00[6]		
6	$10.00[2]	$318.00[5]	$100.00	$13.00
Interzone 6 [7]	$5.00	$167.00[6]		
7	$10.50[2]	$336.50[5]	$105.00	$13.50
Interzone 7 [7]	$5.50	$183.75[6]		
8	$11.50[2]	$363.00[5]	$115.00	$13.50
Interzone 8 [7]	$6.00	$202.75[6]		
9	$12.00[2]	$379.50[5]	$120.00	$15.00
Interzone 9 [7]	$6.50	$221.50[6]		
10	$12.50[2]	$398.25[5]	$125.00	$15.50
Interzone 10 [7]	$6.50	$221.50[6]		

Seniors and Persons with Disabilities (Blind persons ride for free)	**50% Off Rides** Percentage off based on Commuter Rail single-ride fares noted abov Requires a Senior/TAP ID or Mass Commission for the Blind ID. 10-Ride Tickets available based on 10 half fares.
Children 11 years old and under	**Free** Children 11 years old and under ride free when accompanied by an adult with a limit of two children for each adult.

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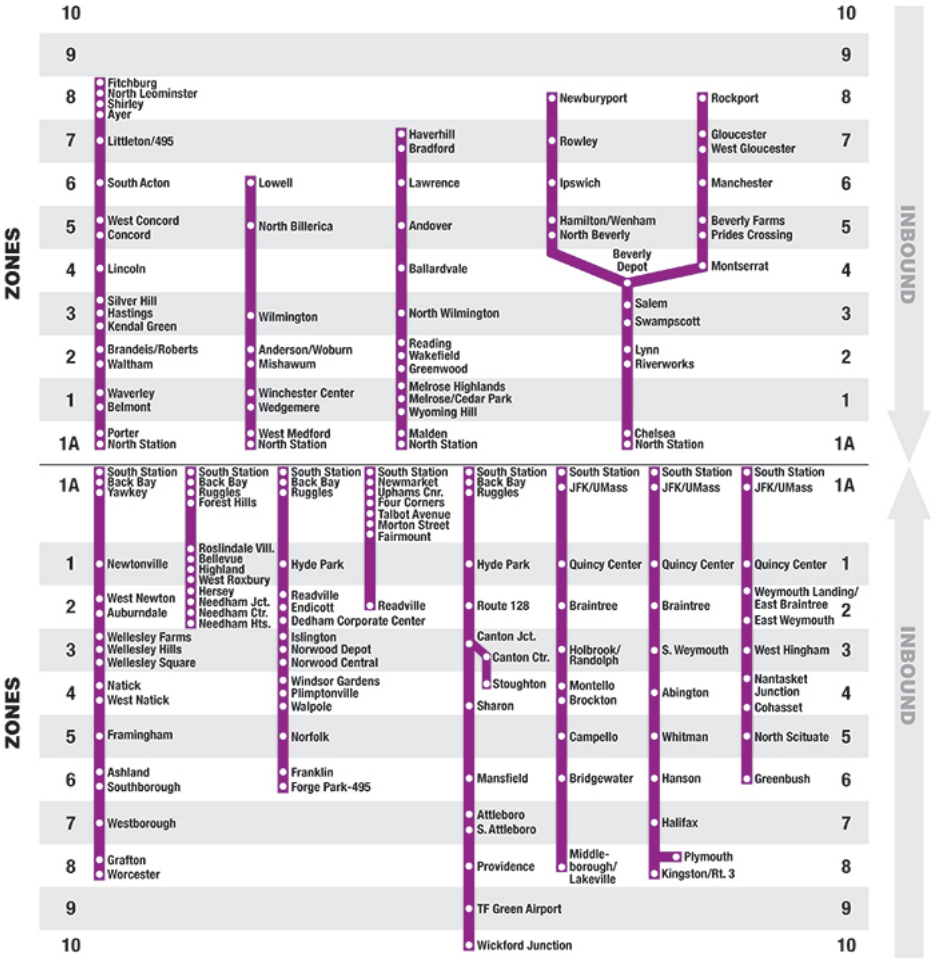
Commuter Rail Zone Chart



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[1] 10-Ride Ticket is available only on the mTicket mobile app.

[2] A $3.00 surcharge will be added to tickets purchased onboard all trains departing from North Station, South Station and Back Bay Station. Customers boarding Mondays through Fridays at a commuter rail station with an MBTA ticket vending machine or an accessible ticket vendor will be charged a $3.00 surcharge when purchasing tickets onboard. For a list of these stations, click here.

[3] Zone passes valid on Local Bus, Subway, and Inner Harbor Ferry.

[4] Zone passes valid on Local Bus, Subway, Express Bus, and Inner Harbor Ferry.

[5] Zone passes valid on Local Bus, Subway, Express Bus, and Ferries.

[6] Interzone passes valid on Local bus.

[7] Interzone tickets and passes are not available on our automated ticket vending machines. Interzone tickets and passes are sold on our mTicketing app, at ticket sales offices, and at retail sales outlets. For a list of sales locations, click here.

Norfolk Zone5

9 Rockwood Rd Norfolk, MA 02056-1409

For train information at Norfolk Station tune to 1640 AM

This MBTA station is accessible (Accessibility Key)

Parking

Parking Spaces: 532
Average Weekday Availability: <42%
Parking Rate: $4.00
Park & Pay By Phone
Location # : 4391
Accessible Spaces: 11
Bike Spaces: 8
Managed By: LAZ Parking
(781) 794-1791
Website
Comments:
LAZ Parking is responsible for parking fee collection. Please contact MBTA Customer Serviceregarding station and platform snow removal, cleanliness and maintenance issues.

Commuter Rail Lines

Franklin Line

Intercity Bus Service

Greater Attleboro Taunton Regional Transit Authority

Enlarge Map and Get Driving Directions
MBTA Services Nearby

Plan your trip

From Norfolk to:
(Address or intersection)
Preferences: Minimize Time
Using: All services
Trip must be accessible
Plan your trip

Service Alerts

Franklin Line:
3 Ongoing

Click here for all service alerts

Fare Information

Travel anywhere on the MBTA system for the same price.
See all Fares & Passes information.

TRANSIT MODE	PASSES / TICKETS
Rail	**$2.25 - $12.50** Zones 1A - 10 **$84.50 - $398.25** Monthly Pass, unlimited travel to and from your zone plus travel on all bus, subway and Inner Harbor Ferry. **50%** Seniors and Persons with Disabilities

Accessibility Key (Back to Top)

Elevator Escalator Mini-high Mobile Lift Ramp TTY Phone Parking

Franklin Zone6

75 Depot St Franklin, MA 02038-1939

For train information at Franklin Station tune to 1630 AM

Parking

Parking Spaces: 173

Average Weekday Availability: <16%

Parking Rate: $4.00

Park & Pay By Phone

Location # : 4367

Accessible Spaces: 3

Bike Spaces: 7

Managed By: LAZ Parking
(781) 794-1791
Website

Comments:
LAZ Parking is responsible for parking fee collection. Please contact MBTA Customer Service regarding station and platform snow removal, cleanliness and maintenance issues.

Commuter Rail Lines

Franklin Line

Intercity Bus Service

Greater Attleboro Taunton Regional Transit Authority

Enlarge Map and Get Driving Directions
MBTA Services Nearby

Plan your trip

From Franklin to:

(Address or intersection)

Preferences: Minimize Time

Using: All services

Trip must be accessible

Plan your trip

Service Alerts

Franklin Line:
3 Ongoing

Click here for all service alerts

Fare Information

Travel anywhere on the MBTA system for the same price.
See all Fares & Passes information.

TRANSIT MODE	PASSES / TICKETS
Rail	**$2.25 - $12.50** Zones 1A - 10 **$84.50 - $398.25** Monthly Pass, unlimited travel to and from your zone plus travel on all bus, subway and Inner Harbor Ferry. **50%** Seniors and Persons with Disabilities

Accessibility Key (Back to Top)

Elevator Escalator Mini-high Mobile Lift Ramp TTY Phone Parking

Forge Park/Route 495 Zone6

1000 W Central St Franklin, MA 02038-3108

For train information at Forge Park/Route 495 Station tune to 1630 AM

This MBTA station is accessible (Accessibility Key)

Parking

Parking Spaces: 716
Average Weekday Availability: <44%
Parking Rate: $4.00
Park & Pay By Phone
Location # : 4385
Accessible Spaces: 15
Bike Spaces: 14
Managed By: LAZ Parking
(781) 794-1791
Website
Comments:
LAZ Parking is responsible for parking fee collection. Please contact MBTA Customer Service regarding station and platform snow removal, cleanliness and maintenance issues.

Commuter Rail Lines

Franklin Line

Intercity Bus Service

Greater Attleboro Taunton Regional Transit Authority

Enlarge Map and Get Driving Directions
MBTA Services Nearby

Plan your trip

From Forge Park/Route 495 to:
(Address or intersection)
Preferences: Minimize Time
Using: All services
Trip must be accessible
Plan your trip

Service Alerts

Franklin Line:
3 Ongoing

Click here for all service alerts

Fare Information

Travel anywhere on the MBTA system for the same price.
See all Fares & Passes information.

TRANSIT MODE	PASSES / TICKETS
Rail	**$2.25 - $12.50** Zones 1A - 10 **$84.50 - $398.25** Monthly Pass, unlimited travel to and from your zone plus travel on all bus, subway and Inner Harbor Ferry. **50%** Seniors and Persons with Disabilities

Accessibility Key (Back to Top)

Elevator Escalator Mini-high Mobile Lift Ramp TTY Phone Parking

Trip Generation Calculations

TRIP GENERATION WORKSHEET

LAND USE: *Single Family Detached Housing*
LAND USE CODE: 210 Independent Variable---Trips per Dwelling Unit

JOB: Timber Crest Estates Development, Medway, MA
JOB NUMBER: 15048 Number of Units: 157

WEEKDAY

RATES:	Total Trip Ends			Directional Dist.		Number
	Average	Low	High	Enter	Exit	of Studies
DAILY	9.52	4.31	21.85	50%	50%	355
AM PEAK	0.75	0.33	2.27	25%	75%	292
PM PEAK	1.00	0.42	2.98	63%	37%	321
PK GEN AM	0.77	0.33	2.27	26%	74%	343
PK GEN PM	1.02	0.42	2.98	64%	36%	362

	BY AVERAGE			BY REGRESSION			
	Total	Enter	Exit	Total	Enter	Exit	R^2
DAILY	1495	748	748	1590	795	795	0.95
AM PEAK	118	30	89	120	30	90	0.89
PM PEAK	157	99	58	158	100	58	0.91
PK GEN AM	121	31	90	122	32	90	0.89
PK GEN PM	160	102	58	159	102	57	0.91

SATURDAY

RATES:	Total Trip Ends			Directional Dist.		Number
	Average	Low	High	Enter	Exit	of Studies
DAILY	9.91	5.32	15.25	50%	50%	77
PEAK HR	0.93	0.50	1.75	54%	46%	54

	BY AVERAGE			BY REGRESSION			
	Total	Enter	Exit	Total	Enter	Exit	R^2
DAILY	1556	778	778	1544	772	772	0.92
PEAK HR	146	79	67	149	80	68	91

SUNDAY

RATES:	Total Trip Ends			Directional Dist.		Number
	Average	Low	High	Enter	Exit	of Studies
DAILY	8.62	4.74	12.31	50%	50%	73
PEAK HR	0.86	0.55	1.48	53%	47%	53

	BY AVERAGE			BY REGRESSION			
	Total	Enter	Exit	Total	Enter	Exit	R^2
DAILY	1353	677	677	1354	677	677	0.95
PEAK HR	135	72	63	136	72	64	0.88

SOURCE: Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012.

TRIP GENERATION WORKSHEET

LAND USE: *Senior Adult Housing - Attached*
LAND USE CODE: 252 Independent Variable---Dwelling Units

PROJECT NAME: Millstone Village, Medway, MA
PROJECT #: 15048 Number of Units: 45

(Background project)

WEEKDAY

RATES:	Total Trip Ends			Directional Dist.		Number
	Average	Low	High	Enter	Exit	of Studies
DAILY	3.44	2.59	4.79	50%	50%	5
AM PEAK	0.20	0.06	0.27	34%	66%	10
PM PEAK	0.25	0.08	0.43	54%	46%	10
PK GEN AM	0.39	0.19	0.64	46%	54%	8
PK GEN PM	0.35	0.24	0.53	55%	45%	7

	BY AVERAGE			BY REGRESSION			
	Total	Enter	Exit	Total	Enter	Exit	R^2
DAILY	155	78	78	155	78	78	0.81
AM PEAK	9	3	6	9	3	6	0.98
PM PEAK	11	6	5	12	6	6	0.96
PK GEN AM	18	8	10	18	8	10	0.70
PK GEN PM	16	9	7	14	8	6	0.82

SATURDAY

RATES:	Total Trip Ends			Directional Dist.		Number
	Average	Low	High	Enter	Exit	of Studies
DAILY	2.61	1.84	4.07	50%	50%	5
PEAK HR	0.31	0.23	0.43	57%	43%	6

	BY AVERAGE			BY REGRESSION			
	Total	Enter	Exit	Total	Enter	Exit	R^2
DAILY	117	59	59	118	59	59	0.67
PEAK HR	14	8	6	14	8	6	0.97

SUNDAY

RATES:	Total Trip Ends			Directional Dist.		Number
	Average	Low	High	Enter	Exit	of Studies
DAILY	2.84	2.20	4.25	50%	50%	5
PEAK HR	0.41	0.27	0.55	NOT GIVEN	NOT GIVEN	5

	BY AVERAGE			BY REGRESSION			
	Total	Enter	Exit	Total	Enter	Exit	R^2
DAILY	128	64	64	128	64	64	0.75
PEAK HR	18	#VALUE!	#VALUE!	19	#VALUE!	#VALUE!	0.63

SOURCE: Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012.

TRIP GENERATION WORKSHEET

LAND USE: *Senior Adult Housing - Detached*
LAND USE CODE: 251 Independent Variable---Dwelling Units

PROJECT NAME: Millstone Village, Medway, MA
PROJECT #: 15048 Number of Units: 35

(Background project)

WEEKDAY

RATES:	Total Trip Ends			Directional Dist.		Number
	Average	Low	High	Enter	Exit	of Studies
DAILY	3.68	2.90	5.70	50%	50%	8
AM PEAK	0.22	0.13	0.84	35%	65%	23
PM PEAK	0.27	0.17	0.95	61%	39%	24
PK GEN AM	0.29	0.21	0.90	43%	57%	16
PK GEN PM	0.34	0.20	1.01	56%	44%	16

	BY AVERAGE			BY REGRESSION			
	Total	Enter	Exit	Total	Enter	Exit	R^2
DAILY	129	65	65	186	93	93	0.96
AM PEAK	8	3	5	36	13	23	0.93
PM PEAK	9	5	4	20	12	8	0.89
PK GEN AM	10	4	6	28	12	16	0.95
PK GEN PM	12	7	5	49	27	22	0.89

SATURDAY

RATES:	Total Trip Ends			Directional Dist.		Number
	Average	Low	High	Enter	Exit	of Studies
DAILY	2.73	2.32	5.53	50%	50%	3
PEAK HR	0.23	0.19	0.27	48%	52%	3

	BY AVERAGE			BY REGRESSION			
	Total	Enter	Exit	Total	Enter	Exit	R^2
DAILY	96	48	48		NOT GIVEN		
PEAK HR	8	4	4		NOT GIVEN		

SUNDAY

RATES:	Total Trip Ends			Directional Dist.		Number
	Average	Low	High	Enter	Exit	of Studies
DAILY	2.32	2.15	4.77	50%	50%	3
PEAK HR	0.21	0.21	0.25	51%	49%	2

	BY AVERAGE			BY REGRESSION			
	Total	Enter	Exit	Total	Enter	Exit	R^2
DAILY	81	41	41		NOT GIVEN		
PEAK HR	7	4	3		NOT GIVEN		

SOURCE: Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012.

Residence to Work Data

A302103 - Means of transportation (18) (Workers 16 years and over)

Current date: 6/25/2015 9:36:28 AM (Eastern Daylight Time)

Measures - Workers 16 and Over

Means of Transportation 18		Total, means of transportation		Car, truck, or van -- Drove alone		Car, truck, or van -- In a 2-person carpool		Car, truck, or van -- In a 3-person carpool		Car, truck, or van -- In a 4-person carpool		Car, truck, or van -- In a 5-or-6-person carpool		Car, truck, or van -- In a 7-or-more-person carpool		Bus or trolley bus		Streetcar or trolley car	
Output																			
RESIDENC	WORKPLACE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE
	Medway town, Norfolk County, Massachusetts	920	200	550	154	50	64	4	16	0	127	0	127	0	127	0	127	0	127
	Boston city, Suffolk County, Massachusetts	530	144	340	115	4	17	0	127	0	127	0	127	0	127	0	127	0	127
	Framingham town, Middlesex County, Massachusetts	465	181	440	172	15	22	15	24	0	127	0	127	0	127	0	127	0	127
	Franklin Town city, Norfolk County, Massachusetts	320	114	320	114	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Natick town, Middlesex County, Massachusetts	260	124	260	124	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Wellesley town, Norfolk County, Massachusetts	235	97	235	97	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Newton city, Middlesex County, Massachusetts	200	98	180	93	20	33	0	127	0	127	0	127	0	127	0	127	0	127
	Milford town, Worcester County, Massachusetts	200	80	200	80	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Holliston town, Middlesex County, Massachusetts	190	79	190	79	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Waltham city, Middlesex County, Massachusetts	160	75	150	71	10	15	0	127	0	127	0	127	0	127	0	127	0	127
	Norwood town, Norfolk County, Massachusetts	155	89	140	80	15	24	0	127	0	127	0	127	0	127	0	127	0	127
	Needham town, Norfolk County, Massachusetts	145	83	135	81	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Bellingham town, Norfolk County, Massachusetts	140	81	110	74	25	29	0	127	0	127	0	127	0	127	0	127	0	127
	Millis town, Norfolk County, Massachusetts	135	83	115	61	20	35	0	127	0	127	0	127	0	127	0	127	0	127
	Westborough town, Worcester County, Massachusetts	115	90	115	90	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Medfield town, Norfolk County, Massachusetts	110	84	110	84	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Cambridge city, Middlesex County, Massachusetts	105	61	75	57	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Hopkinton town, Middlesex County, Massachusetts	105	66	105	66	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Worcester city, Worcester County, Massachusetts	90	50	90	50	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Ashland town, Middlesex County, Massachusetts	80	77	80	77	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Sudbury town, Middlesex County, Massachusetts	75	67	75	67	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Wrentham town, Norfolk County, Massachusetts	70	91	70	91	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Bedford town, Middlesex County, Massachusetts	55	55	55	55	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Brookline town, Norfolk County, Massachusetts	55	47	45	40	0	127	10	13	0	127	0	127	0	127	0	127	0	127
	Quincy city, Norfolk County, Massachusetts	55	55	55	55	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Dedham town, Norfolk County, Massachusetts	45	39	30	28	0	127	20	32	0	127	0	127	0	127	0	127	0	127
	Stoughton town, Norfolk County, Massachusetts	45	42	45	42	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	North Andover town, Essex County, Massachusetts	40	56	40	56	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Canton town, Norfolk County, Massachusetts	40	31	40	31	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Plymouth town, Plymouth County, Massachusetts	40	46	40	46	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Marlborough city, Middlesex County, Massachusetts	35	35	35	35	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Somerville city, Middlesex County, Massachusetts	35	41	35	41	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Foxborough town, Norfolk County, Massachusetts	35	60	35	60	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Southborough town, Worcester County, Massachusetts	35	31	35	31	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Braintree Town city, Norfolk County, Massachusetts	30	35	30	35	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Dover town, Norfolk County, Massachusetts	30	41	30	41	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Falmouth town, Barnstable County, Massachusetts	25	29	10	20	0	127	0	127	0	127	0	127	15	22	0	127	0	127
	Sandwich town, Barnstable County, Massachusetts	25	42	25	42	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Mansfield town, Bristol County, Massachusetts	25	27	25	27	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Taunton city, Bristol County, Massachusetts	25	36	25	36	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Woburn city, Middlesex County, Massachusetts	25	30	25	30	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Walpole town, Norfolk County, Massachusetts	25	23	25	23	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Smithfield town, Providence County, Rhode Island	25	30	25	30	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Dartmouth town, Bristol County, Massachusetts	20	33	20	33	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	New Bedford city, Bristol County, Massachusetts	20	25	20	25	0	127	0	127	0	127	0	127	0	127	0	127	0	127

A302103 - Means of transportation (18) (Workers 16 years and over)

Current date: 6/25/2015 9:36:28 AM (Eastern Daylight Time)

Measures - Workers 16 and Over

Means of Transportation 18		Subway or elevated		Railroad		Ferryboat		Bicycle		Walked		Taxicab		Motorcycle		Other method		Worked at home	
Output																			
RESIDENC	WORKPLACE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE
	Medway town, Norfolk County, Massachusetts	0	127	0	127	0	127	4	18	20	25	0	127	0	127	0	127	285	105
	Boston city, Suffolk County, Massachusetts	20	32	150	82	0	127	0	127	15	26	0	127	0	127	0	127	0	127
	Framingham town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Franklin Town city, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Natick town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Wellesley town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Newton city, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Milford town, Worcester County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Holliston town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Waltham city, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Norwood town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Needham town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	15	22	0	127	0	127	0	127	0	127
	Bellingham town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Millis town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Westborough town, Worcester County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Medfield town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Cambridge city, Middlesex County, Massachusetts	0	127	30	35	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Hopkinton town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Worcester city, Worcester County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Ashland town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Sudbury town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Wrentham town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Bedford town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Brookline town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Quincy city, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Dedham town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Stoughton town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	North Andover town, Essex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Canton town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Plymouth town, Plymouth County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Marlborough city, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Somerville city, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Foxborough town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Southborough town, Worcester County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Braintree Town city, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Dover town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Falmouth town, Barnstable County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Sandwich town, Barnstable County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Mansfield town, Bristol County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Taunton city, Bristol County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Woburn city, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Walpole town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Smithfield town, Providence County, Rhode Island	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Dartmouth town, Bristol County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	New Bedford city, Bristol County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127

A302103 - Means of transportation (18) (Workers 16 years and over)

Current date: 6/25/2015 9:36:28 AM (Eastern Daylight Time)

Measures - Workers 16 and Over

Means of Transportation 18		Total, means of transportation		Car, truck, or van -- Drove alone		Car, truck, or van -- In a 2-person carpool		Car, truck, or van -- In a 3-person carpool		Car, truck, or van -- In a 4-person carpool		Car, truck, or van -- In a 5-or-6-person carpool		Car, truck, or van -- In a 7-or-more-person carpool		Bus or trolley bus		Streetcar or trolley car	
Output																			
RESIDENC	WORKPLACE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE
Medway to	Lawrence city, Essex County, Massachusetts	20	34	20	34	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Westfield city, Hampden County, Massachusetts	20	35	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Lexington town, Middlesex County, Massachusetts	20	34	20	34	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	North Reading town, Middlesex County, Massachusetts	20	33	20	33	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Wakefield town, Middlesex County, Massachusetts	20	31	20	31	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Watertown Town city, Middlesex County, Massachusetts	20	22	20	22	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Wayland town, Middlesex County, Massachusetts	20	25	20	25	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Weston town, Middlesex County, Massachusetts	20	25	20	25	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Winchester town, Middlesex County, Massachusetts	20	35	0	127	20	35	0	127	0	127	0	127	0	127	0	127	0	127
	Westwood town, Norfolk County, Massachusetts	20	24	20	24	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Fitchburg city, Worcester County, Massachusetts	20	33	20	33	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Lunenburg town, Worcester County, Massachusetts	20	25	20	25	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Woonsocket city, Providence County, Rhode Island	20	25	20	25	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Provincetown town, Barnstable County, Massachusetts	15	24	15	24	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Rowley town, Essex County, Massachusetts	15	23	15	23	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Stoneham town, Middlesex County, Massachusetts	15	27	0	127	15	27	0	127	0	127	0	127	0	127	0	127	0	127
	Stow town, Middlesex County, Massachusetts	15	26	15	26	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Nantucket town, Nantucket County, Massachusetts	15	24	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Sharon town, Norfolk County, Massachusetts	15	21	15	21	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Blackstone town, Worcester County, Massachusetts	15	29	15	29	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Harvard town, Worcester County, Massachusetts	15	27	15	27	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Uxbridge town, Worcester County, Massachusetts	15	25	15	25	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Webster town, Worcester County, Massachusetts	15	27	15	27	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Cumberland town, Providence County, Rhode Island	15	24	15	24	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Norton town, Bristol County, Massachusetts	10	16	10	16	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Acton town, Middlesex County, Massachusetts	10	18	10	18	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Billerica town, Middlesex County, Massachusetts	10	15	10	15	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Burlington town, Middlesex County, Massachusetts	10	20	10	20	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Chelmsford town, Middlesex County, Massachusetts	10	17	10	17	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Hudson town, Middlesex County, Massachusetts	10	15	10	15	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Lowell city, Middlesex County, Massachusetts	10	14	10	14	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Maynard town, Middlesex County, Massachusetts	10	15	10	15	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Melrose city, Middlesex County, Massachusetts	10	17	10	17	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Sherborn town, Middlesex County, Massachusetts	10	22	10	22	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Tewksbury town, Middlesex County, Massachusetts	10	18	10	18	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Holbrook town, Norfolk County, Massachusetts	10	16	0	127	10	16	0	127	0	127	0	127	0	127	0	127	0	127
	Norfolk town, Norfolk County, Massachusetts	10	17	10	17	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Randolph town, Norfolk County, Massachusetts	10	14	10	14	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Weymouth Town city, Norfolk County, Massachusetts	10	16	10	16	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Kingston town, Plymouth County, Massachusetts	10	14	10	14	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Winthrop Town city, Suffolk County, Massachusetts	10	14	0	127	0	127	0	127	0	127	0	127	0	127	10	14	0	127
	Boylston town, Worcester County, Massachusetts	10	15	10	15	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Leicester town, Worcester County, Massachusetts	10	15	10	15	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Leominster city, Worcester County, Massachusetts	10	16	10	16	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Northborough town, Worcester County, Massachusetts	10	19	10	19	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Shrewsbury town, Worcester County, Massachusetts	10	15	10	15	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	North Providence town, Providence County, Rhode Island	10	13	10	13	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Providence city, Providence County, Rhode Island	10	18	10	18	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Wenham town, Essex County, Massachusetts	4	13	4	13	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	TOTAL	6,264		5,414		204		49		0		0		15		10		0	

U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates. Special Tabulation: Census Transportation Planning

* MoE = Margin of Error

A302103 - Means of transportation (18) (Workers 16 years and over)

Current date: 6/25/2015 9:36:28 AM (Eastern Daylight Time)

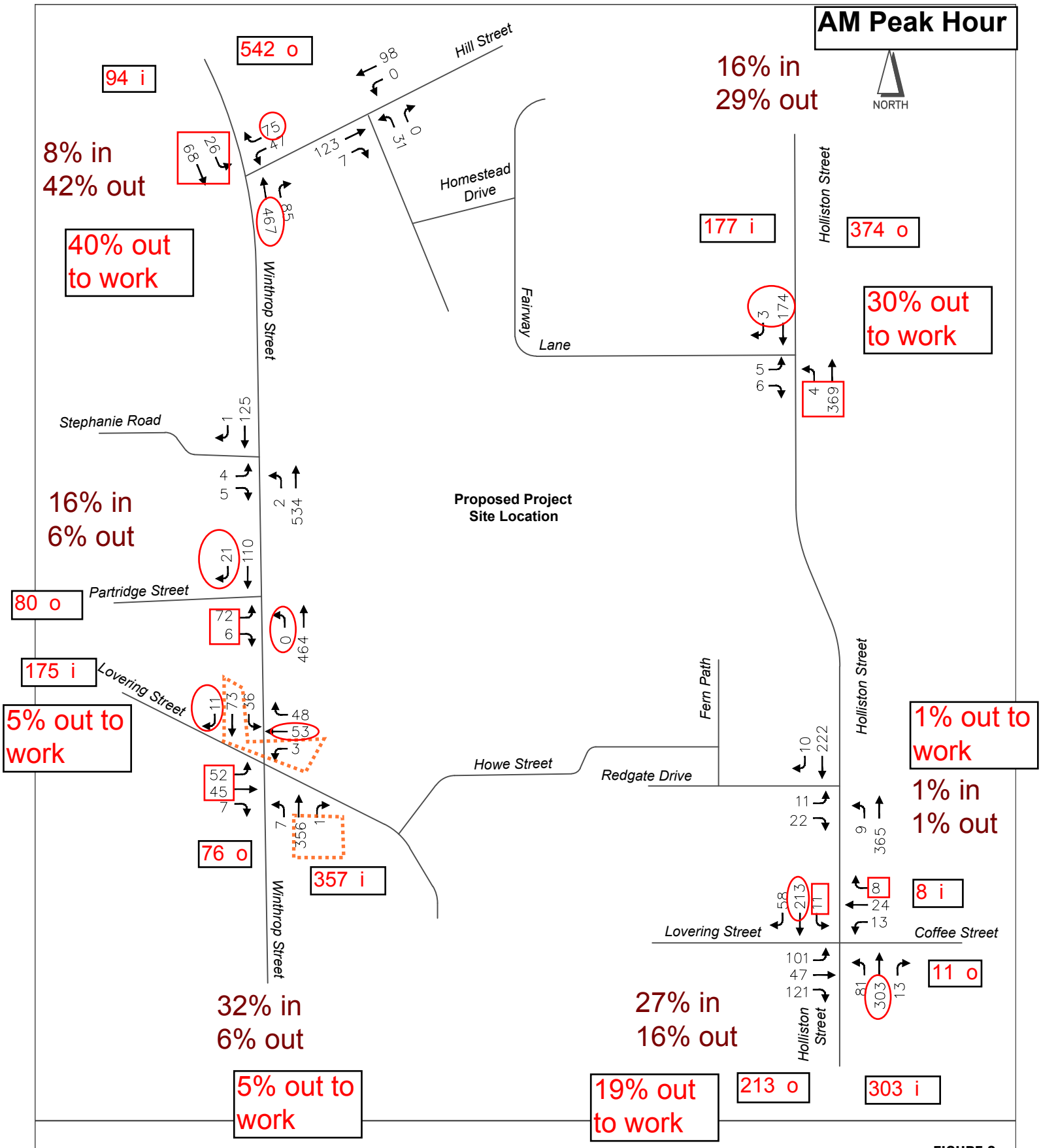
Measures - Workers 16 and Over

Means of Transportation 18		Subway or elevated		Railroad		Ferryboat		Bicycle		Walked		Taxicab		Motorcycle		Other method		Worked at home	
Output																			
RESIDENC	WORKPLACE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE	Estimate	MoE
Medway to	Lawrence city, Essex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Westfield city, Hampden County, Massachusetts	0	127	0	127	0	127	0	127	20	35	0	127	0	127	0	127	0	127
	Lexington town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	North Reading town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Wakefield town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Watertown Town city, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Wayland town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Weston town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Winchester town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Westwood town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Fitchburg city, Worcester County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Lunenburg town, Worcester County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Woonsocket city, Providence County, Rhode Island	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Provincetown town, Barnstable County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Rowley town, Essex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Stoneham town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Stow town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Nantucket town, Nantucket County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	15	24	0	127
	Sharon town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Blackstone town, Worcester County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Harvard town, Worcester County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Uxbridge town, Worcester County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Webster town, Worcester County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Cumberland town, Providence County, Rhode Island	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Norton town, Bristol County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Acton town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Billerica town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Burlington town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Chelmsford town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Hudson town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Lowell city, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Maynard town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Melrose city, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Sherborn town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Tewksbury town, Middlesex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Holbrook town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Norfolk town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Randolph town, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Weymouth Town city, Norfolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Kingston town, Plymouth County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Winthrop Town city, Suffolk County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Boylston town, Worcester County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Leicester town, Worcester County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Leominster city, Worcester County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Northborough town, Worcester County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Shrewsbury town, Worcester County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	North Providence town, Providence County, Rhode Island	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Providence city, Providence County, Rhode Island	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	Wenham town, Essex County, Massachusetts	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127	0	127
	TOTAL	20		180		0		4		70		0		0		15		285	

U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates.

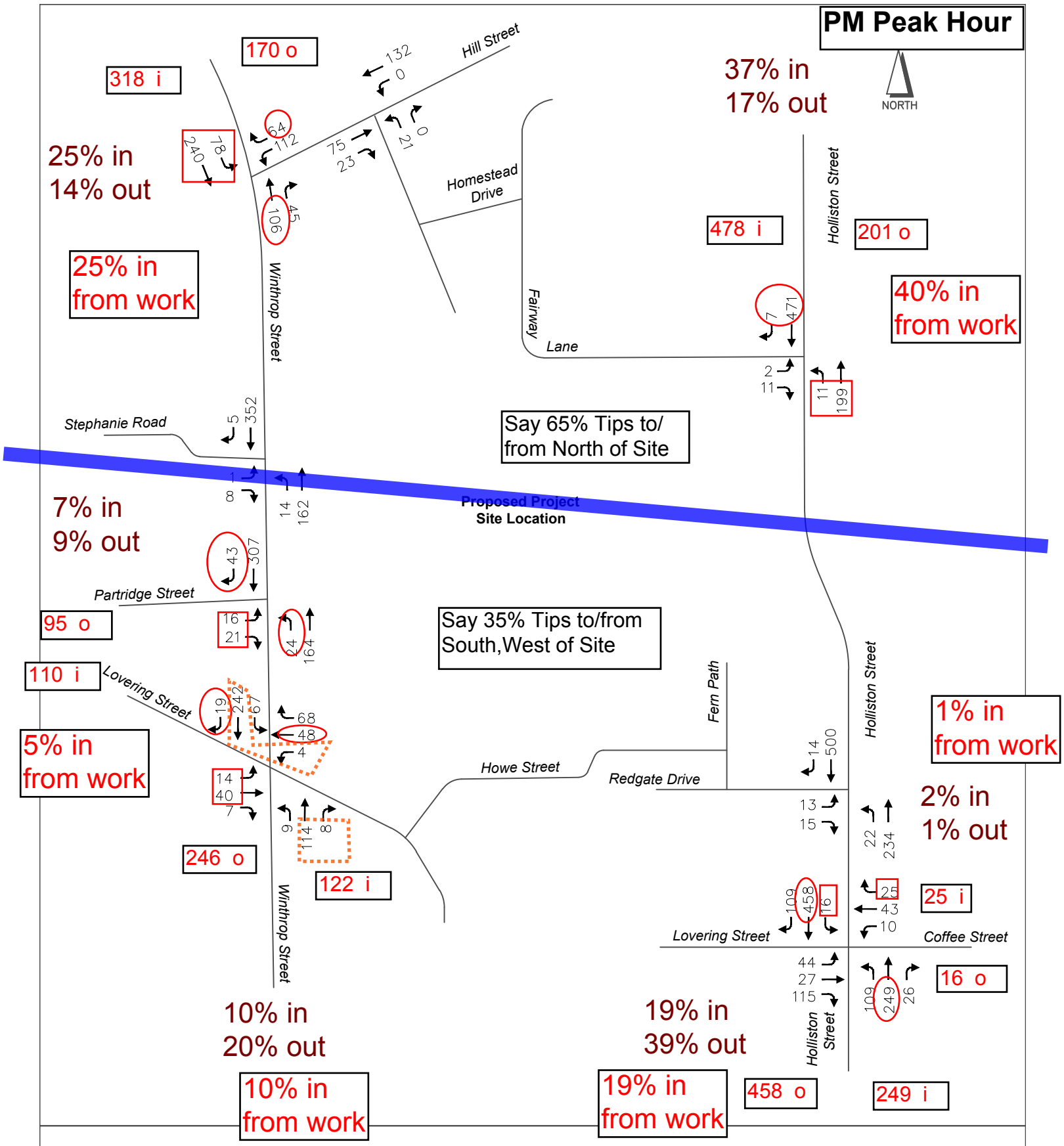
* MoE = Margin of Error

Trip Distribution Calculations



GREEN INTERNATIONAL AFFILIATES, INC.
CIVIL AND STRUCTURAL ENGINEERS

FIGURE 2
2016 Existing Weekday AM Peak Hour Volumes
Timber Crest Estates
Medway, Massachusetts



GREEN INTERNATIONAL AFFILIATES, INC.
CIVIL AND STRUCTURAL ENGINEERS

FIGURE 3
2016 Existing Weekday PM Peak Hour Volumes
Timber Crest Estates
Medway, Massachusetts

GREEN INTERNATIONAL AFFILIATES, INC.
Civil and Structural Engineers
239 Littleton Road, Suite 3
WESTFORD, MA 01886

JOB	13062.006 The Grove Shrewsbury		
SHEET NO.		OF	
CALCULATED BY	SM	DATE	9/29/2016
CHECKED BY	JS	DATE	
DESCRIPTION	Residential Traffic Distribution		

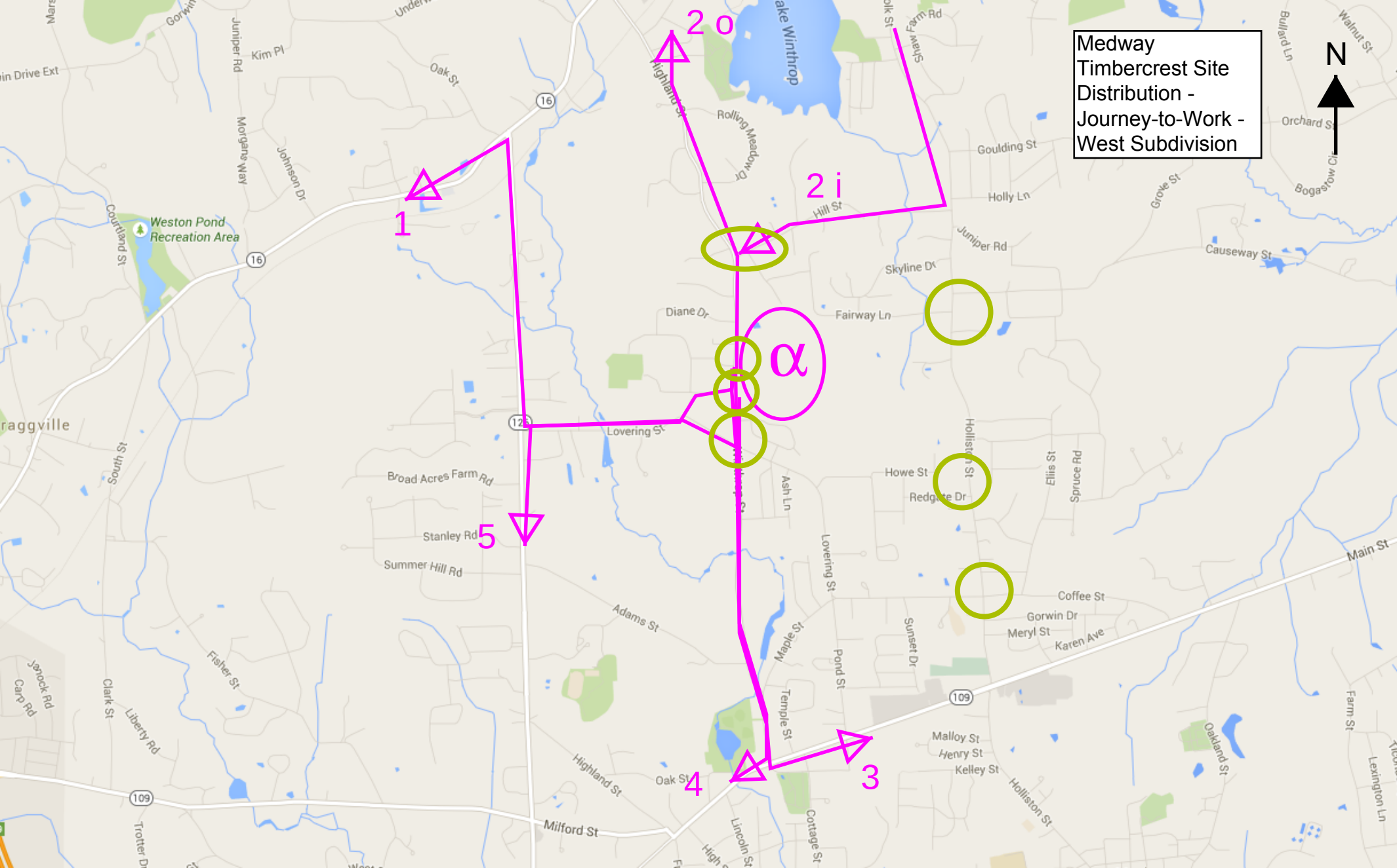
TRIPS FROM MEDWAY RESIDENCES

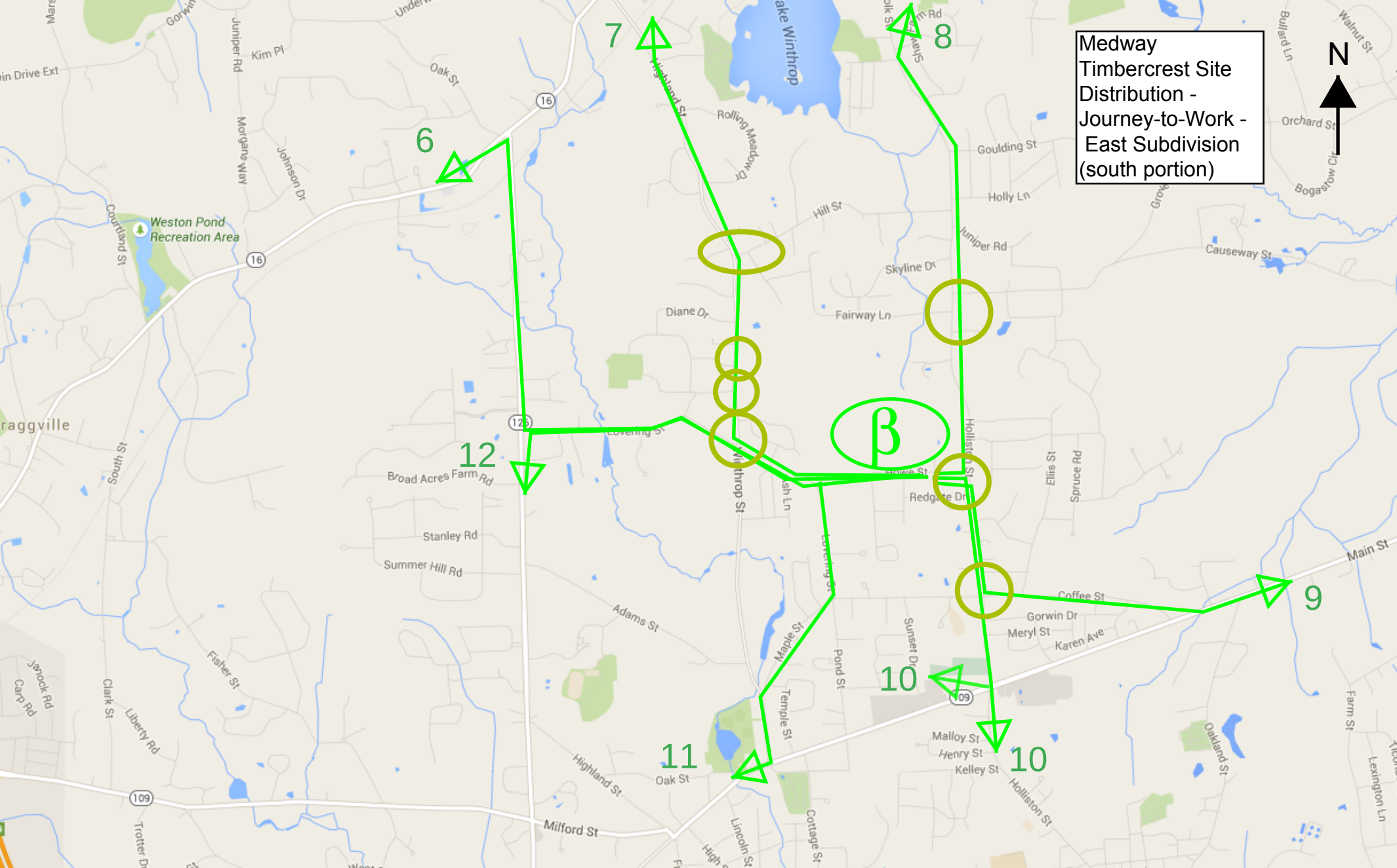
* Based on CTPP 2006-2010 data - ACS surveys provided by US Census Bureau

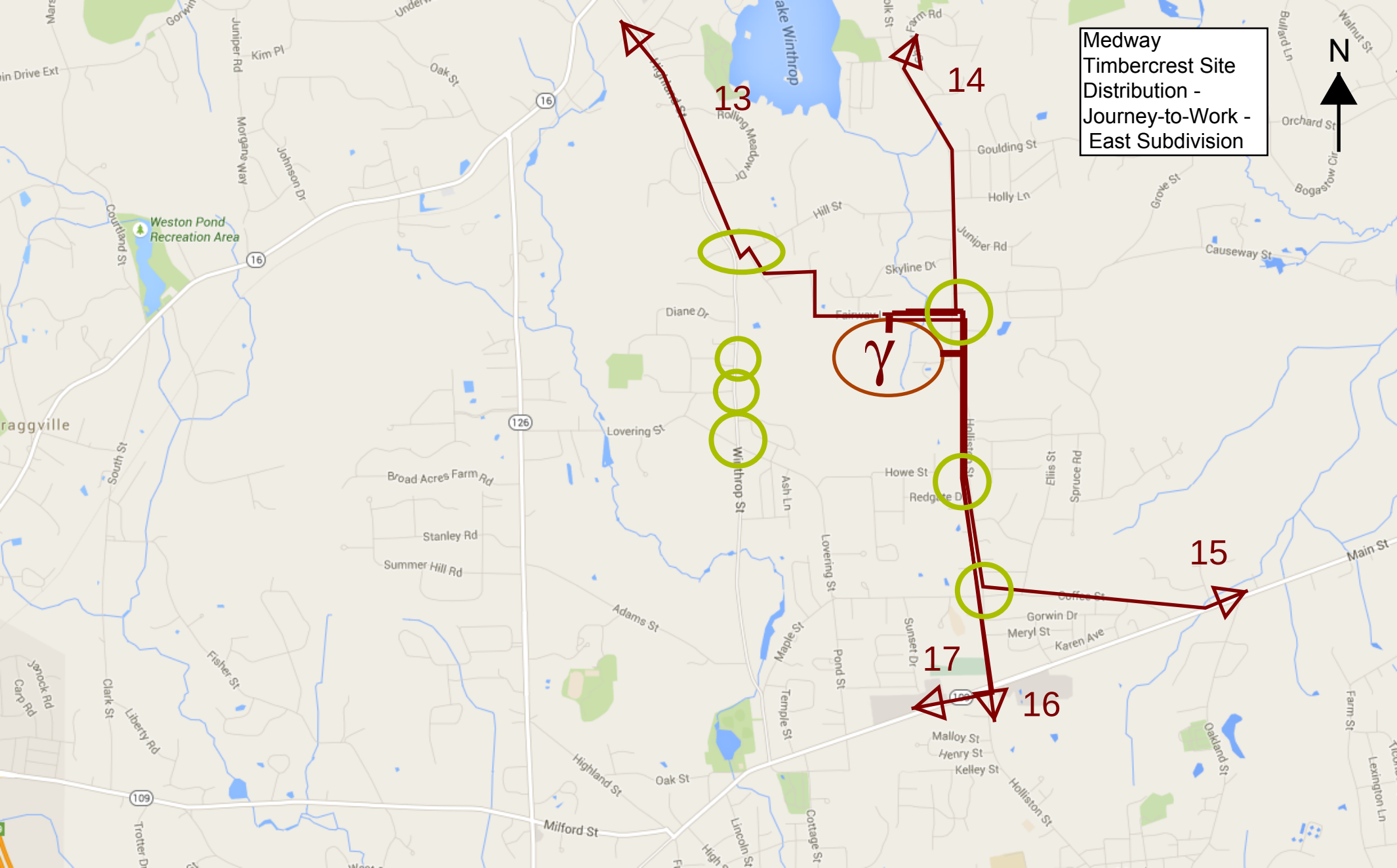
A	Paths 1,5	α	**Section Alpha**	**72/157**	**46%**
B	Path 2	α	**Section Beta**	**4/157**	**3%**
C	Paths 3,4	α	**Section Gamma**	**81/157**	**51%**
D	Paths 6,12	β			
E	Path 7	γ			
F	Path 8	γ			
G	Paths 9 (small %-age),10	γ			
H	Path 11	γ			
I	Path 13	β	Rail Users:		
J	Path 14	β	Boston:	150/530 = 28%	
K	Path 15	β	Cambridge:	30/105 = 29%	
L	Paths 16,17	β			

% Splits

Town of Workplace	% of Medway Residents Working In Municipality		A	B	C	D	E	F	G	H	I	J	K	L	
Medway town, Norfolk County, Massachusetts	920	14.69%			*0.46*				*0.03*					*0.51*	1.00
Boston city, Suffolk County, Massachusetts	530	8.46%			*0.46*				*0.02*	*0.01*			*0.37*	*0.14*	1.00
Framingham town, Middlesex County, Massachusetts	465	7.42%		*0.46*			*0.00*	*0.03*			*0.05*	*0.46*			1.00
Franklin Town city, Norfolk County, Massachusetts	320	5.11%			*0.46*				*0.02*	*0.01*				*0.51*	1.00
Natick town, Middlesex County, Massachusetts	260	4.15%		*0.46*				*0.03*				*0.51*			1.00
Wellesley town, Norfolk County, Massachusetts	235	3.75%		*0.46*				*0.03*				*0.51*			1.00
Newton city, Middlesex County, Massachusetts	200	3.19%		*0.46*				*0.03*				*0.51*			1.00
Milford town, Worcester County, Massachusetts	200	3.19%	*0.12*		*0.35*	*0.01*				*0.02*	*0.13*			*0.38*	1.00
Holliston town, Middlesex County, Massachusetts	190	3.03%	*0.05*	*0.41*		*0.01*		*0.02*			*0.10*	*0.41*			1.00
Waltham city, Middlesex County, Massachusetts	160	2.55%		*0.46*				*0.03*				*0.51*			1.00
Norwood town, Norfolk County, Massachusetts	155	2.47%			*0.46*				*0.03*				*0.51*		1.00
Needham town, Norfolk County, Massachusetts	145	2.31%		*0.46*				*0.03*				*0.51*			1.00
Bellingham town, Norfolk County, Massachusetts	140	2.23%			*0.46*					*0.03*				*0.51*	1.00
Millis town, Norfolk County, Massachusetts	135	2.16%			*0.46*				*0.03*				*0.51*		1.00
Westborough town, Worcester County, Massachusetts	115	1.84%			*0.46*					*0.03*				*0.51*	1.00
Medfield town, Norfolk County, Massachusetts	110	1.76%			*0.46*				*0.03*				*0.51*		1.00
Cambridge city, Middlesex County, Massachusetts	105	1.68%		*0.26*	*0.20*			*0.01*	*0.01*	*0.01*		*0.18*	*0.19*	*0.14*	1.00
Hopkinton town, Middlesex County, Massachusetts	105	1.68%		*0.23*	*0.23*		*0.02*			*0.02*	*0.26*			*0.26*	1.00
Worcester city, Worcester County, Massachusetts	90	1.44%			*0.46*					*0.03*				*0.51*	1.00
Ashland town, Middlesex County, Massachusetts	80	1.28%		*0.46*			*0.02*	*0.01*			*0.34*	*0.17*			1.00
Sudbury town, Middlesex County, Massachusetts	75	1.20%		*0.46*				*0.03*				*0.51*			1.00
Wrentham town, Norfolk County, Massachusetts	70	1.12%			*0.46*				*0.02*	*0.01*				*0.51*	1.00
			1%	14%	21%	0%	0%	1%	1%	0%	2%	14%	7%	22%	
		Balanced	1%	17%	25%	0%	0%	1%	1%	1%	2%	17%	8%	26%	


Medway
Timbercrest Site
Distribution -
Journey-to-Work -
West Subdivision
N
1
2 o
2 i
3
4
5
α
Lake Winthrop
Weston Pond
Recreation Area
Goulding St
Holly Ln
Juniper Rd
Skyline Dr
Fairway Ln
Diane Dr
Hill St
Lovering St
Broad Acres Farm Rd
Stanley Rd
Summer Hill Rd
Adams St
Howe St
Redgate Dr
Ash Ln
Lovering St
Holliston St
Ellis St
Spruce Rd
Coffee St
Gorwin Dr
Meryl St
Karen Ave
Main St
Maple St
Pond St
Sunset Dr
Temple St
Malloy St
Henry St
Kelley St
Oak St
Highland St
Milford St
Lincoln St
Cottage St
Oakland St
Farm St
Lexington Ln
Fisher St
Clark St
Liberty Rd
Janock Rd
Carp Rd
Trotter Dr
South St
Courtland St
Morgans Way
Johnson Dr
Juniper Rd
Kim Pl
Oak St
Rolling Meadow Dr
Shawmut St
Farm Rd
Grove St
Causeway St
Bullard Ln
Walnut St
Orchard St
Bogastow Cir
raggville
16
109
126


Medway
Timbercrest Site
Distribution -
Journey-to-Work -
East Subdivision
(south portion)
N
6
7
8
9
10
10
11
12
β
Lake Winthrop
Weston Pond
Recreation Area
Kim Pl
Juniper Rd
Oak St
Morgans Way
Johnson Dr
Courtland St
Highland St
Rolling Meadow Dr
Hill St
Goulding St
Holly Ln
Juniper Rd
Skyline Dr
Fairway Ln
Diane Dr
Causeway St
Orchard St
Bogastow Cir
Bullard Ln
Walnut St
Broad Acres Farm Rd
Stanley Rd
Summer Hill Rd
Adams St
Winthrop St
Howe St
Redgate Dr
Hollister St
Ellis St
Spruce Rd
Main St
Coffee St
Gorwin Dr
Meryl St
Karen Ave
Sunset Dr
Pond St
Maple St
Temple St
Malloy St
Henry St
Kelley St
Oak St
Milford St
Lincoln St
Cottage St
Oakland St
Farm St
Lexington Ln
South St
Clark St
Fisher St
Liberty Rd
Janock Rd
Carp Rd
Trotter Dr
Gorwin
Underwood
Marsh
Drive Ext
raggville
16
126
109


Medway
Timbercrest Site
Distribution -
Journey-to-Work -
East Subdivision
N
13
14
15
16
17
γ
Lake Winthrop
Weston Pond
Recreation Area
Goulding St
Holly Ln
Juniper Rd
Skyline Dr
Hill St
Diane Dr
Lovering St
Winthrop St
Ash Ln
Howe St
Redgate Dr
Hollister St
Ellis St
Spruce Rd
Main St
Gorwin Dr
Meryl St
Karen Ave
Sunset Dr
Pond St
Maple St
Temple St
Malloy St
Henry St
Kelley St
Holliston St
Oakland St
Farm St
Lexington Ln
Adams St
Highland St
Oak St
Milford St
Broad Acres Farm Rd
Stanley Rd
Summer Hill Rd
Fisher St
Clark St
Liberty Rd
Janock Rd
Carp Rd
South St
Courtland St
Morgans Way
Johnson Dr
Juniper Rd
Kim Pl
Oak St
Rolling Meadow Dr
Farm Rd
Bullard Ln
Walnut St
Orchard St
Bogastow Cir
Grove St
Causeway St
Lincoln St
Cottage St
Trotter Dr
raggville

Trip Distribution Based on Existing Splits and Residence-to-Work Splits

Path	Route	Resid.-to-Work Split	Balanced
2o (say 1/2),7,13	Winthrop St north of Site	11%	10%
3,4	Winthrop St south of Site	25%	25%
11	Maple Ave south of site	1%	1%
1,5,6,12	Lovering St west of site	1%	1%
2i (say 1/2),8,14	Holliston St north of Site	27%	27%
10,16,17	Holliston St south of Site	28%	28%
(9-very small),15	Coffee Street EB	8%	8%

Here, splits based on existing counted trips within the study cordon are compared and adjusted slightly to the Medway residence-to-work journey survey data.

West Subdivision			Say exit		Say enter	
Route	Resid.-to-Work Balanced	Existing Trips Out to Work	Portion from West	Existing Trips In from Work	Portion to West	
Winthrop St north of Site	10%	40%	*65%*	25%	*65%*	North of site: say 65% based on existing trip splits
Winthrop St south of Site	25%	5%	*30%*	10%	*30%*	South of site: say 35% based on existing trip splits
Maple Ave south of site	1%	n/a	*0%*	n/a	*0%*	
Lovering St or Patridge St west of site	1%	5%	*4%*	5%	*4%*	
Holliston St north of Site	27%	30%	*to Winthrop*	40%	*to Winthrop*	
Holliston St south of Site	28%	19%	*to Winthrop*	19%	*to Winthrop*	
Coffee Street EB	8%	1%	*1%*	1%	*1%*	

East Subdivision			Say exit		Say enter	
Route	Resid.-to-Work Balanced	Existing Trips Out to Work	Portion from West	Existing Trips In from Work	Portion to West	
Winthrop St north of Site	10%	40%	*35%*	25%	*30%*	North of site: say 65% based on existing trip splits
Winthrop St south of Site	25%	5%	*to Holl. St.*	10%	*to Holl. St.*	South of site: say 35% based on existing trip splits
Maple Ave south of site	1%	n/a	*1%*	n/a	*1%*	
Lovering St or Patridge St west of site	1%	5%	*to Holl. St.*	5%	*to Holl. St.*	
Holliston St north of Site	27%	30%	*30%*	40%	*35%*	
Holliston St south of Site	28%	19%	*34%*	19%	*34%*	
Coffee Street EB	8%	1%	*1%*	1%	*1%*	

15048.002 Timber Crest Estates
Medway, MA
2016-2023 Turning Movement Counts

# of Years to No-Build/Build = 7
annual growth rate = 1.00%

	Millstone Village AM	Millstone Village PM	72 Homes West Side AM	72 Homes West Side PM	85 Total Homes East Side AM	85 Total Homes East Side PM	TOTAL AM	TOTAL PM
Enter:	16	18	14	46	16	54	30	100
Exit:	29	14	41	27	49	31	90	58

Background Development Projects

Proposed Residences

	2015 Count Data			2016 Volumes			Background Growth Rate			Millstone Village Distribution %		Millstone Village (Trips)			Tri-Valley Commons			2023 No-Build			West Side Distribution %		New West Subdivision Trips			East Side Distribution %		New East Subdivision Trips			TOTALS			2023 Build		
				AM	PM	Sat	AM	PM	Sat	Enter	Exit	AM	PM	Sat	AM	PM	Sat	AM	PM	SAT	Enter	Exit	AM	PM	SAT	Enter	Exit	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
Winthrop Street at Hill Street	**7:00-8:00**	**5:00-6:00**		**7:00-8:00**	**5:00-6:00**																																
Hill Street WBL	47	111		47	112		3	8	0	5%		1	1					51	121		5%		1	2							1	2		52	123	
Hill Street WBR	74	63		75	64		5	5	0									80	69								34%	17	11		17	11		97	80	
Winthrop Street NBT	462	105		467	106		34	8	0		65%	19	9					520	123			65%	27	18			1%	1			28	18		548	141	
Winthrop Street NBR	84	45		85	45		6	3	0									91	48															91	48	
Winthrop Street SBL	26	77		26	78		2	6	0									28	84							30%		5	16		5	16		33	100	
Winthrop Street SBT	67	238		68	240		5	17	0	60%		10	11					83	268		60%		8	28							8	28		91	296	
Hill Street at Cider Mill Road				**7:00-8:00**	**5:00-6:00**																																
Hill Street EBT				123	75		9	5	0									132	80															132	80	
Hill Street EBR				7	23		1	2	0									8	25							30%		5	16		5	16		13	41	
Hill Street WBL				0	0		0	0	0									0	0															0	0	
Hill Street WBT				98	132		7	10	0									105	142															105	142	
Cider Mill Road NBL				31	21		2	2	0									33	23								34%	17	11		17	11		50	34	
Cider Mill Road NBR				0	0		0	0	0									0	0															0	0	
Winthrop Street at Stephanie Road	**7:00-8:00**	**5:00-6:00**																																			
Stephanie Road EBL	4	1		4	1		0	0	0									4	1															4	1	
Stephanie Road EBT				0	0		0	0	0									0	0															0	0	
Stephanie Road EBR	5	8		5	8		0	1	0									5	9															5	9	
Site Drive 1 WBL				0	0		0	0	0									0	0			35%	14	9							14	9		14	9	
Site Drive 1 WBT				0	0		0	0	0									0	0															0	0	
Site Drive 1 WBR				0	0		0	0	0									0	0			65%	27	18							27	18		27	18	
Winthrop Street NBL	2	14		2	14		0	1	0									2	15															2	15	
Winthrop Street NBT	529	160		534	162		39	12	0		65%	19	9					592	183								1%	1			1			593	183	
Winthrop Street NBR				0	0		0	0	0									0	0		35%		5	16							5	16		5	16	
Winthrop Street SBL				0	0		0	0	0									0	0		65%		9	30							9	30		9	30	
Winthrop Street SBT	124	349		125	352		9	25	0	65%		10	12					144	389															144	389	
Winthrop Street SBR	1	5		1	5		0	0	0									1	5															1	5	
Winthrop Street at Partridge Street	**7:00-8:00**	**5:00-6:00**																																			
Partridge Street EBL	71	16		72	16		5	1	0									77	17		2%			1								1		77	18	
Partridge Street EBR	6	21		6	21		0	2	0									6	23															6	23	
Winthrop Street NBL	0	24		0	24		0	2	0									0	26															0	26	
Winthrop Street NBT	459	162		464	164		33	12	0		65%	19	9					516	185		33%		5	15			1%	1			6	15		522	200	
Winthrop Street SBT	109	304		110	307		8	22	0	65%		10	12					128	341			31%	12	8							12	8		140	349	
Winthrop Street SBR	21	43		21	43		2	3	0									23	46			4%	2	1							2	1		25	47	
Winthrop Street at Lovering Street	**7:00-8:00**	**5:00-6:00**																																			
Lovering Street EBL	51	14		52	14		4	1	0									56	15		2%			1								1		56	16	
Lovering Street EBT	45	40		45	40		3	3	0									48	43															48	43	
Lovering Street EBR	7	7		7	7		1	1	0	5%		1	1					9	9															9	9	
Lovering Street WBL	3	4		3	4		0	0	0	1%		0	0					3	4															3	4	
Lovering Street WBT	52	48		53	48		4	3	0									57	51															57	51	
Lovering Street WBR	48	67		48	68		3	5	0									51	73		1%			1			1%	1			1	1		52	74	
Winthrop Street NBL	7	9		7	9		1	1	0		5%							8	10															8	10	
Winthrop Street NBT	352	113		356	114		26	8	0		65%	19	9					401	131		30%		4	13							4	13		405	144	
Winthrop Street NBR	1	8		1	8		0	1	0		1%	0	0					1	9															1	9	
Winthrop Street SBL	36	66		36	67		3	5	0			0	0					39	72			1%	1								1			40	72	
Winthrop Street SBT	72	240		73	242		5	17	0	65%		10	12					88	271			30%	11	8							11	8		99	279	
Winthrop Street SBR	11	19		11	19		1	1	0									12	20															12	20	
Holliston Street at Fairway Lane	**7:00-8:00**	**4:45-5:45**																																			
Fairway Lane EBL	5	2		5	2		0	0	0									5	2								4%	2	1		2	1		7	3	
Fairway Lane EBR	6	11		6	11		0	1	0									6	12								5%	2	2		2	2		8	14	
Holliston Street NBL	4	11		4	11		0	1	0									4	12							5%		1	2		1	2		5	14	
Holliston Street NBT	365	197		369	199		27	14	0						6	25		402	238								26%	13	8		13	8		415	246	
Holliston Street SBT	172	466		174	471		13	34	0						7	27		194	532							30%		5	16		5	16		199	548	
Holliston Street SBR	3	7		3	7		0	1	0									3	8							5%		1	3		1	3		4	11	

15048.002 Timber Crest Estates
Medway, MA
2016-2023 Turning Movement Counts

# of Years to No-Build/Build = 7
annual growth rate = 1.00%

Millstone Village	AM	PM
Enter:	16	18
Exit:	29	14

72 Homes West Side	AM	PM
Enter:	14	46
Exit:	41	27

85 Total Homes East Side	AM	PM
Enter:	16	54
Exit:	49	31

TOTAL	AM	PM
Enter:	30	100
Exit:	90	58

Background Development Projects

Proposed Residences

	2015 Count Data			2016 Volumes			Background Growth Rate			Millstone Village Distribution %		Millstone Village (Trips)			Tri-Valley Commons			2023 No-Build			West Side Distribution %		New West Subdivision Trips			East Side Distribution %		New East Subdivision Trips			TOTALS			2023 Build		
				AM	PM	Sat	AM	PM	Sat	Enter	Exit	AM	PM	Sat	AM	PM	Sat	AM	PM	SAT	Enter	Exit	AM	PM	SAT	Enter	Exit	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
Site Drive 3 at Holliston Street																																					
Site Drive 3 EBL																											24%	12	7		12	7		12	7		
Site Drive 3 EBR																											28%	14	8		14	8		14	8		
Holliston Street NBL																										28%		4	15		4	15		4	15		
Holliston Street NBT															6	25										5%	2%	2	3		2	3		411	293		
Holliston Street SBT															7	27										3%	5%	3	3		3	3		203	547		
Holliston Street SBR																										27%		4	15		4	15		4	15		
Holliston Street at Redgate Drive	**7:00-8:00**	**4:45-5:45**																																			
Redgate Drive EBL	11	13		11	13		1	1	0									12	14								2%	1	1		1	1		13	15		
Redgate Drive EBR	22	15		22	15		2	1	0									24	16								1%		1			1		24	17		
Holliston Street NBL	9	22		9	22		1	2	0									10	24							1%			1			1		10	25		
Holliston Street NBT	361	232		365	234		26	17	0						6	25		397	276							33%		5	17		5	17		402	293		
Holliston Street SBT	220	495		222	500		16	36	0						7	27		245	563								33%	16	10		16	10		261	573		
Holliston Street SBR	10	14		10	14		1	1	0									11	15							3%		1	1		1	1		12	16		
Holliston St at Lovering/Coffee St				**7:15-8:15**	**4:45-5:45**																																
Lovering Street EBL				101	44		7	3	0									108	47															108	47		
Lovering Street EBT				47	27		3	2	0		1%	0	0					50	29			1%	1								1			51	29		
Lovering Street EBR				121	115		9	8	0									130	123															130	123		
Coffee Street WBL				13	10		1	1	0									14	11															14	11		
Coffee Street WBT				24	43		2	3	0	1%		0	0					26	46		1%			1								1		26	47		
Coffee Street WBR				8	25		1	2	0									9	27							1%			1			1		9	28		
Holliston Street NBL				81	109		6	8	0									87	117															87	117		
Holliston Street NBT				303	249		22	18	0						6	25		331	292							33%		5	17		5	17		336	309		
Holliston Street NBR				13	26		1	2	0									14	28															14	28		
Holliston Street SBL				11	16		1	1	0									12	17								1%		1			1		12	18		
Holliston Street SBT				213	458		15	33	0						7	27		235	518								33%	16	10		16	10		251	528		
Holliston Street SBR				58	109		4	8	0									62	117															62	117		

Intersection Capacity Analysis Sheets

- **Existing Conditions**

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	22	9	365	222	10
Future Vol, veh/h	11	22	9	365	222	10
Conflicting Peds, #/hr	0	1	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	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	6	6
Mvmt Flow	13	26	10	424	258	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	709	265	270	0	-	0
Stage 1	264	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	399	771	1288	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	395	770	1287	-	-	-
Mov Cap-2 Maneuver	395	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	638	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1287	-	585	-	-
HCM Lane V/C Ratio	0.008	-	0.066	-	-
HCM Control Delay (s)	7.8	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	6	4	369	174	3
Future Vol, veh/h	5	6	4	369	174	3
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	87	87	87	87	87	87
Heavy Vehicles, %	0	0	4	4	6	6
Mvmt Flow	6	7	5	424	200	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	635	202	203	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	446	844	1357	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	444	844	1357	-	-	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	655	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1357	-	599	-	-
HCM Lane V/C Ratio	0.003	-	0.021	-	-
HCM Control Delay (s)	7.7	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	74	467	85	26	68
Future Vol, veh/h	47	74	467	85	26	68
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	93	93	93	93	93	93
Heavy Vehicles, %	5	5	2	2	7	7
Mvmt Flow	51	80	502	91	28	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	677	548	0	0	594	0
Stage 1	548	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.17	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.263	-
Pot Cap-1 Maneuver	414	530	-	-	958	-
Stage 1	573	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	402	530	-	-	958	-
Mov Cap-2 Maneuver	402	-	-	-	-	-
Stage 1	573	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	2.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	472	958	-
HCM Lane V/C Ratio	-	-	0.276	0.029	-
HCM Control Delay (s)	-	-	15.5	8.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	45	7	3	53	48	7	356	1	36	73	11
Future Vol, veh/h	52	45	7	3	53	48	7	356	1	36	73	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	7	7	7	3	3	3	8	8	8
Mvmt Flow	57	49	8	3	58	52	8	387	1	39	79	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	622	567	85	595	573	388	91	0	0	388	0	0
Stage 1	164	164	-	403	403	-	-	-	-	-	-	-
Stage 2	458	403	-	192	170	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.17	6.57	6.27	4.13	-	-	4.18	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.563	4.063	3.363	2.227	-	-	2.272	-	-
Pot Cap-1 Maneuver	399	433	974	409	423	649	1498	-	-	1138	-	-
Stage 1	838	762	-	614	591	-	-	-	-	-	-	-
Stage 2	583	600	-	798	749	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	316	414	974	357	405	649	1498	-	-	1138	-	-
Mov Cap-2 Maneuver	316	414	-	357	405	-	-	-	-	-	-	-
Stage 1	832	735	-	610	587	-	-	-	-	-	-	-
Stage 2	480	596	-	712	722	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.9	14.6	0.1	2.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1498	-	-	371	488	1138	-	-
HCM Lane V/C Ratio	0.005	-	-	0.305	0.232	0.034	-	-
HCM Control Delay (s)	7.4	0	-	18.9	14.6	8.3	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.3	0.9	0.1	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	6	0	464	110	21
Future Vol, veh/h	42	6	0	464	110	21
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	88	88	88	88	88	88
Heavy Vehicles, %	1	1	2	2	7	7
Mvmt Flow	48	7	0	527	125	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	664	137	149	0	-	0
Stage 1	137	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	427	914	1432	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	427	914	1432	-	-	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	594	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1432	-	457	-	-
HCM Lane V/C Ratio	-	-	0.119	-	-
HCM Control Delay (s)	0	-	13.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	5	2	534	125	1
Future Vol, veh/h	4	5	2	534	125	1
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	88	88	88	88	88	88
Heavy Vehicles, %	11	11	2	2	5	5
Mvmt Flow	5	6	2	607	142	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	754	143	143	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Critical Hdwy	7.21	6.31	4.12	-	-	-
Critical Hdwy Stg 1	6.21	-	-	-	-	-
Critical Hdwy Stg 2	6.21	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	2.218	-	-	-
Pot Cap-1 Maneuver	315	881	1440	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	315	881	1440	-	-	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	465	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1440	-	490	-	-
HCM Lane V/C Ratio	0.002	-	0.021	-	-
HCM Control Delay (s)	7.5	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	123	7	0	98	31	0
Future Vol, veh/h	123	7	0	98	31	0
Conflicting Peds, #/hr	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	9	9	0	0
Mvmt Flow	132	8	0	105	33	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	141	0	242	137
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	105	-
Critical Hdwy	-	-	4.19	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.281	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1400	-	751	917
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1400	-	750	916
Mov Cap-2 Maneuver	-	-	-	-	750	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	750	-	-	1400	-
HCM Lane V/C Ratio	0.044	-	-	-	-
HCM Control Delay (s)	10	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	11.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	101	47	121	13	24	8	81	303	13	11	213	58
Future Vol, veh/h	101	47	121	13	24	8	81	303	13	11	213	58
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	1	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	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	7	7	7	4	4	4	4	4	4
Mvmt Flow	119	55	142	15	28	9	95	356	15	13	251	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	885	874	286	895	901	365	319	0	0	373	0	0
Stage 1	311	311	-	556	556	-	-	-	-	-	-	-
Stage 2	574	563	-	339	345	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.17	6.57	6.27	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.563	4.063	3.363	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	266	288	753	256	273	669	1230	-	-	1175	-	-
Stage 1	699	658	-	507	505	-	-	-	-	-	-	-
Stage 2	504	509	-	665	627	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	219	256	752	159	243	668	1229	-	-	1175	-	-
Mov Cap-2 Maneuver	219	256	-	159	243	-	-	-	-	-	-	-
Stage 1	630	649	-	457	455	-	-	-	-	-	-	-
Stage 2	420	459	-	486	618	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	36.4	24.8	1.7	0.3
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1229	-	-	230	752	234	1175	-	-
HCM Lane V/C Ratio	0.078	-	-	0.757	0.189	0.226	0.011	-	-
HCM Control Delay (s)	8.2	0	-	57.2	10.9	24.8	8.1	0	-
HCM Lane LOS	A	A	-	F	B	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	5.3	0.7	0.8	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	15	22	234	500	14
Future Vol, veh/h	13	15	22	234	500	14
Conflicting Peds, #/hr	6	0	24	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	90	90	90	90	90	90
Heavy Vehicles, %	7	7	0	0	1	1
Mvmt Flow	14	17	24	260	556	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	902	587	595	0	-	0
Stage 1	587	-	-	-	-	-
Stage 2	315	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.1	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.2	-	-	-
Pot Cap-1 Maneuver	302	500	991	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	282	490	991	-	-	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.8	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	991	-	365	-	-
HCM Lane V/C Ratio	0.025	-	0.085	-	-
HCM Control Delay (s)	8.7	0	15.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	11	11	199	471	7
Future Vol, veh/h	2	11	11	199	471	7
Conflicting Peds, #/hr	1	0	2	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	90	90	90	90	90	90
Heavy Vehicles, %	8	8	1	1	1	1
Mvmt Flow	2	12	12	221	523	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	776	529	533	0	-	0
Stage 1	529	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.11	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.209	-	-	-
Pot Cap-1 Maneuver	358	538	1040	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	352	537	1040	-	-	-
Mov Cap-2 Maneuver	352	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	769	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1040	-	497	-	-
HCM Lane V/C Ratio	0.012	-	0.029	-	-
HCM Control Delay (s)	8.5	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	112	64	106	45	78	240
Future Vol, veh/h	112	64	106	45	78	240
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	132	75	125	53	92	282

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	617	151	0	0	178	0
Stage 1	151	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	457	901	-	-	1398	-
Stage 1	882	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	421	901	-	-	1398	-
Mov Cap-2 Maneuver	421	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.4	0	1.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	522	1398	-
HCM Lane V/C Ratio	-	-	0.397	0.066	-
HCM Control Delay (s)	-	-	16.4	7.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.9	0.2	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	40	7	4	48	68	9	114	8	67	242	19
Future Vol, veh/h	14	40	7	4	48	68	9	114	8	67	242	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	1
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	84	84	84	84	84	84	84	84	84	84	100	84
Heavy Vehicles, %	0	0	0	1	1	1	2	2	2	1	1	1
Mvmt Flow	17	48	8	5	57	81	11	136	10	80	242	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	645	582	254	604	588	141	266	0	0	146	0	0
Stage 1	414	414	-	163	163	-	-	-	-	-	-	-
Stage 2	231	168	-	441	425	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	388	427	790	412	423	910	1298	-	-	1442	-	-
Stage 1	620	597	-	841	765	-	-	-	-	-	-	-
Stage 2	776	763	-	597	588	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	296	395	789	349	391	909	1298	-	-	1442	-	-
Mov Cap-2 Maneuver	296	395	-	349	391	-	-	-	-	-	-	-
Stage 1	614	558	-	833	758	-	-	-	-	-	-	-
Stage 2	648	756	-	505	549	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.4	13.3	0.5	1.8
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1298	-	-	387	574	1442	-	-
HCM Lane V/C Ratio	0.008	-	-	0.188	0.249	0.055	-	-
HCM Control Delay (s)	7.8	0	-	16.4	13.3	7.6	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	1	0.2	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	21	24	164	307	43
Future Vol, veh/h	16	21	24	164	307	43
Conflicting Peds, #/hr	1	1	4	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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	19	25	28	193	361	51

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	640	391	416	0	-	0
Stage 1	390	-	-	-	-	-
Stage 2	250	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	443	662	1148	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	429	660	1147	-	-	-
Mov Cap-2 Maneuver	429	-	-	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	772	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1147	-	535	-	-
HCM Lane V/C Ratio	0.025	-	0.081	-	-
HCM Control Delay (s)	8.2	0	12.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	8	14	162	352	5
Future Vol, veh/h	1	8	14	162	352	5
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	84	84	84	84	84	84
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	1	10	17	193	419	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	648	422	425	0	-	0
Stage 1	422	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	438	636	1140	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	431	636	1140	-	-	-
Mov Cap-2 Maneuver	431	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	802	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1140	-	604	-	-
HCM Lane V/C Ratio	0.015	-	0.018	-	-
HCM Control Delay (s)	8.2	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	23	0	132	21	0
Future Vol, veh/h	75	23	0	132	21	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	83	26	0	147	23	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	243	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	-	-	4.11	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1488	-	750	966
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	885	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1488	-	750	966
Mov Cap-2 Maneuver	-	-	-	-	750	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	885	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	750	-	-	1488	-
HCM Lane V/C Ratio	0.031	-	-	-	-
HCM Control Delay (s)	10	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

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	44	27	115	10	43	25	109	249	26	16	458	109
Future Vol, veh/h	44	27	115	10	43	25	109	249	26	16	458	109
Conflicting Peds, #/hr	0	0	0	2	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	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	1	1	1
Mvmt Flow	48	30	126	11	47	27	120	274	29	18	503	120

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1163	1140	565	1142	1185	288	623	0	0	302	0	0
Stage 1	598	598	-	527	527	-	-	-	-	-	-	-
Stage 2	565	542	-	615	658	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.13	6.53	6.23	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.527	4.027	3.327	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	172	202	526	177	188	749	963	-	-	1265	-	-
Stage 1	491	492	-	533	527	-	-	-	-	-	-	-
Stage 2	511	522	-	477	460	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	111	168	525	101	156	749	961	-	-	1265	-	-
Mov Cap-2 Maneuver	111	168	-	101	156	-	-	-	-	-	-	-
Stage 1	417	481	-	453	447	-	-	-	-	-	-	-
Stage 2	374	443	-	332	450	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.6	38.3	2.6	0.2
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	961	-	-	127	525	191	1265	-	-
HCM Lane V/C Ratio	0.125	-	-	0.614	0.241	0.449	0.014	-	-
HCM Control Delay (s)	9.3	0	-	70.5	14	38.3	7.9	0	-
HCM Lane LOS	A	A	-	F	B	E	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	3.2	0.9	2.1	0	-	-

Intersection Capacity Analysis Sheets

- **2022 No-Build Conditions**

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	24	10	397	245	11
Future Vol, veh/h	12	24	10	397	245	11
Conflicting Peds, #/hr	0	1	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	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	6	6
Mvmt Flow	14	28	12	462	285	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	776	292	298	0	-	0
Stage 1	291	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	364	745	1258	-	-	-
Stage 1	756	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	359	744	1257	-	-	-
Mov Cap-2 Maneuver	359	-	-	-	-	-
Stage 1	756	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1257	-	548	-	-
HCM Lane V/C Ratio	0.009	-	0.076	-	-
HCM Control Delay (s)	7.9	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	6	4	402	194	3
Future Vol, veh/h	5	6	4	402	194	3
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	87	87	87	87	87	87
Heavy Vehicles, %	0	0	4	4	6	6
Mvmt Flow	6	7	5	462	223	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	696	225	226	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	411	819	1331	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	409	819	1331	-	-	-
Mov Cap-2 Maneuver	409	-	-	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	629	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1331	-	563	-	-
HCM Lane V/C Ratio	0.003	-	0.022	-	-
HCM Control Delay (s)	7.7	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	80	520	91	28	83
Future Vol, veh/h	51	80	520	91	28	83
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	93	93	93	93	93	93
Heavy Vehicles, %	5	5	2	2	7	7
Mvmt Flow	55	86	559	98	30	89

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	757	608	0	0	657	0
Stage 1	608	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.17	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.263	-
Pot Cap-1 Maneuver	371	490	-	-	907	-
Stage 1	538	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	358	490	-	-	907	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	841	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.5	0	2.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	428	907	-
HCM Lane V/C Ratio	-	-	0.329	0.033	-
HCM Control Delay (s)	-	-	17.5	9.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.4	0.1	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	48	9	3	57	51	8	401	1	39	88	12
Future Vol, veh/h	56	48	9	3	57	51	8	401	1	39	88	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	7	7	7	3	3	3	8	8	8
Mvmt Flow	61	52	10	3	62	55	9	436	1	42	96	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	700	641	102	672	647	436	109	0	0	437	0	0
Stage 1	187	187	-	454	454	-	-	-	-	-	-	-
Stage 2	513	454	-	218	193	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.17	6.57	6.27	4.13	-	-	4.18	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.563	4.063	3.363	2.227	-	-	2.272	-	-
Pot Cap-1 Maneuver	354	393	953	363	383	610	1475	-	-	1092	-	-
Stage 1	815	745	-	576	561	-	-	-	-	-	-	-
Stage 2	544	569	-	773	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	270	374	953	309	364	610	1475	-	-	1092	-	-
Mov Cap-2 Maneuver	270	374	-	309	364	-	-	-	-	-	-	-
Stage 1	808	714	-	571	557	-	-	-	-	-	-	-
Stage 2	436	564	-	680	701	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.5	16.1	0.1	2.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1475	-	-	327	444	1092	-	-
HCM Lane V/C Ratio	0.006	-	-	0.376	0.272	0.039	-	-
HCM Control Delay (s)	7.5	0	-	22.5	16.1	8.4	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.7	1.1	0.1	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	77	6	0	516	128	23
Future Vol, veh/h	77	6	0	516	128	23
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	88	88	88	88	88	88
Heavy Vehicles, %	1	1	2	2	7	7
Mvmt Flow	88	7	0	586	145	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	745	159	172	0	-	0
Stage 1	159	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Critical Hdwy	7.11	6.21	4.12	-	-	-
Critical Hdwy Stg 1	6.11	-	-	-	-	-
Critical Hdwy Stg 2	6.11	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	331	889	1405	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	331	889	1405	-	-	-
Mov Cap-2 Maneuver	331	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	498	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1405	-	347	-	-
HCM Lane V/C Ratio	-	-	0.272	-	-
HCM Control Delay (s)	0	-	19.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	1.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	5	2	592	144	1
Future Vol, veh/h	4	5	2	592	144	1
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	88	88	88	88	88	88
Heavy Vehicles, %	11	11	2	2	5	5
Mvmt Flow	5	6	2	673	164	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	841	164	165	0	-	0
Stage 1	164	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Critical Hdwy	6.51	6.31	4.12	-	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.399	2.218	-	-	-
Pot Cap-1 Maneuver	323	858	1413	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	322	858	1413	-	-	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	487	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1413	-	493	-	-
HCM Lane V/C Ratio	0.002	-	0.021	-	-
HCM Control Delay (s)	7.6	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	132	7	0	105	33	0
Future Vol, veh/h	132	7	0	105	33	0
Conflicting Peds, #/hr	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	9	9	0	0
Mvmt Flow	142	8	0	113	35	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	150	0	260	147
Stage 1	-	-	-	-	147	-
Stage 2	-	-	-	-	113	-
Critical Hdwy	-	-	4.19	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.281	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1389	-	733	905
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	917	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1389	-	732	904
Mov Cap-2 Maneuver	-	-	-	-	732	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	917	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	732	-	-	1389	-
HCM Lane V/C Ratio	0.048	-	-	-	-
HCM Control Delay (s)	10.2	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	17.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	108	50	130	14	26	9	87	331	14	12	235	62
Future Vol, veh/h	108	50	130	14	26	9	87	331	14	12	235	62
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	1	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	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	7	7	7	4	4	4	4	4	4
Mvmt Flow	127	59	153	16	31	11	102	389	16	14	276	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	964	953	314	975	981	399	349	0	0	407	0	0
Stage 1	341	341	-	603	603	-	-	-	-	-	-	-
Stage 2	623	612	-	372	378	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.17	6.57	6.27	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.563	4.063	3.363	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	235	259	726	226	245	640	1199	-	-	1141	-	-
Stage 1	674	639	-	477	481	-	-	-	-	-	-	-
Stage 2	474	484	-	638	606	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	187	227	725	130	215	639	1198	-	-	1141	-	-
Mov Cap-2 Maneuver	187	227	-	130	215	-	-	-	-	-	-	-
Stage 1	600	629	-	424	428	-	-	-	-	-	-	-
Stage 2	385	430	-	449	597	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	58.9	29.8	1.7	0.3
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1198	-	-	198	725	202	1141	-	-
HCM Lane V/C Ratio	0.085	-	-	0.939	0.211	0.285	0.012	-	-
HCM Control Delay (s)	8.3	0	-	98.1	11.3	29.8	8.2	0	-
HCM Lane LOS	A	A	-	F	B	D	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	7.6	0.8	1.1	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	16	24	276	563	15
Future Vol, veh/h	14	16	24	276	563	15
Conflicting Peds, #/hr	6	0	24	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	90	90	90	90	90	90
Heavy Vehicles, %	7	7	0	0	1	1
Mvmt Flow	16	18	27	307	626	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1024	658	666	0	-	0
Stage 1	658	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.1	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.2	-	-	-
Pot Cap-1 Maneuver	255	456	933	-	-	-
Stage 1	506	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	236	447	933	-	-	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	653	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.8	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	933	-	315	-	-
HCM Lane V/C Ratio	0.029	-	0.106	-	-
HCM Control Delay (s)	9	0	17.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	12	12	238	532	8
Future Vol, veh/h	2	12	12	238	532	8
Conflicting Peds, #/hr	1	0	2	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	90	90	90	90	90	90
Heavy Vehicles, %	8	8	1	1	1	1
Mvmt Flow	2	13	13	264	591	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	890	598	602	0	-	0
Stage 1	598	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	7.18	6.28	4.11	-	-	-
Critical Hdwy Stg 1	6.18	-	-	-	-	-
Critical Hdwy Stg 2	6.18	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.209	-	-	-
Pot Cap-1 Maneuver	257	491	980	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	253	490	980	-	-	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	471	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	980	-	432	-	-
HCM Lane V/C Ratio	0.014	-	0.036	-	-
HCM Control Delay (s)	8.7	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	121	69	123	48	84	268
Future Vol, veh/h	121	69	123	48	84	268
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	142	81	145	56	99	315

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	686	173	0	0	201	0
Stage 1	173	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	416	876	-	-	1371	-
Stage 1	862	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	379	876	-	-	1371	-
Mov Cap-2 Maneuver	379	-	-	-	-	-
Stage 1	862	-	-	-	-	-
Stage 2	552	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19	0	1.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	477	1371	-
HCM Lane V/C Ratio	-	-	0.469	0.072	-
HCM Control Delay (s)	-	-	19	7.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	2.5	0.2	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	43	8	4	51	73	10	131	9	72	271	20
Future Vol, veh/h	15	43	8	4	51	73	10	131	9	72	271	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	1
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	84	84	84	84	84	84	84	84	84	84	100	84
Heavy Vehicles, %	0	0	0	1	1	1	2	2	2	1	1	1
Mvmt Flow	18	51	10	5	61	87	12	156	11	86	271	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	714	646	284	671	653	162	296	0	0	168	0	0
Stage 1	455	455	-	186	186	-	-	-	-	-	-	-
Stage 2	259	191	-	485	467	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	349	393	760	371	388	885	1265	-	-	1416	-	-
Stage 1	589	572	-	818	748	-	-	-	-	-	-	-
Stage 2	750	746	-	565	563	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	257	360	759	306	356	884	1265	-	-	1416	-	-
Mov Cap-2 Maneuver	257	360	-	306	356	-	-	-	-	-	-	-
Stage 1	583	530	-	809	740	-	-	-	-	-	-	-
Stage 2	615	738	-	467	522	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.2	14.4	0.5	1.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1265	-	-	350	536	1416	-	-
HCM Lane V/C Ratio	0.009	-	-	0.224	0.284	0.061	-	-
HCM Control Delay (s)	7.9	0	-	18.2	14.4	7.7	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	1.2	0.2	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	23	26	185	341	46
Future Vol, veh/h	17	23	26	185	341	46
Conflicting Peds, #/hr	1	1	4	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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	20	27	31	218	401	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	712	433	459	0	-	0
Stage 1	432	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	402	627	1107	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	387	625	1106	-	-	-
Mov Cap-2 Maneuver	387	-	-	-	-	-
Stage 1	657	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1106	-	495	-	-
HCM Lane V/C Ratio	0.028	-	0.095	-	-
HCM Control Delay (s)	8.3	0	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	9	15	183	389	5
Future Vol, veh/h	1	9	15	183	389	5
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	84	84	84	84	84	84
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	1	11	18	218	463	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	720	466	469	0	-	0
Stage 1	466	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	398	601	1098	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	390	601	1098	-	-	-
Mov Cap-2 Maneuver	390	-	-	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	778	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1098	-	570	-	-
HCM Lane V/C Ratio	0.016	-	0.021	-	-
HCM Control Delay (s)	8.3	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	25	0	142	23	0
Future Vol, veh/h	80	25	0	142	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	89	28	0	158	26	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	117	0	261	103
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	158	-
Critical Hdwy	-	-	4.11	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1478	-	732	957
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	875	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1478	-	732	957
Mov Cap-2 Maneuver	-	-	-	-	732	-
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	875	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	732	-	-	1478	-
HCM Lane V/C Ratio	0.035	-	-	-	-
HCM Control Delay (s)	10.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	14.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	29	123	11	46	27	117	292	28	17	518	117
Future Vol, veh/h	47	29	123	11	46	27	117	292	28	17	518	117
Conflicting Peds, #/hr	0	0	0	2	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	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	1	1	1
Mvmt Flow	52	32	135	12	51	30	129	321	31	19	569	129

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1305	1280	636	1282	1328	336	698	0	0	352	0	0
Stage 1	671	671	-	593	593	-	-	-	-	-	-	-
Stage 2	634	609	-	689	735	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.13	6.53	6.23	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.527	4.027	3.327	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	138	166	480	141	154	704	903	-	-	1212	-	-
Stage 1	448	457	-	490	492	-	-	-	-	-	-	-
Stage 2	469	487	-	434	424	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	77	133	479	70	123	704	901	-	-	1212	-	-
Mov Cap-2 Maneuver	77	133	-	70	123	-	-	-	-	-	-	-
Stage 1	368	445	-	402	404	-	-	-	-	-	-	-
Stage 2	323	400	-	281	413	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	67.4	63	2.6	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	901	-	-	92	479	148	1212	-	-
HCM Lane V/C Ratio	0.143	-	-	0.908	0.282	0.624	0.015	-	-
HCM Control Delay (s)	9.7	0	-	151.5	15.4	63	8	0	-
HCM Lane LOS	A	A	-	F	C	F	A	A	-
HCM 95th %tile Q(veh)	0.5	-	-	5.1	1.1	3.4	0	-	-

Intersection Capacity Analysis Sheets

- **2022 Build Conditions**

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	24	10	402	261	12
Future Vol, veh/h	13	24	10	402	261	12
Conflicting Peds, #/hr	0	1	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	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	6	6
Mvmt Flow	15	28	12	467	303	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	801	311	317	0	-	0
Stage 1	310	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	352	727	1237	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	347	726	1236	-	-	-
Mov Cap-2 Maneuver	347	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	605	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1236	-	525	-	-
HCM Lane V/C Ratio	0.009	-	0.082	-	-
HCM Control Delay (s)	7.9	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	8	5	415	199	4
Future Vol, veh/h	7	8	5	415	199	4
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	87	87	87	87	87	87
Heavy Vehicles, %	0	0	4	4	6	6
Mvmt Flow	8	9	6	477	229	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	720	231	233	0	-	0
Stage 1	231	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	398	813	1323	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	396	813	1323	-	-	-
Mov Cap-2 Maneuver	396	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1323	-	545	-	-
HCM Lane V/C Ratio	0.004	-	0.032	-	-
HCM Control Delay (s)	7.7	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	97	548	91	33	91
Future Vol, veh/h	52	97	548	91	33	91
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	93	93	93	93	93	93
Heavy Vehicles, %	5	5	2	2	7	7
Mvmt Flow	56	104	589	98	35	98

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	807	638	0	0	687	0
Stage 1	638	-	-	-	-	-
Stage 2	169	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.17	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.263	-
Pot Cap-1 Maneuver	347	471	-	-	884	-
Stage 1	521	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	332	471	-	-	884	-
Mov Cap-2 Maneuver	332	-	-	-	-	-
Stage 1	521	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.2	0	2.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	411	884	-
HCM Lane V/C Ratio	-	-	0.39	0.04	-
HCM Control Delay (s)	-	-	19.2	9.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.8	0.1	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	48	9	3	57	52	8	405	1	40	99	12
Future Vol, veh/h	56	48	9	3	57	52	8	405	1	40	99	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	7	7	7	3	3	3	8	8	8
Mvmt Flow	61	52	10	3	62	57	9	440	1	43	108	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	718	660	114	690	666	441	121	0	0	441	0	0
Stage 1	201	201	-	458	458	-	-	-	-	-	-	-
Stage 2	517	459	-	232	208	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.17	6.57	6.27	4.13	-	-	4.18	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.563	4.063	3.363	2.227	-	-	2.272	-	-
Pot Cap-1 Maneuver	344	383	939	353	374	606	1460	-	-	1088	-	-
Stage 1	801	735	-	573	559	-	-	-	-	-	-	-
Stage 2	541	566	-	760	721	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	260	364	939	299	355	606	1460	-	-	1088	-	-
Mov Cap-2 Maneuver	260	364	-	299	355	-	-	-	-	-	-	-
Stage 1	795	704	-	568	555	-	-	-	-	-	-	-
Stage 2	432	561	-	667	691	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.4	16.4	0.1	2.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1460	-	-	317	437	1088	-	-
HCM Lane V/C Ratio	0.006	-	-	0.387	0.279	0.04	-	-
HCM Control Delay (s)	7.5	0	-	23.4	16.4	8.4	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.8	1.1	0.1	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	77	6	0	522	140	25
Future Vol, veh/h	77	6	0	522	140	25
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	88	88	88	88	88	88
Heavy Vehicles, %	1	1	2	2	7	7
Mvmt Flow	88	7	0	593	159	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	766	173	188	0	-	0
Stage 1	173	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	372	873	1386	-	-	-
Stage 1	860	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	372	873	1386	-	-	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	860	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1386	-	388	-	-
HCM Lane V/C Ratio	-	-	0.243	-	-
HCM Control Delay (s)	0	-	17.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	5	14	0	27	2	593	5	9	144	1
Future Vol, veh/h	4	0	5	14	0	27	2	593	5	9	144	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	92	88	92	92	92	88	88	92	92	88	88
Heavy Vehicles, %	11	2	11	2	2	2	2	2	2	2	5	5
Mvmt Flow	5	0	6	15	0	29	2	674	5	10	164	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	880	868	164	868	865	677	165	0	0	679	0	0
Stage 1	184	184	-	681	681	-	-	-	-	-	-	-
Stage 2	696	684	-	187	184	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.52	6.31	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.21	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4.018	3.399	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	258	290	858	273	292	453	1413	-	-	913	-	-
Stage 1	797	747	-	440	450	-	-	-	-	-	-	-
Stage 2	418	449	-	815	747	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	239	286	858	268	288	453	1413	-	-	913	-	-
Mov Cap-2 Maneuver	239	286	-	268	288	-	-	-	-	-	-	-
Stage 1	795	738	-	439	449	-	-	-	-	-	-	-
Stage 2	390	448	-	800	738	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.3	16.2	0	0.5
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1413	-	-	399	367	913	-	-
HCM Lane V/C Ratio	0.002	-	-	0.026	0.121	0.011	-	-
HCM Control Delay (s)	7.6	0	-	14.3	16.2	9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	132	13	0	105	50	0
Future Vol, veh/h	132	13	0	105	50	0
Conflicting Peds, #/hr	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	9	9	0	0
Mvmt Flow	142	14	0	113	54	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	157	0	263	150
Stage 1	-	-	-	-	150	-
Stage 2	-	-	-	-	113	-
Critical Hdwy	-	-	4.19	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	6.1	-
Follow-up Hdwy	-	-	2.281	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1381	-	694	902
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	897	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1381	-	693	901
Mov Cap-2 Maneuver	-	-	-	-	693	-
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	897	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	693	-	-	1381	-
HCM Lane V/C Ratio	0.078	-	-	-	-
HCM Control Delay (s)	10.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	20

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	108	51	130	14	26	9	87	336	14	12	251	62
Future Vol, veh/h	108	51	130	14	26	9	87	336	14	12	251	62
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	1	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	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	7	7	7	4	4	4	4	4	4
Mvmt Flow	127	60	153	16	31	11	102	395	16	14	295	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	989	977	333	1000	1005	405	368	0	0	413	0	0
Stage 1	360	360	-	609	609	-	-	-	-	-	-	-
Stage 2	629	617	-	391	396	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.17	6.57	6.27	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.563	4.063	3.363	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	226	251	709	217	237	635	1180	-	-	1135	-	-
Stage 1	658	626	-	474	478	-	-	-	-	-	-	-
Stage 2	470	481	-	623	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	178	219	708	122	207	634	1179	-	-	1135	-	-
Mov Cap-2 Maneuver	178	219	-	122	207	-	-	-	-	-	-	-
Stage 1	584	616	-	421	424	-	-	-	-	-	-	-
Stage 2	381	427	-	433	585	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	67.8	31.6	1.7	0.3
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1179	-	-	189	708	192	1135	-	-
HCM Lane V/C Ratio	0.087	-	-	0.99	0.216	0.3	0.012	-	-
HCM Control Delay (s)	8.3	0	-	113.9	11.5	31.6	8.2	0	-
HCM Lane LOS	A	A	-	F	B	D	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	8.3	0.8	1.2	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	14	4	411	203	4
Future Vol, veh/h	12	14	4	411	203	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	4	6	6
Mvmt Flow	13	15	4	447	221	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	678	223	225	0	-	0
Stage 1	223	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	418	817	1332	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	416	817	1332	-	-	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	636	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1332	-	565	-	-
HCM Lane V/C Ratio	0.003	-	0.05	-	-
HCM Control Delay (s)	7.7	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	17	25	293	573	16
Future Vol, veh/h	15	17	25	293	573	16
Conflicting Peds, #/hr	6	0	24	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	90	90	90	90	90	90
Heavy Vehicles, %	7	7	0	0	1	1
Mvmt Flow	17	19	28	326	637	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1057	670	678	0	-	0
Stage 1	670	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.1	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.2	-	-	-
Pot Cap-1 Maneuver	244	448	923	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	226	439	923	-	-	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	489	-	-	-	-	-
Stage 2	638	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	923	-	304	-	-
HCM Lane V/C Ratio	0.03	-	0.117	-	-
HCM Control Delay (s)	9	0	18.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	14	14	246	548	11
Future Vol, veh/h	3	14	14	246	548	11
Conflicting Peds, #/hr	1	0	2	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	90	90	90	90	90	90
Heavy Vehicles, %	8	8	1	1	1	1
Mvmt Flow	3	16	16	273	609	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	922	617	623	0	-	0
Stage 1	617	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.11	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.209	-	-	-
Pot Cap-1 Maneuver	293	479	963	-	-	-
Stage 1	527	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	286	478	963	-	-	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	718	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	963	-	427	-	-
HCM Lane V/C Ratio	0.016	-	0.044	-	-
HCM Control Delay (s)	8.8	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	123	80	141	48	100	296
Future Vol, veh/h	123	80	141	48	100	296
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	145	94	166	56	118	348

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	778	194	0	0	222	0
Stage 1	194	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	368	853	-	-	1347	-
Stage 1	844	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	328	853	-	-	1347	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	500	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	433	1347	-
HCM Lane V/C Ratio	-	-	0.552	0.087	-
HCM Control Delay (s)	-	-	23.1	7.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	3.3	0.3	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	43	8	4	51	74	10	144	9	72	279	20
Future Vol, veh/h	16	43	8	4	51	74	10	144	9	72	279	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	1
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	84	84	84	84	84	84	84	84	84	84	100	84
Heavy Vehicles, %	0	0	0	1	1	1	2	2	2	1	1	1
Mvmt Flow	19	51	10	5	61	88	12	171	11	86	279	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	738	670	292	695	677	178	304	0	0	183	0	0
Stage 1	463	463	-	202	202	-	-	-	-	-	-	-
Stage 2	275	207	-	493	475	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	336	381	752	358	376	868	1257	-	-	1398	-	-
Stage 1	583	568	-	802	736	-	-	-	-	-	-	-
Stage 2	736	734	-	560	559	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	244	348	751	294	344	867	1257	-	-	1398	-	-
Mov Cap-2 Maneuver	244	348	-	294	344	-	-	-	-	-	-	-
Stage 1	576	526	-	793	727	-	-	-	-	-	-	-
Stage 2	599	725	-	462	517	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.1	14.7	0.5	1.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1257	-	-	335	522	1398	-	-
HCM Lane V/C Ratio	0.009	-	-	0.238	0.294	0.061	-	-
HCM Control Delay (s)	7.9	0	-	19.1	14.7	7.7	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	1.2	0.2	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	23	26	200	349	47
Future Vol, veh/h	18	23	26	200	349	47
Conflicting Peds, #/hr	1	1	4	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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	21	27	31	235	411	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	739	443	470	0	-	0
Stage 1	442	-	-	-	-	-
Stage 2	297	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	388	619	1097	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	373	617	1096	-	-	-
Mov Cap-2 Maneuver	373	-	-	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	731	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1096	-	479	-	-
HCM Lane V/C Ratio	0.028	-	0.101	-	-
HCM Control Delay (s)	8.4	0	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	9	9	0	18	15	183	16	30	389	5
Future Vol, veh/h	1	0	9	9	0	18	15	183	16	30	389	5
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	84	92	84	92	92	92	84	84	92	92	84	84
Heavy Vehicles, %	0	2	0	2	2	2	1	1	2	2	1	1
Mvmt Flow	1	0	11	10	0	20	18	218	17	33	463	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	803	802	466	799	796	227	469	0	0	235	0	0
Stage 1	531	531	-	262	262	-	-	-	-	-	-	-
Stage 2	272	271	-	537	534	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	304	317	601	304	320	812	1098	-	-	1332	-	-
Stage 1	536	526	-	743	691	-	-	-	-	-	-	-
Stage 2	738	685	-	528	524	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	285	300	601	287	303	812	1098	-	-	1332	-	-
Mov Cap-2 Maneuver	285	300	-	287	303	-	-	-	-	-	-	-
Stage 1	526	508	-	729	678	-	-	-	-	-	-	-
Stage 2	707	672	-	501	506	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	12.6	0.6	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1098	-	-	541	504	1332	-	-
HCM Lane V/C Ratio	0.016	-	-	0.022	0.058	0.024	-	-
HCM Control Delay (s)	8.3	0	-	11.8	12.6	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	41	0	142	34	0
Future Vol, veh/h	80	41	0	142	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	89	46	0	158	38	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	134	0	270	112
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	158	-
Critical Hdwy	-	-	4.11	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1457	-	724	947
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	875	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	724	947
Mov Cap-2 Maneuver	-	-	-	-	724	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	875	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	724	-	-	1457	-
HCM Lane V/C Ratio	0.052	-	-	-	-
HCM Control Delay (s)	10.2	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	16.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	29	123	11	47	28	117	309	28	18	528	117
Future Vol, veh/h	47	29	123	11	47	28	117	309	28	18	528	117
Conflicting Peds, #/hr	0	0	0	2	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	-	-	25	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	1	1	1
Mvmt Flow	52	32	135	12	52	31	129	340	31	20	580	129

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1337	1311	647	1314	1360	355	709	0	0	370	0	0
Stage 1	684	684	-	612	612	-	-	-	-	-	-	-
Stage 2	653	627	-	702	748	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.13	6.53	6.23	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.527	4.027	3.327	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	131	160	473	134	148	687	895	-	-	1194	-	-
Stage 1	440	450	-	479	482	-	-	-	-	-	-	-
Stage 2	458	478	-	427	418	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	70	127	472	65	118	687	894	-	-	1194	-	-
Mov Cap-2 Maneuver	70	127	-	65	118	-	-	-	-	-	-	-
Stage 1	360	437	-	392	394	-	-	-	-	-	-	-
Stage 2	311	391	-	274	406	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	80.4	71.3	2.5	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	894	-	-	84	472	141	1194	-	-
HCM Lane V/C Ratio	0.144	-	-	0.994	0.286	0.67	0.017	-	-
HCM Control Delay (s)	9.7	0	-	185	15.7	71.3	8.1	0	-
HCM Lane LOS	A	A	-	F	C	F	A	A	-
HCM 95th %tile Q(veh)	0.5	-	-	5.6	1.2	3.7	0.1	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	8	15	293	547	15
Future Vol, veh/h	7	8	15	293	547	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	8	9	16	318	595	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	954	603	611	0	-	0
Stage 1	603	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.11	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.209	-	-	-
Pot Cap-1 Maneuver	287	499	973	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	281	499	973	-	-	-
Mov Cap-2 Maneuver	281	-	-	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	973	-	366	-	-
HCM Lane V/C Ratio	0.017	-	0.045	-	-
HCM Control Delay (s)	8.8	0	15.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Peer Review Comments

TETRA TECH

June 14, 2016

Ms. Stephanie Mercandetti
Director, Community & Economic Development
Medway Town Hall
155 Village Street
Medway, MA 02053

Re: Timber Crest Estates – 40B Review
Traffic Impact and Access Study
Medway, Massachusetts

Dear Ms. Mercandetti:

Tetra Tech (TT) has performed a review of the proposed Timber Crest Estates residential development (the Project). The Project is proposed on existing undeveloped land between Winthrop Street, Fairway Lane, Howe Street and Holliston Street in Medway, Massachusetts and includes construction of 188 units consisting of 72 single family homes and 116 condominiums. The existing property consists of primarily upland wooded land and wetland areas totaling approximately 163 acres. The applicant is proposing to construct roadways and several dead-end cul-de-sacs for access to the proposed units.

TT is in receipt of the following materials:

- A plan (Plans) set titled "Timber Crest Estates, A Proposed Residential Development in Medway, Massachusetts", dated March 16, 2016, prepared by Outback Engineering Inc. (OE).
- A Traffic Impact and Access Study (TIAS) titled "Traffic Impact and Access Study, Proposed Timber Crest Estates Residential Development" dated May 2016, prepared by Green International Affiliates, Inc.(GIA)
- A Comprehensive Permit Application (Permit) which includes various items describing the proposed Project.

The Plans, TIAS and accompanying materials were reviewed for conformance with standard professional practices in the state of Massachusetts for the preparation of traffic studies for projects of the size and nature of this project. We have also included general comments as they relate to ease of review and items which are typically included in a TIAS.

The following is a list of comments generated during the review of the design documents for traffic related items only. Subsequent review letters will be issued at a later date for items as they relate to site design, public safety and well-being of the surrounding community and infrastructure.

The following items reflect comments generated during our review of the Project for compliance with standard professional practices for preparation of traffic studies and general comments related to analysis of traffic impacts:

Project Study Area

1. TT recommends that the study area be expanded to include the Holliston Street/Lovering Street/Coffee Street and Hill Street/Cider Mill Street intersections. The Holliston Street/Lovering Street/Coffee Street intersection is located less than one-half mile from the Holliston Street/Redgate Drive intersection and the TIAS estimates that approximately 30 to 35 percent of the site's condominium traffic will travel through this intersection. Similarly, the Hill Street/Cider Mill Street intersection is less than three-quarter miles from the Fairway Lane/Proposed Site Driveway

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intersection and the TIAS estimates that approximately 30 to 40 percent of the site's condominium traffic will travel through the intersection.

2. The TIAS includes an assessment of one of the site driveway intersections (Winthrop Street/Stephanie Road/Proposed Site Drive intersection). Typically, all site driveways are evaluated for a project of this type. However, given the very low volumes observed along Fairway Lane, Redgate and Fern Path, it is likely that ample capacity is available at the proposed site driveways along Fairway Lane and Fern Path to support the project.

Study Hours

3. The study includes an impact analysis of the weekday morning (7am-9am) and weekday afternoon (4pm-6pm) peak periods. This is appropriate for a residential development.

Traffic Volumes

4. The turning movement counts were conducted at the six study intersections on Wednesday, June 3, 2015 when schools were likely in session. The 48-hour automatic traffic recorder (ATR) counts were conducted during the same week on Tuesday, June 2, 2015 and Wednesday, June 3, 2015. The ATR data was collected along Winthrop Street (south of Stephanie Road), Holliston Street (north of Redgate Drive), Cider Mill Road (north of Homestead Drive), Fairway Lane (west of Holliston Street) and Fern Path north of Redgate Drive. This is reasonable for a residential development.

5. The observed turning movement volumes were not seasonally adjusted based on continuous count station data from the Massachusetts Department of Transportation (MassDOT). Tetra Tech has reviewed the seasonal adjustment data in the TIAS Appendix and generally agrees with the count stations used. Minor discrepancies were noted with how the average annual volumes were calculated. However, Tetra Tech agrees that June is generally an above-average traffic month and no seasonal adjustment is required.

6. The TIAS summarized the unadjusted ATR traffic volumes in Table 2.1. It should be noted that the footnote in the table indicates that the data presented represents an average of the two days of collected data. However, this only appears to be the case for the peak hour data. The daily data appears to be the higher volume day for each ATR, rather than the average of the two days. Additionally, TT notes some discrepancies with the data presented in the table; however, the discrepancies are minor (less than 5 vph differences in peak hour data and less than 1% difference in percent daily volume data) and do not notably impact the analysis results.

7. The TIAS summarized the turning movement volumes in Figure 2 (2015 Existing Peak Hour Volumes). Typically, the Existing Condition represents traffic volume conditions from the year the traffic study was conducted, which in this case, would be the year 2016. Therefore, TT recommends that the Existing Condition be revised to represent 2016 traffic volumes by growing the 2015 observed traffic volumes by 1 percent.

Safety Analysis

8. The TIAS provides a crash analysis of the six study intersections between 2011 and 2013 based on MassDOT crash data. This methodology is generally consistent with industry standards. The TIAS includes a summary of the crash data, but the crash data itself was not included in the TIAS. TT recommends that the crash data be provided for review.

9. The crash analysis provided in the TIAS indicates that the intersection of Winthrop Street/Lovering Street experienced 7 crashes during the three-year study period resulting in a crash rate of 0.98 which is well above the District 3 average of 0.65 for unsignalized intersections. Although it is not clear how the K-factor (the percent of daily traffic that occurs during the peak hour) of 0.10 was developed, TT agrees that this intersection is an above-average crash location. The Applicant

recommends installing MUTCD W2-1 north and south of the intersection as an advance warning to motorists of the upcoming intersection. TT generally agrees with the use of this sign and recommends that the Applicant work with the Town on installation.

10. The TIAS states that no crashes occurred at the study intersections outside of the Winthrop Street/Lovering Street intersection. TT reviewed MassDOT data and identified several crashes as occurring at the other study area intersections including Winthrop Street/Hill Street, Winthrop Street/Partridge Street and Holliston Street/Fairway Lane. The crash analysis should be revised.

11. TT is also aware of several severe crashes along Holliston Street, including a fatality in 2012, within the study area between Redgate Drive and Fairway Lane. A detailed crash analysis (including a collision diagram) should be conducted along this roadway segment utilizing local police department crash records for the last five years (January 2011 through the present). Recommendation to improve safety along this segment of Hollliston Street should be offered as appropriate.

Transit

12. The TIAS states that there are no nearby public transit systems beyond regional commuter rail stations in the nearby communities of Franklin and Norfolk. TT is aware that there is a shuttle service sponsored by the Greater Attleboro Taunton Regional Transit Authority (GATRA) that stops at Medway Middle School where free parking is offered for riders and provides limited service to the Norfolk Commuter Rail Station.

Study Time Horizon

13. The TIAS utilized a seven-year planning horizon which is consistent with industry standards in Massachusetts.

Future No-Build Traffic Volumes

14. The TIAS utilized a seven-year planning horizon (2022 No-Build Condition) which is consistent with industry standards in Massachusetts. However, TT has recommended that the Existing Condition be revised to represent 2016 traffic volume conditions (rather than for the year 2015). As a result, it is recommended that the 2022 No-Build Condition be revised by one year to reflect 2023 No-Build Conditions (a 7-year planning horizon from a 2016 Existing Condition).

15. A one percent growth rate was applied for seven years to estimate peak hour traffic volumes in the planning year 2022. This growth rate was based on the same MassDOT continuous count station data used to calculate the seasonal adjustment factors. Although TT generally agrees with the count stations used, there were some minor discrepancies with how the average annual volumes were calculated. However, these discrepancies do not notably change the resulting average growth rate. Therefore, TT generally agrees that a 1 percent growth rate is appropriate.

16. The TIAS determined background projects based on local research using the internet and contacting the Planning Boards for the towns of Holliston and Medway. TT generally agrees with this methodology. The 2022 No-Build traffic volumes presented in the TIAS included trips generated by Millstone Village (80-unit retirement community near Winthrop Street/Lovering Street). TT generally agrees with the trip generation calculations used to estimate the traffic associated with the 45 attached units and 35 detached units.

    The TIAS states that the trip distribution used to assign Millstone Village trips was assumed to be the same as established for the easterly portion of the Timber Crest Estates Development. However, since this project is located along Winthrop Street, it is recommended that the trip distribution be based on the distribution established for the westerly portion of the Timber Crest Estates Development. The peak hour trip tracings for this project should be provided for review.

17. The TIAS identified several other developments as being included in the general 1 percent per year background growth rate based on their sizes and locations relative to the site. These included Applegate Farm (12 single family homes near Ellis Street/Coffee Street), Learning Tree Center daycare expansion, small commercial developments along Route 109 and several developments in Holliston including Constitution Village, Cedar Ridge Estates, and the Washington Hills and Brooksmont Farm senior residential developments.

    Trips generated by the proposed Tri Valley Commons commercial project, located at the Route 109/Holliston Street intersection, were not included in the 2022 No-Build volumes. It is requested that the Applicant either explain why this development was not accounted for or resubmit the No-Build and Build condition traffic volumes networks and analyses.

Trip Generation

18. The study used *Trip Generation* Land Use Code (LUC) 210 – Single Family Detached Housing and LUC 230 – Residential Condominiums/Townhouses. These are appropriate LUCs to estimate trip generation for this project.

19. The trip generation was stated to be based on a build-out of 76 single family homes and 112 condominiums. However, the trip generation estimates presented in the Appendix and in Table 3.1 of the TIAS are based on 76 single family homes and 116 condominiums.

    The Plans show 72 single family homes and 116 condominiums. Although there is a slight discrepancy in the number of units, the trip generation estimates used in the analysis are conservative as they represent a larger development (4 additional single family homes) than what is being shown on the March 16, 2016 plan set.

Trip Distribution/Trip Assignment

20. The TIAS assumed separate distribution patterns for each portion of the site which were presented in Figures 4 and 5. The legends shown on these graphics do not match the data presented.

21. The distribution of project traffic through the study intersections is primarily based on existing traffic flows through the intersection with some adjustments to account for US Census journey-to-work data. This approach to trip distribution is generally appropriate for a project of this type and location. In order to provide a comprehensive review of the trip distribution for this project, TT recommends that the Applicant provide the supporting calculations for the trip distribution patterns used including the existing travel pattern calculations and the adjustments made due to the journey-to-work data.

22. Preliminary review of the trip distribution patterns in Figure 4 for the easterly portion of the site (condominiums) shows that vehicles accessing the site along Winthrop Street to/from the south use the Winthrop Street/Lovering Street intersection. The Applicant should evaluate the likelihood of these vehicles using Maple Street instead as this may be a shorter path with respect to travel distance and travel time.

23. TT has reviewed the site trips shown in Figure 6 which is generally consistent with the trip generation estimates presented in Table 3.1 and the trip distribution patterns shown in Figures 4 and 5. However, some discrepancies were identified, most notably at the Winthrop Street/Hill Street and the Fairway Lane/Site Drive intersections (and the three intersections between along Cider Mill Road and Homestead Drive). However, these discrepancies were minor (less than 5 vehicles per movement) and are, therefore, unlikely to dramatically change the operational results.

Intersection Operational Analysis

24. The TIAS utilized the HCM 2010 methodology using Synchro software to conduct the capacity analyses which is consistent with industry standard methodology.

25. The capacity analyses results indicate that all study intersections operate below capacity at LOS C or better operations under Existing, No-Build and Build conditions. The results summarized in Tables 4.3 and 4.4 generally match the capacity analysis worksheets provided in the Appendix.

26. The peak hour factors used in the analyses were the overall intersection peak hour factors. Current MassDOT standards for impact analyses specifies that the approach peak hours should be used. TT recommends that the Existing Conditions capacity analyses be revised using the approach peak hour factors.

27. Capacity analyses conducted of future conditions generally utilized existing peak hour factors. Current MassDOT standards for impact analysis specify that future peak hour factors should be assumed to be 0.92. TT recommends that the No-Build and Build capacity analyses be revised assuming a peak hour factor of 0.92.

28. The existing heavy vehicle percentages were used for the future year analyses which is generally appropriate for this type of project and location. However, the truck percentages assumed for the 2022 Build PM Peak Hour analyses were not the existing heavy vehicle percentages. The 2022 Build PM Peak Hour analyses be revised using the existing heavy vehicle percentages.

Sight Distance

29. Both stopping and intersection sight distances were evaluated for the proposed site driveways located on Winthrop Street, Fairway Lane and for the defacto site driveway at Redgate Drive/Fern Path. The measured sight lines were compared to recommended sight distances published by AASHTO for the posted and measured 85th percentile travel speeds. This is consistent with common professional practice in Massachusetts. The Applicant also provided a sight line evaluation of the Holliston Street/Fairway Lane intersection.

30. Sight distance calculations were not provided in the TIAS.

31. The Applicant should ensure that all vegetation and signage at the internal site intersections be maintained at or below 2 feet to ensure adequate sight lines at these intersections.

32. The following reflect comments as it relates to sight distance at several intersections:

    a. **Fairway Lane/Site Driveway:** The required stopping sight line distances for the site driveway on Fairway Lane are based on the measured 85th percentile speed of 35 mph and the posted speed limit (the TIAS used 30 mph which is 10 mph above the actual posted speed limit of 20 mph). Adequate stopping and intersection sight distance can be provided assuming selective removal of roadside vegetation. The site plans should include the required intersection sight triangles at this location and ensure that all vegetation and objects (i.e., signage, fencing, etc.) within the sight triangles do not restrict sight lines and indicate areas of vegetation removal.

    b. **Holliston Street/Fairway Lane:** The required sight lines reported in Table 4.5 of the TIAS for the existing Holliston Street/Fairway Lane intersection are correctly based on the measured 85th percentile speeds (45 mph), but do not appear to account for the appropriate roadway grades. Field observations indicate that Holliston Street has an upgrade in the southbound travel direction and a significant downgrade in the northbound travel direction. The Applicant should revise the required sight line distances to account for the correct roadway grades.

    Due the vertical grades along the Holliston Street approaches, TT recommends that the Applicant prepare sight line profiles to determine if minimum AASTHO stopping and intersection sight distance criteria are satisfied. TT will reserve comment on the Applicant's recommendation to install an MUTCD W2-2 advance intersection warning sign along the northbound approach to the intersection until the sight evaluation has been revised.

c. **Winthrop Street/Site Driveway.** The required sight line distances reported in Table 4.5 of the TIAS for the site driveway on Winthrop Street are correctly based on the measured 85th percentile speeds (45 mph), but do not appear to account for the grades on Winthrop Street. Field observations indicate a slight upgrade in the northbound travel direction and a downgrade in the southbound travel direction. TT recommends that the Applicant revise the required sight line distances to account for the roadway grades.

   Based on field observations conducted in June 2016, TT generally agrees with the TIAS that adequate stopping and intersection sight lines can be provided along the south leg of Winthrop Street assuming selective removal of roadside vegetation. However, sight lines along the north leg of Winthrop Street may be restricted by the vertical curvature of the roadway. Therefore, TT recommends that the Applicant prepare sight line profiles for the north leg to determine if minimum AASTHO stopping and intersection sight distance criteria are satisfied.

   The site plans should also include the required intersection sight triangles at this location for both travel directions and ensure that all vegetation and objects (i.e., signage, fencing, etc.) within the sight triangles do not restrict sight lines and indicate areas of vegetation removal.

d. **Redgate Drive/Fern Path.** The required sight line distances for the Redgate Drive/Fern Path intersection were based on 25 mph in each direction. The travel speed data sheets provided in the Appendix indicate 85th percentile travel speeds that range between 26 mph and 27 mph. Therefore, TT recommends that the sight line calculations be based on 30 mph, rather than 25 mph for this location.

   Table 4.5 indicates that adequate intersection sight lines are provided along the east leg, but not the west leg. Field observations conducted by TT in June 2016 indicate that AASHTO criteria is satisfied along the west leg, but vegetation along the north side of Redgate Drive restricts intersection sight distance along the east leg. Minimum intersection criteria is satisfied, but the desirable distance is not. Therefore, TT recommends that the Applicant work with the Town to remove vegetation within the right-of-way, if feasible, to maximize intersection sight lines.

Parking

33. Based on the March 16, 2016 site plans, the Applicant proposes driveways and garages for the 72 single family homes with a minimum of 1 – 2 parking spaces per home. For the 116 condominiums, the Applicant proposes 340 parking spaces (224 visitor and driveway spaces plus 116 garage spaces) or 2.93 spaces per unit. This seems excessive based on ITE parking generation rates for this type of use (85th percentile parking demand = 1.52 spaces per unit).
34. The Applicant should provide a parking evaluation with an estimate of parking generation based on industry-standard parking rates published by ITE and empirical data, if available, from other developments of similar size, type and location with a comparison to the proposed parking supply. The Applicant should ensure that a reasonable number of parking spaces are provided.
35. The Applicant should evaluate the location of the visitor parking spaces to ensure that they are adequately distributed throughout the site based on building locations.
36. On the easterly portion of the site, no-parking signs and appropriate pavement markings should be provided along the interior curbs to discourage parallel parking.
37. TT recommends the Applicant address planned snow storage, particularly on the easterly portion of the site, to ensure that visitor parking is not restricted.

Emergency/Fire Access

38. The March 16, 2016 site plans show an emergency access and utility easement for the westerly portion of the site via Ohlson Circle. The Applicant should provide a description of how this access will be constructed (i.e., asphalt, grasscrete, etc.) and controlled to prevent non-emergency use.

39. The Applicant should confirm that they have met with the Medway Fire Department and that the Department is comfortable with site access and circulation around the site. The Applicant should provide an AutoTurn (or equivalent) analysis showing that the largest emergency vehicle used by the Medway Fire Department can adequately access the site and maneuver through the site including along the emergency access off Ohlson Circle. The Applicant should address the adequacy of emergency vehicle access to the condominium unit #108-111 on Sheet 8, condominium unit #59-66 off Road on Sheet 9 and condominium unit #74-77 on Sheet 10 which are located on narrow, dead-end driveways.

School Bus Pick-Up/Drop-Off

40. The Applicant should discuss possible bus pick-up/drop-off locations with the School Department. The anticipated location(s) of any bus stops should have adequate sight lines for vehicles driving behind or opposing the school bus to see the bus's flashing lights.

41. Field observations in June 2016 indicated an existing school bus stop for the Stephanie Road neighborhood at the intersection of Winthrop Street/Stephanie Road. If this location is considered a bus pick-up/drop-off location for the site homes, adequate pedestrian accommodations at the Winthrop Street/Stephanie Road intersection should be provided.

Roadway Configuration & Signage

42. The proposed site driveway along Winthrop Street is slightly offset from Stephanie Road. Good design practice indicates the desirability to align minor street approaches to ensure safe and efficient intersection operations.

43. The on-site roadways serving the easterly portion of the site are 24-feet-wide. To accommodate two-way travel through the site and to facilitate accessibility by emergency vehicles, the 24 foot driveway aisle is appropriate. The exceptions are the roadways/driveways serving unit #108-111 and 59-66. The Applicant should consider using a 24-foot wide roadways at these locations to ensure safe access/egress for emergency vehicles and vehicles passing each other.

44. On the westerly portion of the site, the internal intersection of Road A and Road C (Sheet 3 of the March 16, 2016 plan set) should include a Stop bar and Stop sign for the Road A approach to Road C.

45. On the easterly portion of the site, the Road B approaches to Road A and Road C (Sheet 8 of the March 16, 2016 plan set) should include a Stop bar and Stop sign at each intersection.

46. TT recommends the Applicant consider traffic calming measures such as speed bumps or humps along the proposed site roadways.

47. TT Recommends the Applicant consider on-site wayfinding signs for the condominium units.

48. Should central trash/recycling be proposed, the Applicant should ensure that trash removal vehicles can adequately maneuver through the site.

49. Should a central mailing system be implemented, the Applicant should consider a curb bump out or designated parking space for the mail delivery vehicles and motorists picking up/dropping off mail.

Sidewalks and Pedestrian Access

50. The March 16, 2016 plan set shows segments of the site where sidewalks are not provided. The Applicant should ensure that a comprehensive network of adequate sidewalks and ADA-compliant handicap ramps are provided throughout the site.
51. The proposed on-site sidewalks should tie into the existing sidewalks along Fairway Lane and Fern Path.
52. Crosswalks should be provided where sidewalks end on one side of the street and begin on the opposite side of the street. Midblock crossings should be avoided wherever possible.
53. TT recommends the Applicant provide a sidewalk along Winthrop Street and a crosswalk across Winthrop Street which would connect the site to the recreational facilities located near the Winthrop Street/Partridge Street intersection.

Legal Rights of Access over Private Ways

54. It should be noted that the easterly portion of the site is connecting to a private way (Fern Path). The Applicant should review the jurisdiction of all existing neighborhood roadways connecting to the easterly portion of the site to determine which roadways are private ways. Any connection to a private way should be addressed with the Town and owners of any privately-maintained roads.

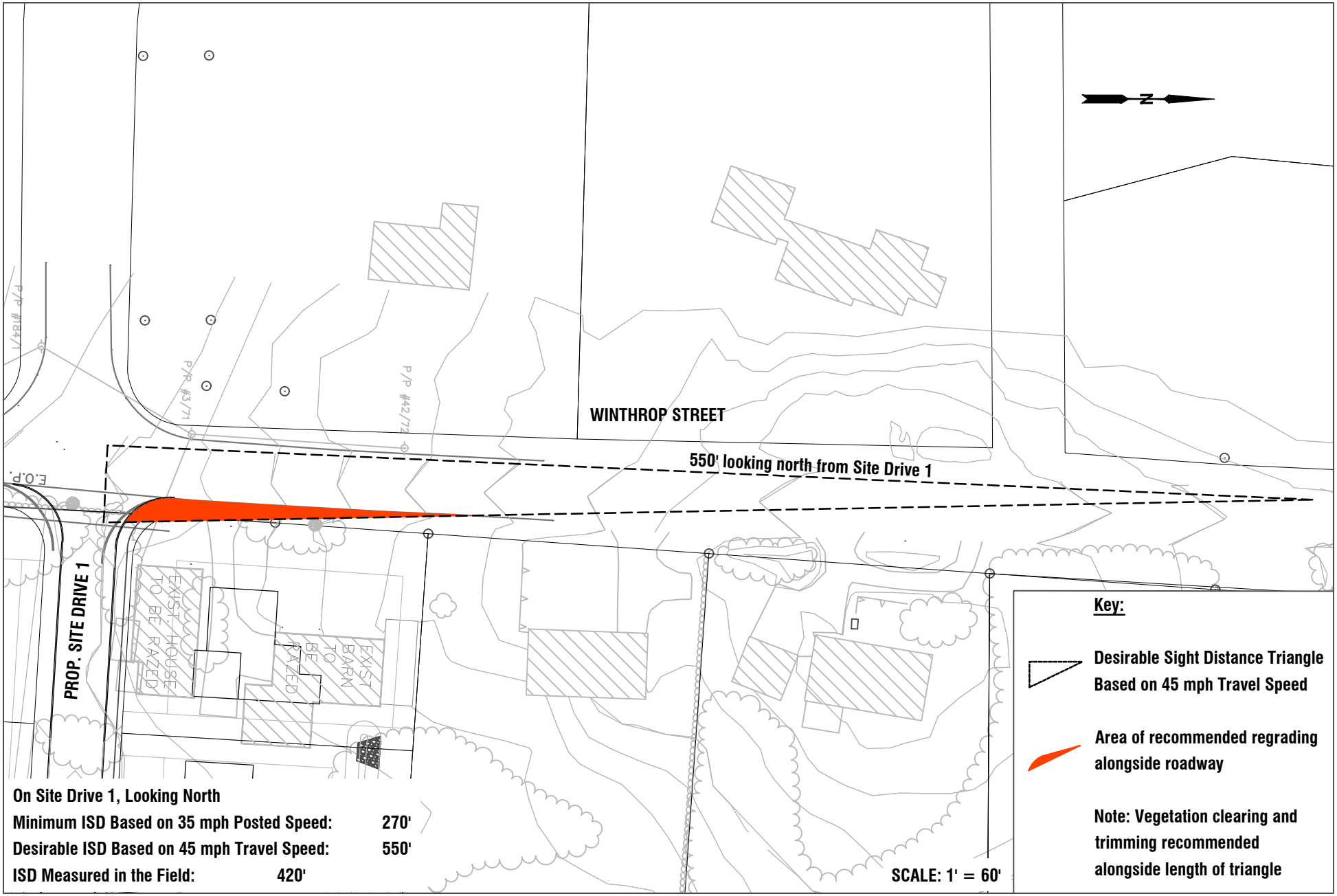
These comments are offered as guides for use during the Town's review. If you have any questions or comments, please feel free to contact us at (508) 786-2200.

Very truly yours,

Sean P. Reardon, P.E.
Vice President

P:\21583\143-21583-16005 (TIMBER CREST ESTATES REVIEW)\DOCS\REVIEWLTR_TIMBER CREST ESTATES 02_2016-06-14_TRAFFIC.DOCX

Sight Distance Figures and Calculations



On Site Drive 1, Looking North

Minimum ISD Based on 35 mph Posted Speed:	270'
Desirable ISD Based on 45 mph Travel Speed:	550'
ISD Measured in the Field:	420'

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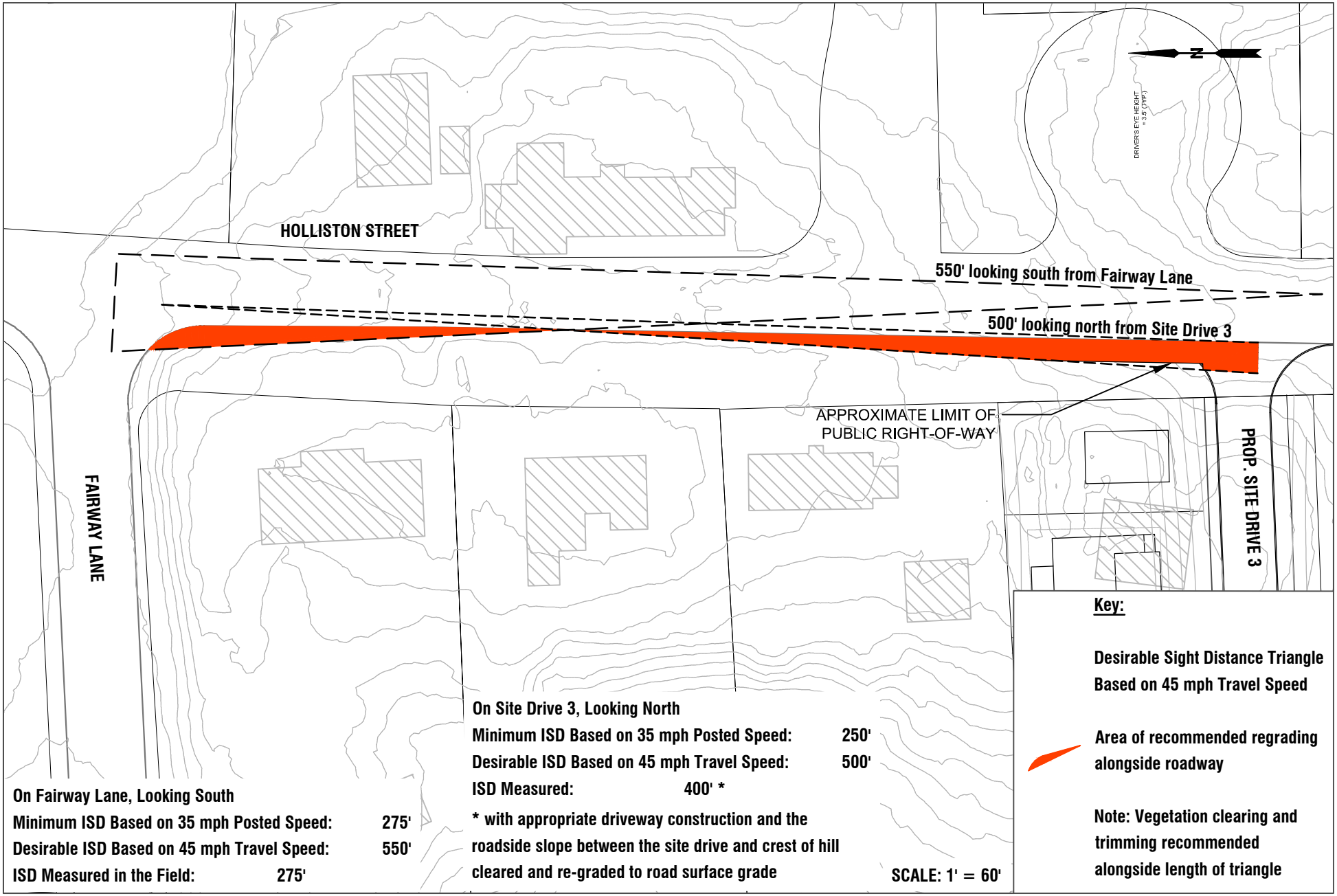
CIVIL AND STRUCTURAL ENGINEERS

Intersection SIght Distance Triangle - Site Drive 1 at Winthrop Street
Timber Crest Estates
Medway, Massachusetts



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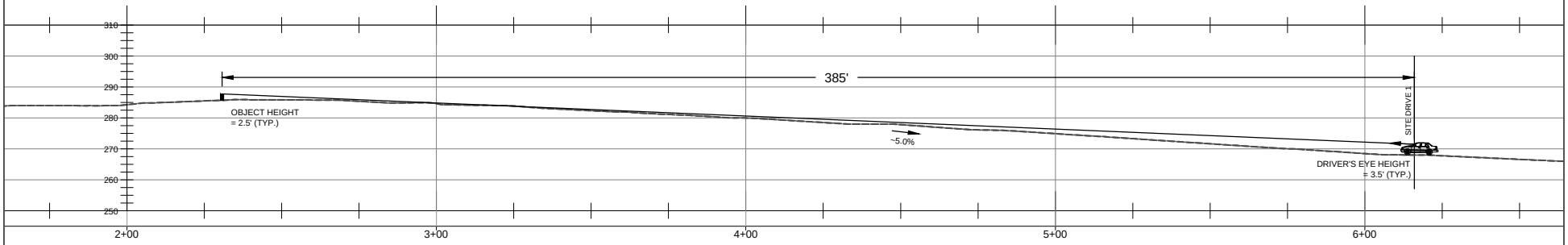
CIVIL AND STRUCTURAL ENGINEERS

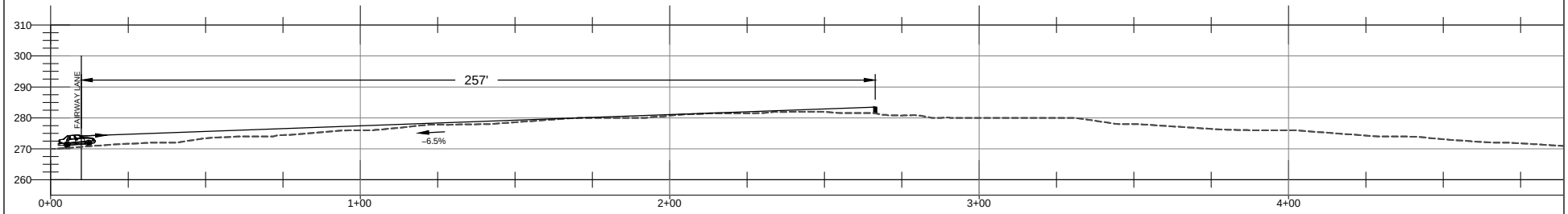
Intersection SIght Distance Triangle - Site Accesses at Holliston Street
Timber Crest Estates
Medway, Massachusetts

WINTHROP STREET AT SITE DRIVE 1, LOOKING NORTH



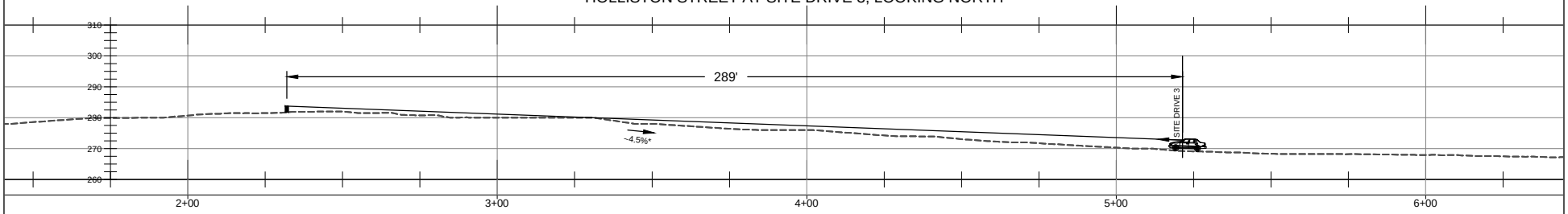
Minimum SSD Based on 35 mph Posted Speed: **270'**
Minimum SSD Based on 45 mph Travel Speed: **395'**
SSD Measured in the Field: **440'**

HOLLISTON STREET AT FAIRWAY LANE, LOOKING SOUTH



Minimum SSD Based on 35 mph Posted Speed: **275'**
Minimum SSD Based on 45 mph Travel Speed: **405'**
SSD Measured in the Field: **275'**

HOLLISTON STREET AT SITE DRIVE 3, LOOKING NORTH



Minimum SSD Based on 35 mph Posted Speed: **250'**
Minimum SSD Based on 45 mph Travel Speed: **360'**
SSD Measured in the Field: **340'**

*** affected by the existing roadside slope between the site drive and crest of hill.**

Note: All driveway elevations assumed to be approximately equal to that of adjacent major cross street elevations

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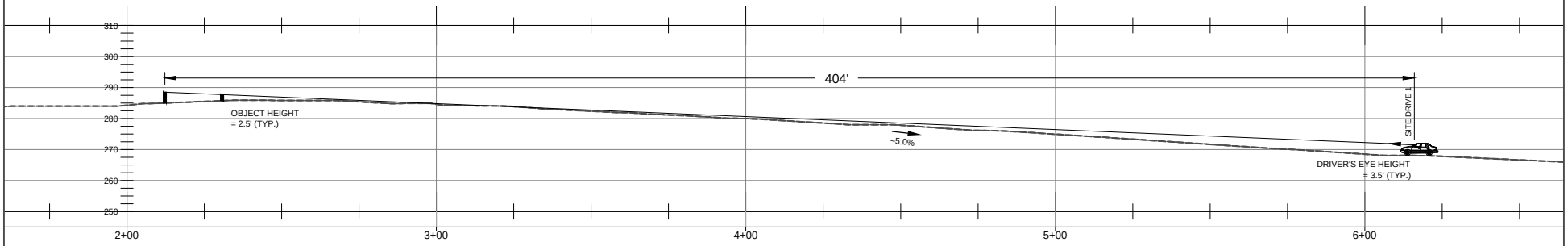
CIVIL AND STRUCTURAL ENGINEERS

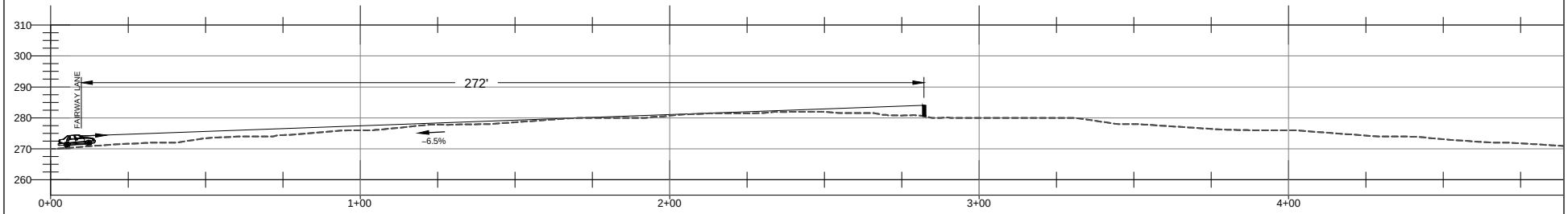
Stopping SIght Distance Sight Line Profiles
Timber Crest Estates
Medway, Massachusetts

WINTHROP STREET AT SITE DRIVE 1, LOOKING NORTH



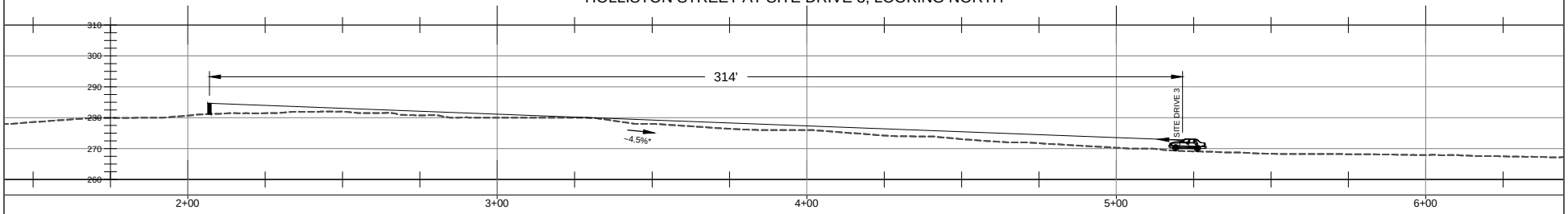
Minimum ISD Based on 35 mph Posted Speed: **270'**
Desirable ISD Based on 45 mph Travel Speed: **550'**
ISD Measured in the Field: **420'**

HOLLISTON STREET AT FAIRWAY LANE, LOOKING SOUTH



Minimum ISD Based on 35 mph Posted Speed: **275'**
Desirable ISD Based on 45 mph Travel Speed: **550'**
ISD Measured in the Field: **275'**

HOLLISTON STREET AT SITE DRIVE 3, LOOKING NORTH



Minimum ISD Based on 35 mph Posted Speed: **250'**
Desirable ISD Based on 45 mph Travel Speed: **500'**
ISD Measured in the Field: **400' ****

*** affected by the existing roadside slope between the site drive and crest of hill.**
**** with appropriate driveway construction and the roadside slope between the site drive and crest of hill cleared and re-graded to road surface grade.**

Note: All driveway elevations assumed to be approximately equal to that of adjacent major cross street elevations

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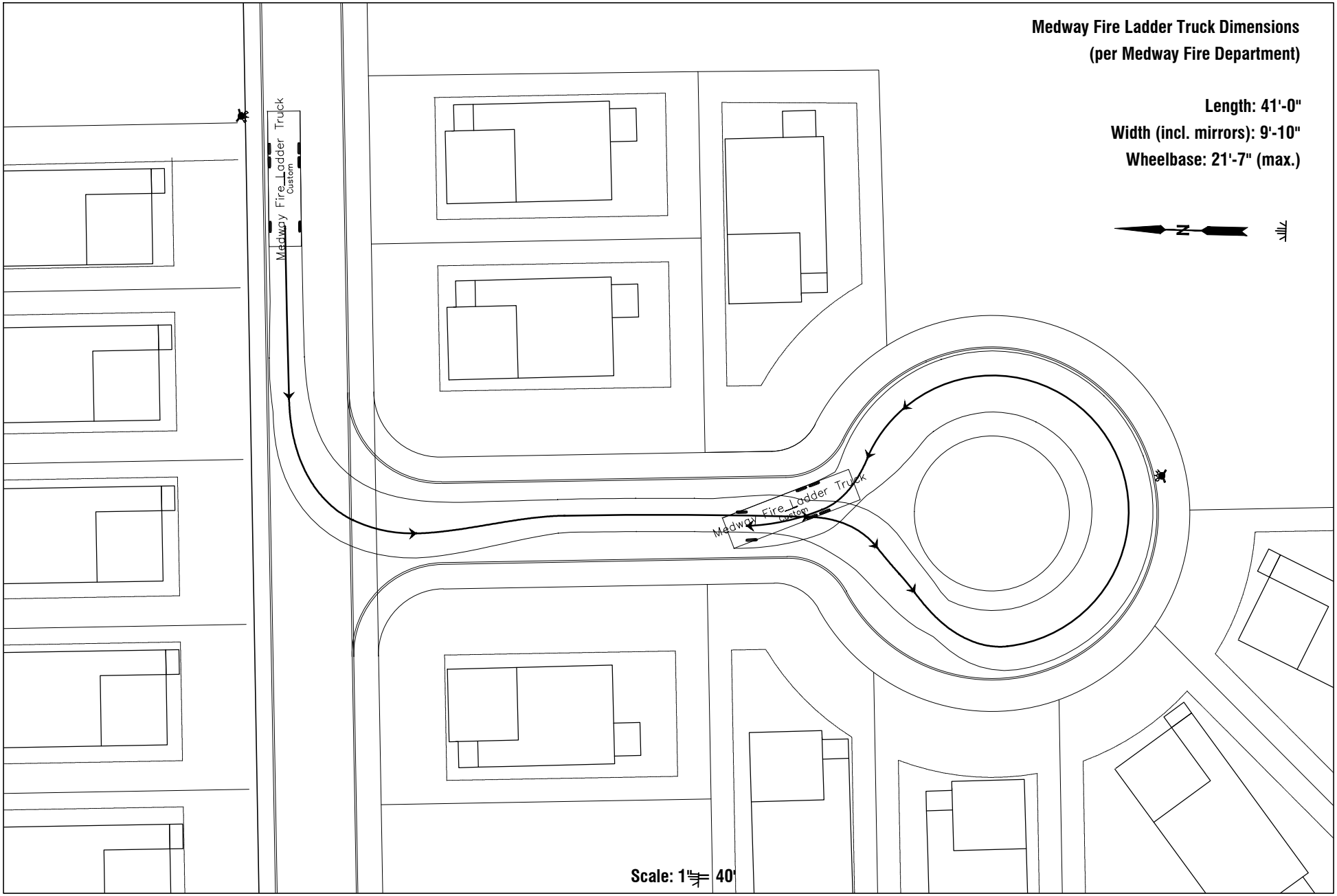
CIVIL AND STRUCTURAL ENGINEERS

Intersection SIght Distance Sight Line Profiles
Timber Crest Estates
Medway, Massachusetts

Emergency Vehicle Turning Movement Figures



Emergency Vehicle (Fire Ladder Truck) Turning Movements at Typical Cul-de-Sac

Timber Crest Estates

Medway, Massachusetts

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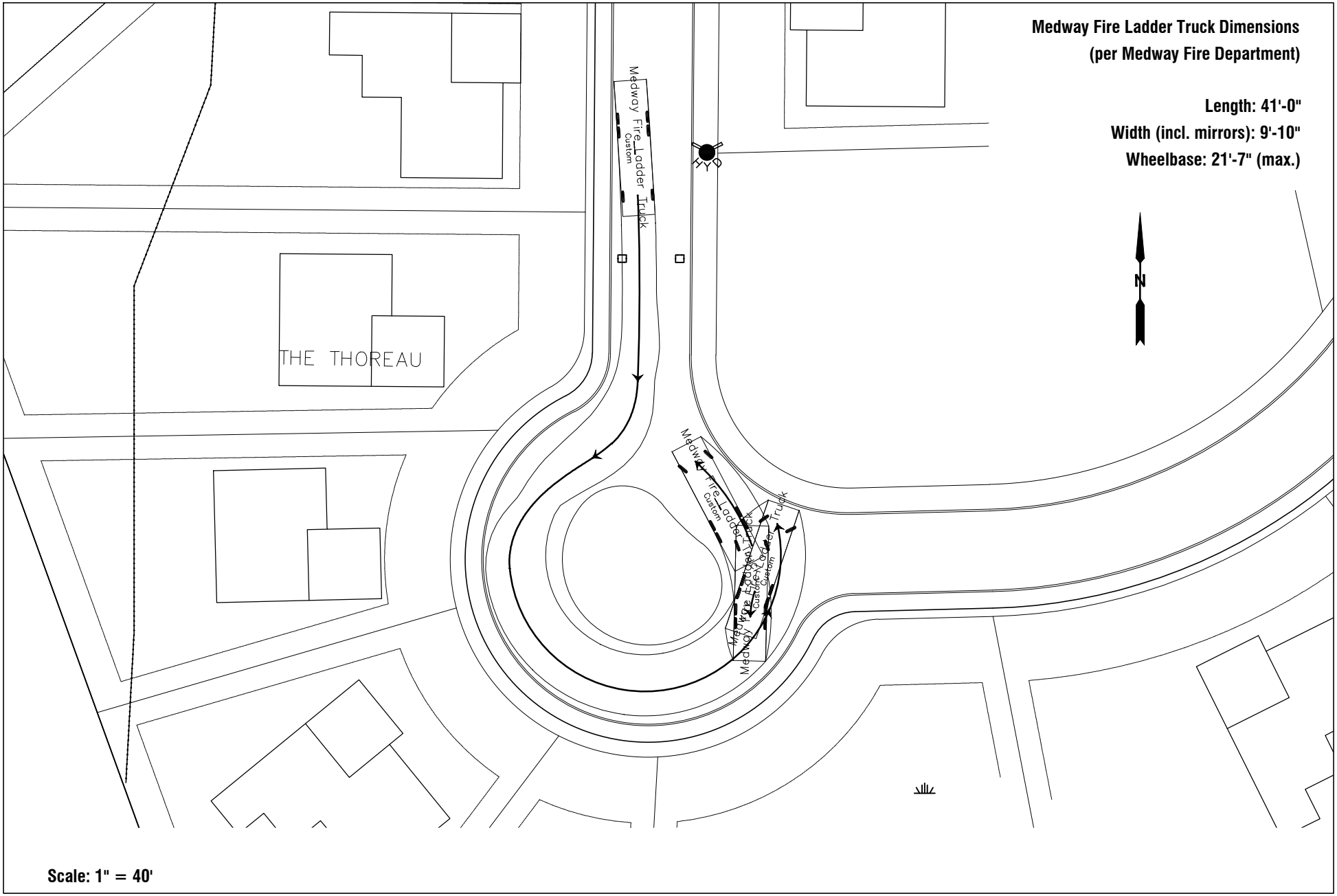

Emergency Vehicle (Fire Ladder Truck) Turning Movements in West Subdivision (1)

Timber Crest Estates

Medway, Massachusetts

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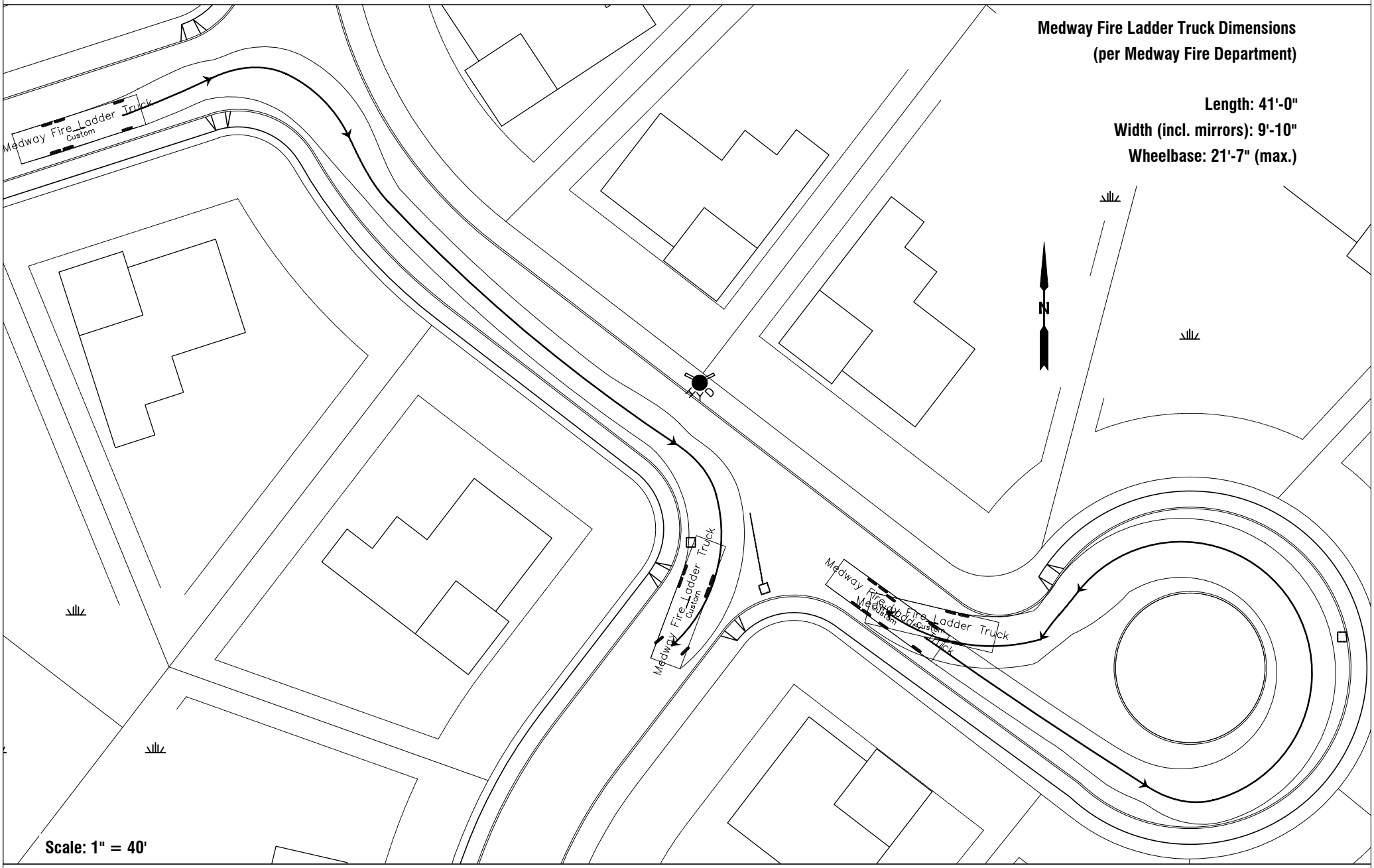

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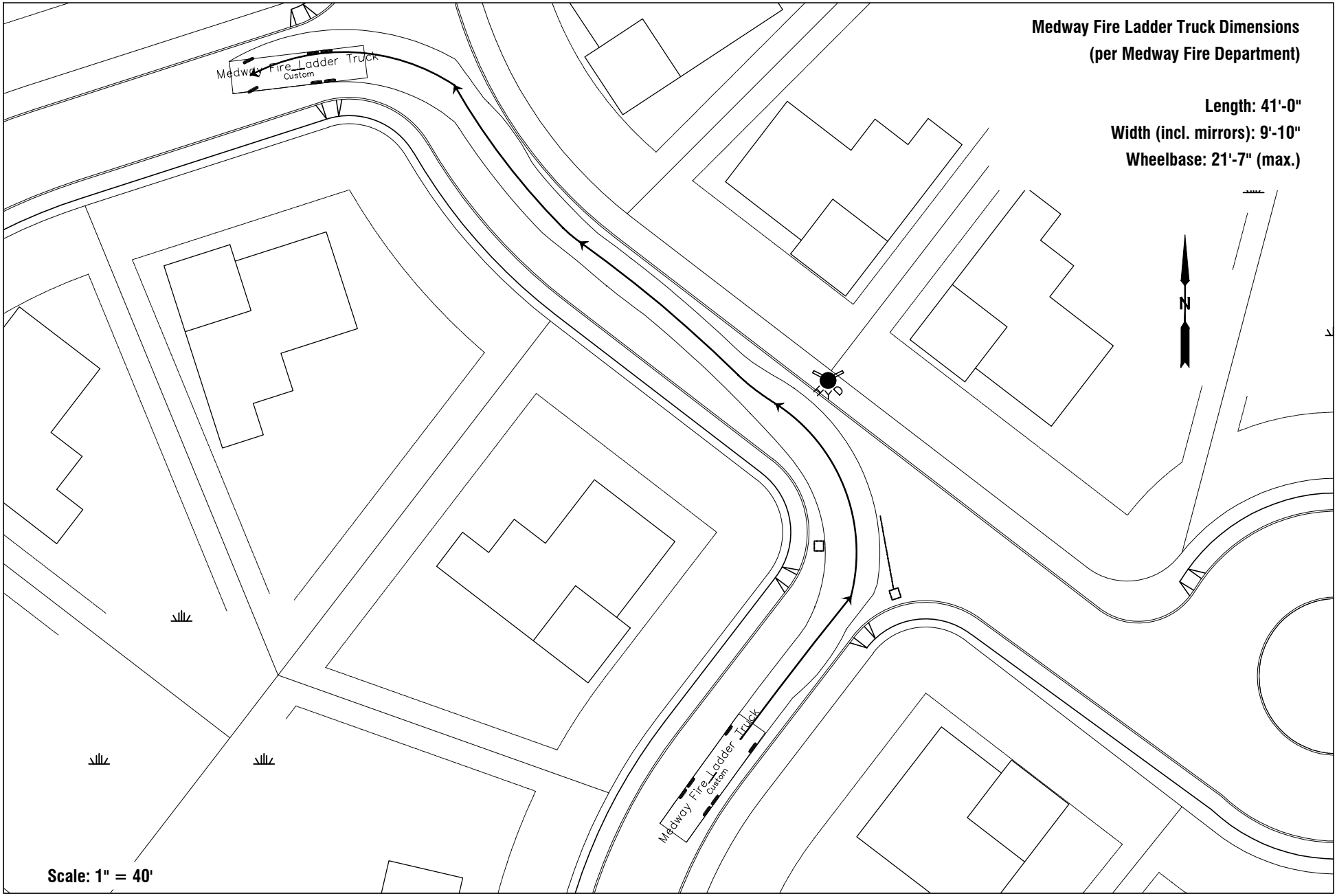
Emergency Vehicle (Fire Ladder Truck) Turning Movements in West Subdivision (2)
Timber Crest Estates
Medway, Massachusetts



Medway Fire Ladder Truck Dimensions
(per Medway Fire Department)

Length: 41'-0"
Width (incl. mirrors): 9'-10"
Wheelbase: 21'-7" (max.)

Emergency Vehicle (Fire Ladder Truck) Turning Movements in West Subdivision (3)
Timber Crest Estates
Medway, Massachusetts

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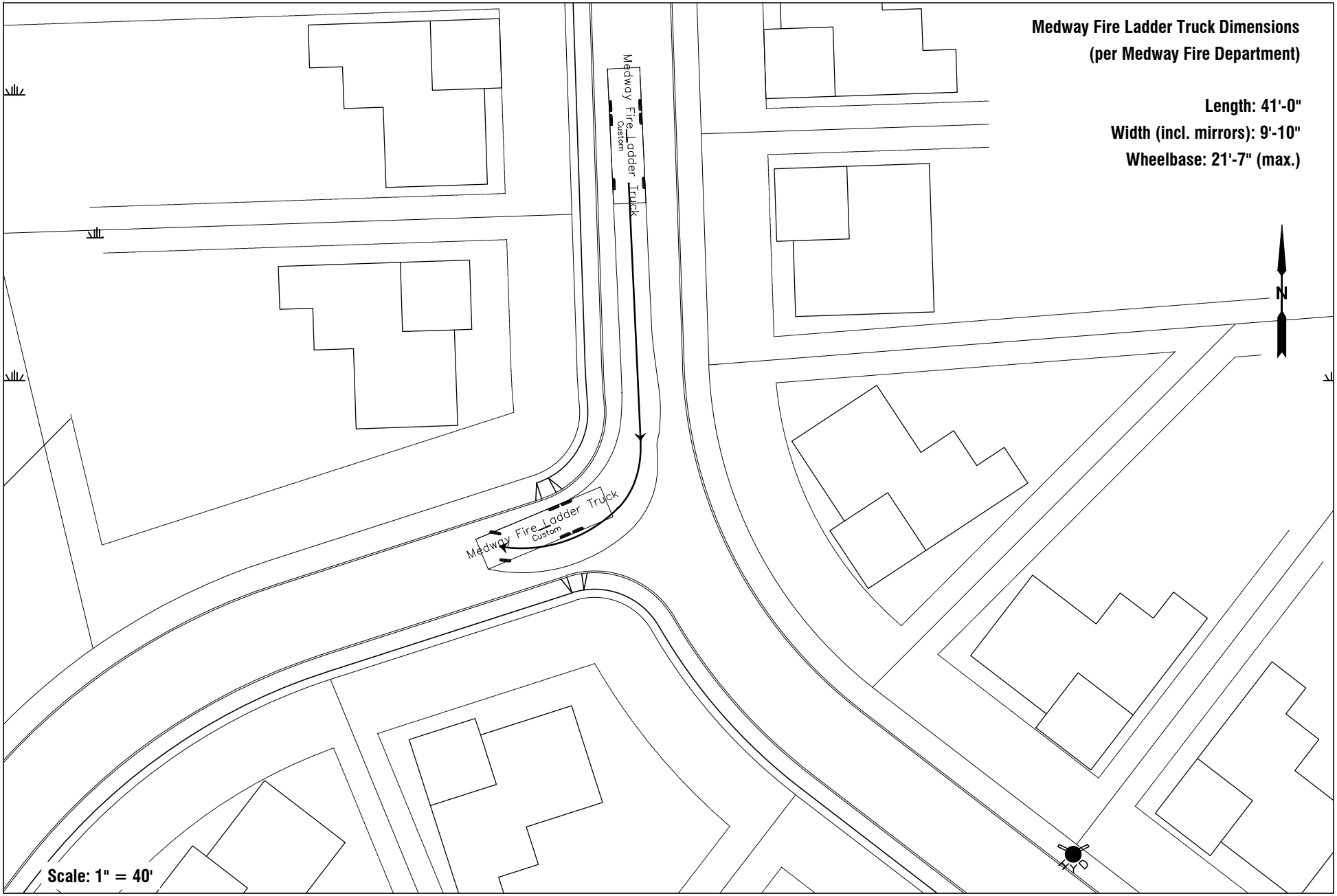

Emergency Vehicle (Fire Ladder Truck) Turning Movements in West Subdivision (4)

Timber Crest Estates

Medway, Massachusetts

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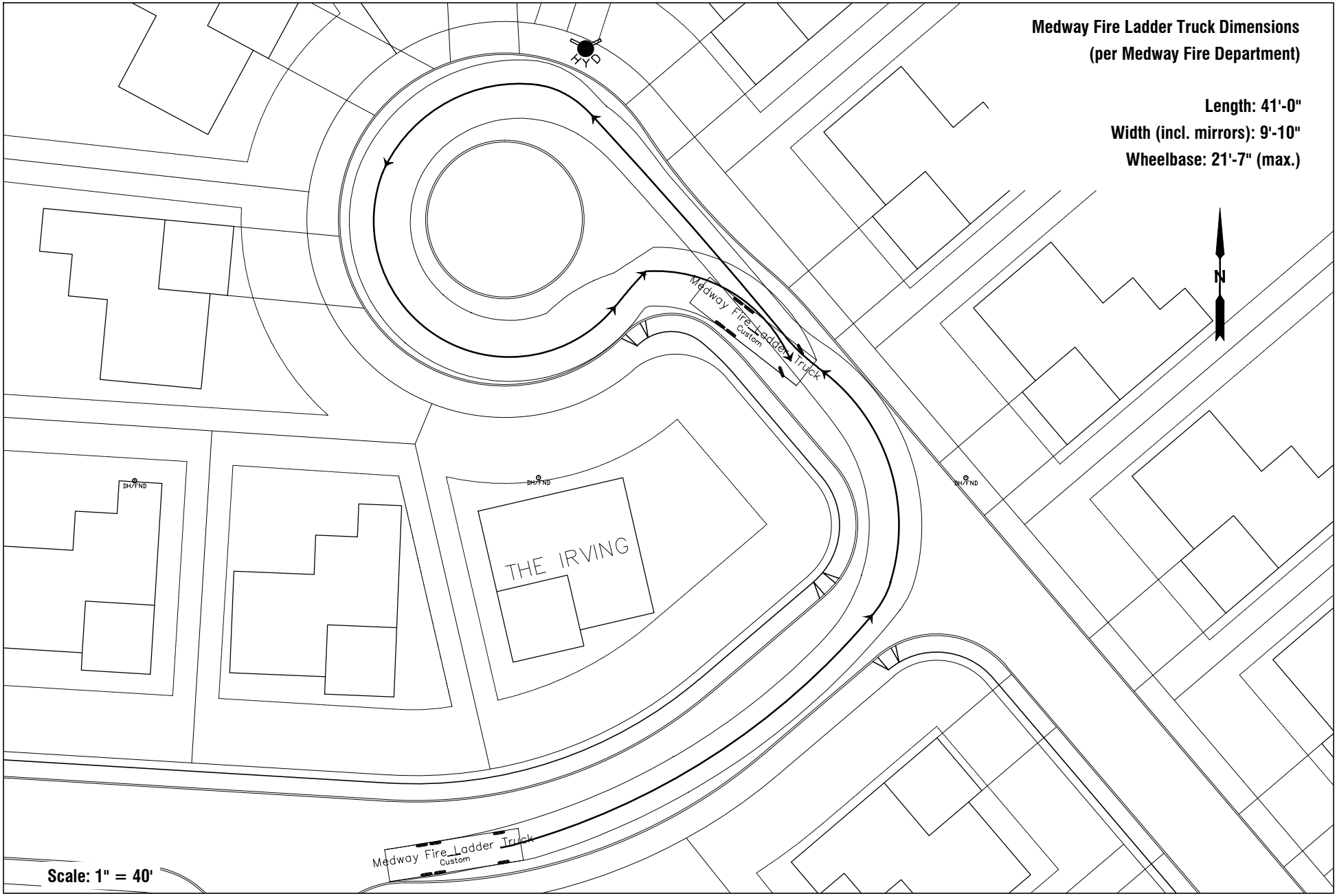

Emergency Vehicle (Fire Ladder Truck) Turning Movements in West Subdivision (5)

Timber Crest Estates

Medway, Massachusetts

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