UPDATED TRAFFIC IMPACT AND ACCESS STUDY

PROPOSED RESIDENTIAL DEVELOPMENT 269-277 GREAT ROAD BEDFORD, MASSACHUSETTS



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September 2025

(GPI Project No.: NEX-2500077.00)

269-277 Great Road – Bedford, Massachusetts roposed Residential Development Traffic Impact and Access Study September 5, 2025



TECHNICAL MEMORANDUM

REF: NEX-2500077.00

DATE: September 5, 2025

TO: Mr. Michael Novak

Patriot Engineering 35 Bedford Street Lexington, MA 02420

FROM: Ms. Rebecca Brown, P.E., Senior Project Manager

Ms. Cecilia Donaldson, EIT, Assistant Designer

RE: Updated Traffic Impact and Access Study

Proposed Residential Development

269-277 Great Road - Bedford, Massachusetts



Greenman-Pedersen, Inc. (GPI) previously prepared a *Traffic Impact and Access Study* (TIAS) dated May 30, 2025 for a proposed residential development to be located at 269-277 Great Road (Route 4) in Bedford, Massachusetts. The site is currently occupied by two single-family homes. The home at #277 Great Road has a single driveway on Great Road, while the home at #269 Great Road has a single driveway on Roberts Drive. At the time of the May 30, 2025 TIAS, the project consisted of razing the existing structures on site and constructing an apartment complex with 48 residential units and access provided via a full-access/egress driveway on Great Road at approximately the location of the existing residential driveway. The existing curb cut on Roberts Drive was previously proposed to be closed as part of the development. The project has since been revised to include the construction of a main building with 41 residential apartment units and an additional two townhouse units. Access is still proposed via a full-access/egress driveway on Great Road at approximately the same location as the existing driveway. In addition, emergency vehicle access is also proposed via driveway on Roberts Drive at the southerly end of the site. Parking for the proposed residential units will be provided within 27 surface parking spaces and 35 below-grade garage parking spaces. In addition, 50 bicycle parking spaces will be provided within an indoor bicycle room with 40 bike parking spaces and 10 outdoor bicycle racks.

The portion of Great Road (Route 4) along the site frontage is under the jurisdiction of the Massachusetts Department of Transportation (MassDOT). Therefore, an access permit application will be required for the proposed change-in-use, as well as any work required within the State Highway Layout (SHLO) at the site driveway.

The site location in relation to the surrounding roadways is shown on the map in Figure 1. This Updated TIAS evaluates the traffic impacts and access/egress requirements for the currently proposed development.





FIGURE I SITE LOCATION MAP

EXISTING CONDITIONS

Study Area

Evaluation of the traffic impacts associated with the proposed project requires an evaluation of existing and projected traffic volumes on the adjacent street, the volume of traffic expected to be generated by the project, and the impact that this traffic will have on the adjacent street. In preparing the TIAS for the proposed site, the Great Road intersection with the Site Driveway was evaluated.

Great Road

Great Road is under the jurisdiction of the Massachusetts Department of Transportation (MassDOT) and is classified as an urban minor arterial. Great Road runs in a general southeast-to-northwest direction in the study area and has a posted speed limit of 35 miles per hour (mph) in the southeast direction and 40 miles per hour (mph) in the northwest direction. In the vicinity of the site, Great Road provides one 11-to-12-foot general purpose lane in each direction with directional travel separated by a double yellow centerline. Sidewalks are provided along both sides of the roadway. No bicycle accommodations are provided along Great Road in the vicinity of the site, however, there is a 5- to 6-foot shoulder on either side of the roadway to accommodate bicycle travel. Land uses along Great Road within the study area consist primarily of residential uses.

Public Transportation

The Massachusetts Bay Transportation Authority (MBTA) provides two bus stops within the vicinity of the site. The closest stop for both bus routes is Great Road at Roberts Drive, approximately 200 feet west of the proposed site driveway.

 Bus Route 62/76 – Bedford VA Hospital – Alewife Station – This bus route provides service from the MBTA Red Line Alewife Station to the Bedford VA hospital, with stops at Lincoln Lab, Lexington Center and Arlington Heights. Service is provided on Monday-Friday from 5:00 AM to 10:42 PM, approximately every 45 minutes; and on Saturdays from 7:00 AM to 8:49 PM, every hour.

The fare on the bus is \$1.70 per ride, with a reduced fare of \$0.85 for people with disabilities, elderly over 65, students attending schools enrolled in the MBTA's Student Pass Program, and people 18-64 in state approved assistance programs. Children under 11, those who are legally blind, uniformed military personnel, police, firefighters, and government officials all ride for free. All public transportation information can be found in the Appendix.

Traffic Volumes

Base traffic conditions within the study area were developed by conducting automatic traffic recorder (ATR) counts over a 72-hour long period along Great Road adjacent to the site in order to obtain weekday and Saturday daily and peak-hour traffic volumes. These counts were also used to obtain the traffic volumes during the weekday AM peak period (7:00 to 9:00 AM), weekday PM peak period (4:00 to 6:00 PM), and Saturday midday peak period (11:00 AM to 2:00 PM) peak periods. Traffic volumes were collected Wednesday, April 30 to Saturday, May 3, 2025.

Traffic on a given roadway typically fluctuates throughout the year depending on the area and the type of roadway. To determine if the April and May traffic-volume data needed to be adjusted to account for this fluctuation, historical traffic-volume data were reviewed from the MassDOT records for urban minor arterial



Proposed Residential Development - Bedford, Massachusetts

roadways.¹ This information revealed that traffic volumes in April and May are approximately 11 and 14 percent above average-month conditions, respectively. Therefore, no adjustment has been applied to the traffic volumes to provide a conservative (worse case) analysis. The MassDOT seasonal adjustment data is provided in the Appendix.

Table 1 summarizes the existing daily and peak-hour traffic volumes on Great Road adjacent to the site. The 2025 Existing traffic-flow networks for the weekday AM, weekday PM, and Saturday midday peak hours are shown graphically on Figure 2.

TABLE 1
Existing Traffic Volume Summary

Location/Time Period	Daily Volume (VPD) ^a	Peak Hour Volume (VPH) ^b	K Factor (%) ^c	Directional Distribution ^d
Great Road, East of Roberts Drive: Weekday Daily Weekday AM Peak Hour Weekday PM Peak Hour Saturday Daily	19,450	1,248 1,259	6.4 6.5	57% EB 51% WB
Saturday Midday Peak Hour	18,350	1,573	8.6	51% WB

^a In vehicles per day.

¹ MassDOT Transportation Data Management System; 2023 Weekday Seasonal Adjustment Factors.



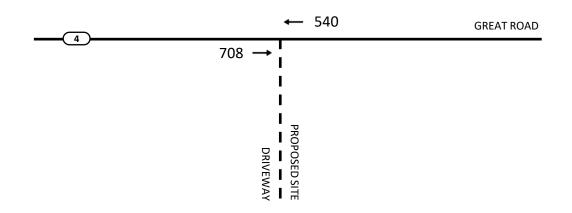
^b In vehicles per hour. Volumes obtained from Figure 2.

^c Percentage of daily traffic occurring during the peak hour.

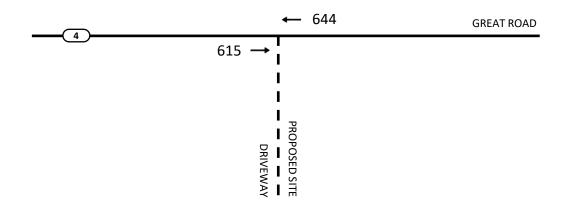
^d EB = eastbound and WB = westbound. Percentages from volumes on Figure 2.

(1)

WEEKDAY AM



WEEKDAY PM



SATURDAY MIDDAY

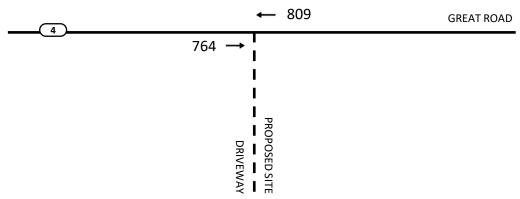




FIGURE 2 2025 EXISTING PEAK HOUR TRAFFIC VOLUMES Proposed Residential Development - Bedford, Massachusetts

Collisions

Collision data for the section on Great Road between Roberts Drive and Elmbrook Road were obtained from MassDOT for the latest five years available (2017-2021). Table 2 summarizes the data. In addition to the collision summary, crash occurrence also should be compared to the volume of traffic through a particular intersection to determine any significance. Accordingly, the crash rate was calculated for the study area segment and compared with the statewide and district-wide averages. A roadway segment crash rate is a measure of the frequency of collisions compared to the volume of traffic through a roadway segment and is presented in crashes per million vehicle miles traveled (c/mvmt). The average statewide crash rate on Urban Minor Arterials is 2.98 c/mvmt. A comparison of the calculated crash rate to this average can be used to establish the significance of collision occurrence and whether or not potential safety problems exist. The crash rate worksheet is provided in the Appendix.

During the five-year analysis period of 2017 to 2021, the section of Great Road (Route 4) between Roberts Drive and Elmbrook Road experienced an average of 1.6 collisions per year and a crash rate of 2.54 c/mvmt. This is lower than the statewide average for urban minor arterial roadways, 2.98 c/mvmt, indicating a significant safety issue does not exist. Approximately 38 percent (3 of 8) of the collisions occurred during the weekday peak commuter hours, indicating that heavy traffic volumes may be a contributing factor to collisions. The majority of the collisions (6 of 8) were rear-end collisions, which may have been the result of queuing during congested periods along Great Road.



TABLE 2 Collision Summary

	Num	ber of Colli	isions	Severity ^a					Collis	ion T	ype ^b		Percent During		
Location	Total	Average per Year	Crash Rate ^c	PD	PI	F	NR	SS	RE	СМ	sv	U	Commuter Peak ^d	Wet/Icy Conditions ^e	
		Mas	ssDOT Colli	sion D	ata (20	17-20	21)								
Great Road between Roberts Drive and Elmbrook Road	8	1.6	2.54	8			1	2	6				38%	13%	

Source: MassDOT (2017-2021).



^a PD = property damage only; PI = personal injury; F = fatality, NR = not reported.

^b SS = sideswipe; RE = rear end; CM = cross movement/angle; SV = single vehicle; U = unknown.

^cMeasured in crashes per million vehicle miles traveled for roadway segments.

^d Percent of vehicle incidents that occurred during the weekday AM (7:00 AM-9:00 AM) and weekday PM (4:00 PM -6:00 PM) commuter peak periods.

^eRepresents the percentage of only "known" collisions occurring during inclement weather conditions.

Vehicle Speeds

Vehicle speed measurements were conducted along Great Road in April and May 2025 as part of the ATR data collected. The results of the speed measurements are summarized in Table 3 and the detailed count sheets are provided in the Appendix. The primary use of this information is explained in the *Sight Distance* section where the speeds are correlated to sight distance measurements taken at the location of the site driveway to assure that adequate sight distances exist at the driveway to provide safe operation.

TABLE 3
Observed Travel Speeds

Location/Direction	Posted	Average	85 th Percentile
	Speed Limit ^a	Speed ^b	Speed ^c
Great Road, East of Roberts Drive: Eastbound Westbound	35	35	40
	40	35	39

^a In miles per hour (mph).

As shown in Table 3, the average speeds along Great Road are generally consistent with the posted speed limit in the eastbound direction and slightly lower than the posted speed limit in the westbound direction. The 85th percentile speeds are slightly higher than the posted speed in the eastbound direction and slightly lower than the posted speed limit in the westbound direction. This is likely due to the change in the posted speed limit that occurs on Great Road (Route 4) approximately 700 feet west of the Roberts Drive intersection.

Sight Distance

To identify potential safety concerns associated with site access and egress, sight distances have been evaluated at the proposed site driveway to determine if the available sight distances for vehicles exiting the site meet or exceed the minimum distances required for approaching vehicles to safely stop. The available sight distances were compared with minimum requirements, as established by the American Association of State Highway and Transportation Officials (AASHTO)². AASHTO is the national standard by which vehicle sight distance is calculated, measured, and reported. The Massachusetts Department of Transportation (MassDOT) and the Executive Office of Energy and Environmental Affairs (EEA) require the use of AASHTO sight distance standards when preparing traffic impact assessments and studies, as stated in their guidelines for traffic impact assessments.

Sight distance is the length of roadway ahead that is visible to the driver. Stopping Sight Distance (SSD) is the minimum distance required for a vehicle traveling at a certain speed to safely stop before reaching a stationary object in its path. The values are based on a driver perception and reaction time of 2.5 seconds and a braking distance calculated for wet, level pavements. When the roadway is either on an upgrade or downgrade, grade correction factors are applied. Stopping sight distance is measured from an eye height

² A Policy on Geometric Design of Highways and Streets; American Association of State Highway and Transportation Officials (AASHTO); 2018



^b Average speed of all observed vehicles.

^c Speed at, or below which 85 percent of all observed vehicles travel.

of 3.5 feet to an object height of 2 feet above street level, equivalent to the taillight height of a passenger car. The SSD is measured along the centerline of the traveled way of the major road.

Intersection sight distance (ISD) is provided on minor street approaches to allow the drivers of stopped vehicles a sufficient view of the major roadway to decide when to enter the major roadway. By definition, ISD is the minimum distance required for a motorist exiting a minor street to turn onto the major street, without being overtaken by an approaching vehicle reducing its speed from the design speed to 70 percent of the design speed. ISD is measured from an eye height of 3.5 feet to an object height of 3.5 feet above street level. The use of an object height equal to the driver eye height makes intersection sight distances reciprocal (i.e., if one driver can see another vehicle, then the driver of that vehicle can also see the first vehicle). When the minor street is on an upgrade that exceeds 3 percent, grade correction factors are applied.

SSD is generally more important as it represents the minimum distance required for safe stopping while ISD is based only upon acceptable speed reductions to the approaching traffic stream. The ISD, however, must be equal to or greater than the minimum required SSD in order to provide safe operations at the intersection. In accordance with the AASHTO manual, "If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. However, in some cases, this may require a major-road vehicle to stop or slow to accommodate the maneuver by a minor-road vehicle. To enhance traffic operations, intersection sight distances that exceed stopping sight distances are desirable along the major road." Accordingly, ISD should be at least equal to the distance required to allow a driver approaching the minor road to safely stop.

The available SSD and ISD at the proposed site driveway were measured and compared to minimum requirements as established by AASHTO. Based on the enforced and observed speeds, the SSD and ISD requirements at the intersections were calculated. The required minimum sight distances for the driveways are compared to the available distances, as shown in Table 4. The sight distance calculations are provided in the Appendix.

TABLE 4
Sight Distance Summary

	Stopping Sigh	t Distance (feet)	Intersecti	on Sight Dista	nce (feet)
Location/Direction	Minimum irection Measured Required ^a		Measured	Minimum Required ^b	Desirable ^c
Great Road at Site Driveway: West of intersection (EB) East of intersection (WB)	+500 +500	305 305	+500 +500	305 305	335 445

^a Values based on AASHTO requirements for minimum SSD based on 85th percentile speed of 40 mph in the eastbound direction and a posted speed of 40 mph in the westbound direction as the posted speed exceeds the 85th percentile speed on Great Road westbound.

As indicated in Table 4 above, available sight distances at the proposed site driveway on Great Road exceed the minimum SSD and desirable ISD requirements for safe operation. In order to maintain the sight distances at the driveways, it is recommended that any proposed plantings, vegetation, landscaping, and



^b Values based on AASHTO requirements for SSD.

^c Values based on AASHTO requirements for ISD for posted speed of 35 mph eastbound and 40 mph westbound on Great Road.

signing along the site frontage be kept low to the ground (no more than 3.0 feet above street level) or set back sufficiently from Great Road so as not to inhibit the available sight lines.

FUTURE CONDITIONS

To estimate the impact of site-generated traffic within the study area, existing traffic volumes were projected to the year 2032, representing a seven-year design horizon in accordance with state requirements. The proposed development is expected to be completed and fully operational well within this time frame. Traffic volumes on the roadway network at that time will include existing traffic and new traffic due to normal traffic growth and traffic related to any significant development by others expected to be completed within the area by the 2032 design year. Consideration of these factors resulted in the development of 2032 No-Build traffic volumes, which assume that the proposed development is not built. The incremental impacts of the proposed project may then be determined by adding site-generated traffic volumes (Build conditions) and making comparisons to the No-Build conditions.

Traffic Growth

To develop the 2032 No-Build forecast volumes, two components of traffic growth were considered. First, an annual growth percentage was determined. Based on historic traffic-volume data provided by MassDOT, traffic volumes in the area have been increasing at a rate of 2.0 percent per year.³ Therefore, a 2.0 percent compounded annual growth was assumed for the project area. The MassDOT adjustment data are provided in the Appendix.

Second, any planned or approved specific developments in the area that would generate a significant volume of traffic on study area roadways within the next seven years were considered. Based on coordination with the Town of Bedford Planning Department, the following projects were identified:

- 10 Webber Avenue The project includes the redevelopment of a single-family home to provide four townhouse-style residential units. This project will generate only 3 vehicle trips during the peak hours and was therefore assumed to be included within the conservative growth rate of 2.0 percent per year.
- 38-44 Loomis Street This project includes razing two single-family homes and constructing 14 townhouse style residential units on Loomis Road. This project is anticipated to generate an increase of only five (5) vehicle trips on Loomis Road during the peak hours, which will be further reduced along Great Road. Therefore, the traffic generated by this development was assumed to be included in the conservative growth rate of 2.0 percent per year.
- 310 Great Road This project includes the construction of 16 multi-family residential units above a
 small first floor retail/restaurant spaces to replace an existing restaurant. The additional residential
 units are anticipated to generate only six (6) vehicle trips on Great Road during the peak hours,
 which was assumed to be included in the conservative background growth rate of 2.0 percent per
 year.
- 139 Great Road The existing Bedford Fire Station at 55 Great Road is proposed to be relocated to 139 Great Road. As part of the project, a new traffic signal will be installed at the Great Road / Bacon Road / Hillside Avenue intersection. This project is anticipated to have a negligible impact on traffic volumes on Great Road passing by the site.

³ MassDOT Transportation Data Management System (2021 - 2024).



 One Railroad Avenue – This project includes the construction of a mixed-used development with approximately 3,560 square feet (SF) of first floor retail space and 18 multi-family residential units on the northwest corner of Railroad Avenue / Loomis Street / South Road. The feasibility of this development is currently uncertain. As a result, no additional traffic from this development has been included in the projection of the No-Build traffic conditions. However, it is likely that the traffic from this development would be accounted for within the 2.0 percent pear year growth rate.

The developments identified by the Planning Department are anticipated to generate a total increase in vehicle trips during the peak hours of less than fifteen (15) trips. The conservative background growth rate of 2.0 percent per year used to project traffic volumes along Great Road to 2032 No-Build conditions results in increases in traffic volumes passing by the site driveway in either direction of 80 - 120 vehicle trips per hour. The two-way traffic volume on Great Road in increased by 185 - 234 vehicle trips during the peak hours as a result of the background growth rate. Therefore, the 15 vehicle trips generated by the proposed other developments in the area is more than accounted for within the background growth rate.

Planned Roadway Improvements

Based on discussion with the Town of Bedford and a review of MassDOT's Project Information database, the following roadway improvement projects are planned within the vicinity of the site:

Reconstruction of Route 4/225 (The Great Road) (Project #612739) – A complete streets project
with landscape improvements along the roadway including new sidewalks, crosswalks, bicycle
accommodations, defined vehicular travel ways, curb cuts, and traffic signal recommendations. The
project is currently in the preliminary design phase. The limits of this project extend along Great
Road from North Road to Loomis Street. The project will not include any improvements immediately
adjacent to the site and therefore, is not anticipated to impact traffic operations at the study
intersection.

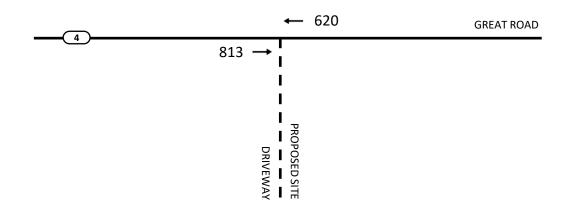
No-Build Conditions

The 2032 No-Build peak hour traffic volumes were developed by applying a 2.0 percent per year compounded annual traffic growth rate (14.9 percent total growth over seven years) to the 2025 Existing traffic volumes. The 2032 No-Build peak-hour traffic volumes are shown graphically on Figure 3.

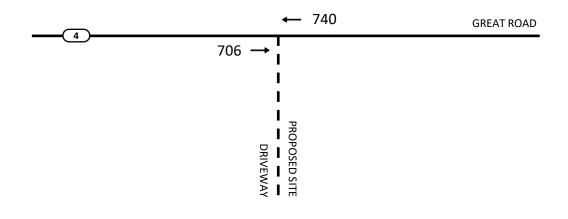


(1)

WEEKDAY AM



WEEKDAY PM



SATURDAY MIDDAY

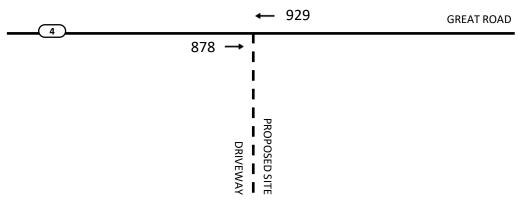




FIGURE 3
2032 NO-BUILD
PEAK HOUR TRAFFIC VOLUMES

Trip Generation

The site is currently comprised of two single-family homes. The project consists of razing the existing residential structures and constructing an apartment complex with 43 residential units, consisting of 2 townhouse style units and 41 garden-style apartment units. Traffic to be generated by the proposed development was forecast using trip rates contained in the Institute of Transportation Engineers (ITE) publication *Trip Generation*, 12th Edition⁴ for Land Use Code (LUC) 220 (Multi-Family Housing [Low-Rise]).

Table 5 summarizes the results of the trip-generation estimates. All trip-generation data are provided in the Appendix.

As shown in Table 5, the proposed development is expected to generate 28 *new* vehicles trips (7 entering and 21 exiting) during the weekday AM peak hour, 28 *new* vehicles trips (17 entering and 11 exiting) during the weekday PM peak hour and 21 *new* vehicles trips (8 entering and 13 exiting) during the Saturday Midday peak hour.

It should be noted that for the purposes of this study and in order to provide a conservative (worse case) analysis of the project's impact on the adjacent roadway network, no credit was applied for the trips generated by the existing uses on the site.

TABLE 5
Trip-Generation Summary

Time Period/ Direction	New Trips ^a
Weekday Daily	362
Weekday AM Peak Hour Enter <u>Exit</u> Total	7 <u>21</u> 28
Weekday PM Peak Hour Enter <u>Exit</u> Total	17 <u>11</u> 28
Saturday Daily Saturday Midday Peak Hour	196
Enter Exit Total	8 <u>13</u> 21

Based on ITE LUC 220 (Multifamily Housing – Low Rise) for 43 units.

⁴ Trip Generation, 12th Edition. Institute of Transportation Engineers; Washington, DC; 2025.



Trip Distribution

Having estimated project-generated vehicle trips, the next step is to determine the distribution of project traffic and assign these trips to the local roadway network. The directional distribution of the residential traffic is based on United States Census Bureau Journey-to-Work information for place of employment of residents living in Bedford, Massachusetts. All trip distribution data is provided in the Appendix.

Accordingly, 70 percent of the residential traffic is expected to/from the east along Great Road and 30 percent is expected to/from the west on Great Road.

Build Traffic Volumes

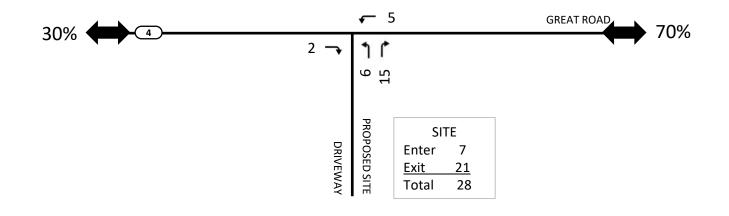
Based on the traffic generation and distribution estimates for this project, the traffic volumes associated with the proposed development were assigned to the roadway network. The site-generated traffic networks are shown on Figure 4 for the weekday AM, weekday PM and Saturday Midday peak hours, respectively. The site-generated traffic volumes were then combined with the 2032 No-Build traffic volumes to develop the 2032 Build peak-hour traffic-volume networks. The 2032 Build weekday AM, weekday PM and Saturday Midday peak hour traffic volumes are illustrated on Figure 5.

Traffic Increases

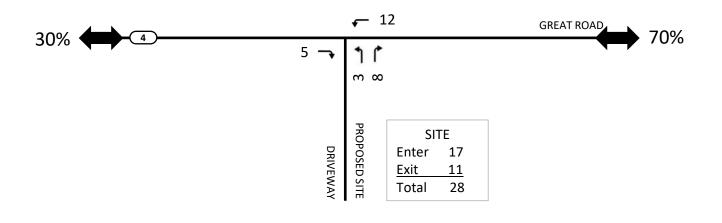
The proposed development will result in minor increases in traffic on the study area roadways. As shown on Figure 4, traffic-volume increases beyond the study area during the peak hours are expected to be in the range of 6 to 20 vehicles trips. These increases represent, on average, one additional vehicle trip approximately every 3 to 10 minutes during the peak hours.



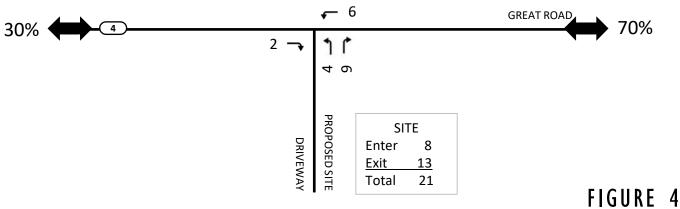
WEEKDAY AM



WEEKDAY PM

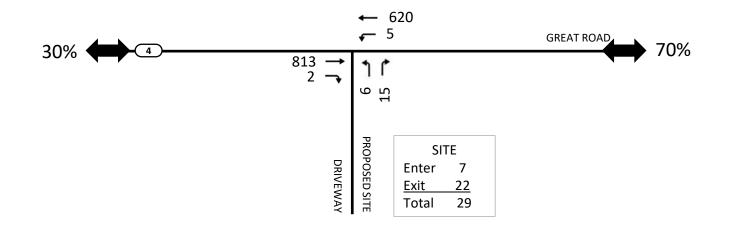


SATURDAY MIDDAY

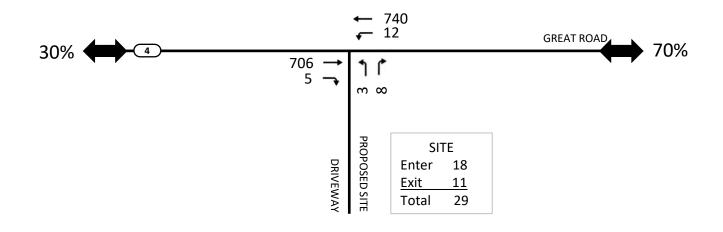




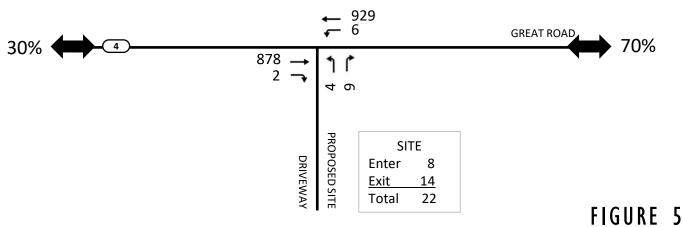
WEEKDAY AM



WEEKDAY PM



SATURDAY MIDDAY





CAPACITY AND QUEUE ANALYSIS

Capacity and queue analyses were conducted at the study area intersection under 2032 Build traffic-volume conditions.

Methodology

The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM)⁵ and is described in the Appendix. The TIAS utilizes the HCM 7th Edition methodology as it is the most recently approved method by MassDOT.

For unsignalized intersections, the 95th percentile queue represents the length of queue of the critical minor-street movement that is not expected to be exceeded 95 percent of the time during the analysis period (typically one hour). In this case, the queue length is a function of the capacity of the movement and the movement's degree of saturation.

Analysis Results

The results of the level-of-service (LOS) and queue analyses are shown in Table 6 and are discussed below. Capacity and queue analyses were conducted at the study area intersections utilizing *Synchro* software. The capacity and queue analysis worksheets for all conditions are provided in the Appendix.

Great Road (Route 4) at Site Driveway

All movements at the intersection of Great Road (Route 4) at the proposed site driveway are anticipated to operate at acceptable levels of service (LOS D or better) under all analysis conditions with queues not exceeding a single vehicle on any approach.

⁶ Synchro plus SimTraffic 11; Trafficware LLC.; Sugar Land, TX; 2019.



⁵ Highway Capacity Manual 7th Edition, Transportation Research Board; Washington, D.C.; 2022.

TABLE 6
Intersection Capacity Analysis Summary

	2030 Build								
Intersection/Peak Hour/Lane Group	V/C a	Del. ^b	LOS ^c	Queue ^d					
Great Road at Site Driveway									
Weekday AM:									
Site Driveway NB Approach	0.10	22.8	С	/<25					
Great Road WB Left-Turn	0.01	9.7	Α	/<25					
Great Road WB Through	0.00	0.0	Α	/<25					
Weekday PM:									
Site Driveway NB Approach	0.05	21.0	С	/<25					
Great Road WB Left-Turn	0.02	9.3	Α	/<25					
Great Road WB Through	0.00	0.0	Α	/<25					
Saturday Midday:									
Site Driveway NB Approach	0.10	32.2	D	/<25					
Great Road WB Left-Turn	0.01	10.1	В	/<25					
Great Road WB Through	0.00	0.0	Α	/<25					

^a Volume-to-capacity ratio.

^b Average control delay in seconds per vehicle.

^c Level of service.

^d Average/95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

PARK DEMAND ANALYSIS

The proposed development will provide a total of 48 residential units, consisting of 30 one-bedroom units, 11 two-bedroom units, and 2 three-bedroom townhouse units. Parking for the proposed residential units will be provided within 27 surface parking spaces and 35 below-grade garage parking spaces, totaling 62 spaces. In addition, 50 bicycle parking spaces will be provided within an indoor bicycle room with 40 bike parking spaces and 10 outdoor bicycle rack spaces.

Zoning Regulations

The site is located within the MBTA Multi-Family Housing Overlay District. Section 7.4.1.1 of the Bedford Zoning Bylaws requires that multifamily housing developments provide a minimum of one (1) space per dwelling unit and a maximum of 1.5 spaces per dwelling unit, plus any allowance for management/maintenance personnel and visitor parking as may be authorized by the Planning Board. For the proposed 43-unit development, a minimum of 43 parking spaces and a maximum of 65 parking spaces are required to meet zoning bylaws. Therefore, the 62 parking spaces proposed on the site will be adequate to meet the Town's zoning bylaws.

Within the MBTA Multi-Family Housing Overlay District, at least one (1) securable bicycle parking or storage space is required for each residential unit. A total of 50 bicycle parking spaces are proposed on-site to serve the proposed 43 residential units. Therefore, the proposed bicycle parking supply will be adequate to meet the Town's zoning bylaws.

ITE Parking Demand Generation

To estimate the potential parking demand to be generated by the proposed residential development, GPI utilized parking demand generation rates contained in the ITE publication *Parking Demand Generation*, 6th *Edition* for Land Use Codes (LUC) 217 (Multifamily Housing – 1 Bedroom (Low-Rise)) and LUC 220 (Multifamily Housing – 2+ Bedroom (Low-Rise)). Based on ITE parking demand rates, the one-bedroom residential units are anticipated to generate a peak parking demand of 0.93 spaces per unit, while the two-and three-bedroom units are anticipated to generate a peak parking demand of 1.27 spaces per unit. Therefore, the proposed residential development is anticipated to generate a peak parking demand of 45 parking spaces. ITE recommends that the peak parking demand not exceed 90 percent of the total parking supply to avoid illegal parking and excessive recirculation of vehicles looking for empty parking spaces. Therefore, ITE would recommend a parking supply of 50 parking spaces to accommodate the peak parking demand generated by the proposed development. Based on ITE data, the 62 parking spaces proposed on the site will be more than adequate to accommodate the anticipated peak parking demand.



CONCLUSIONS

Existing and future conditions in the study area have been described, analyzed, and evaluated with respect to traffic operations and the impact of the proposed residential development. Conclusions of this effort are presented below.

- The site is currently comprised of two single-family homes with a single driveway on Roberts Drive and a single driveway on Great Road (Route 4). The project consists of razing the existing residential structures and constructing an apartment complex with 43 residential units, consisting of 2 townhouse style units and 41 garden-style apartment units. Access to the site will be provided via a new driveway at the approximate location of the existing driveway on Great Road and an emergency vehicle only driveway on Roberts Drive at the southerly end of the site. The existing driveway on Roberts Drive will be closed as part of the development.
- Available sight distances at the proposed site driveway on Great Road (Route 4) will exceed the
 minimum SSD and desirable ISD requirements for safe operation. In order to maintain the sight
 distances at the driveways after the development of the site, it is recommended that any proposed
 plantings, vegetation, landscaping, and signing along the site frontage be kept low to the ground (no
 more than 3.0 feet above street level) or set back sufficiently from Great Road (Route 4) so as not to
 inhibit the available sight lines.
- The section of Great Road (Route 4) along the site frontage experienced fewer than one collision per year and a crash rate well below the state-wide average for urban minor arterial roadways, indicating no significant safety issue exists.
- The proposed development is expected to generate 28 *new* vehicles trips (7 entering and 21 exiting) during the weekday AM peak hour, 28 *new* vehicles trips (17 entering and 11 exiting) during the weekday PM peak hour and 21 *new* vehicles trips (8 entering and 13 exiting) during the Saturday Midday peak hour.
- Traffic volume increases beyond the study area during the peak hours are expected to be in the range
 of 6 to 20 vehicles trips. These increases represent, on average, one additional vehicle trip
 approximately every 3 to 10 minutes during the peak hours.
- All movements at the intersection of Great Road (Route 4) at the proposed site driveway are anticipated to operate at LOS D or better under all analysis time periods with queues not exceeding one vehicle.
- A total of 62 automobile parking spaces and 50 bicycle parking spaces are proposed on the site. The Town of Bedford zoning bylaws for the MBTA Multi-family Housing Overlay District require at least one (1) and no more than 1.5 parking spaces per residential unit plus one bicycle parking space for every residential unit. Therefore, a total automobile parking supply of 43 to 65 spaces, and a bicycle parking supply of 43 spaces is required to meet zoning bylaws. Based on ITE parking demand data for the proposed uses, the site is anticipated to generate a peak parking demand of 45 parking spaces. Therefore, the proposed 62 parking spaces will be more than adequate to accommodate the peak parking demand generated by the proposed residential development and meet zoning bylaws.

Based on the results of the study, the additional traffic generated by the proposed residential development can be safely and efficiently accommodated by the existing roadway network. No project-specific mitigation is warranted based on the incremental impacts of the proposed development.

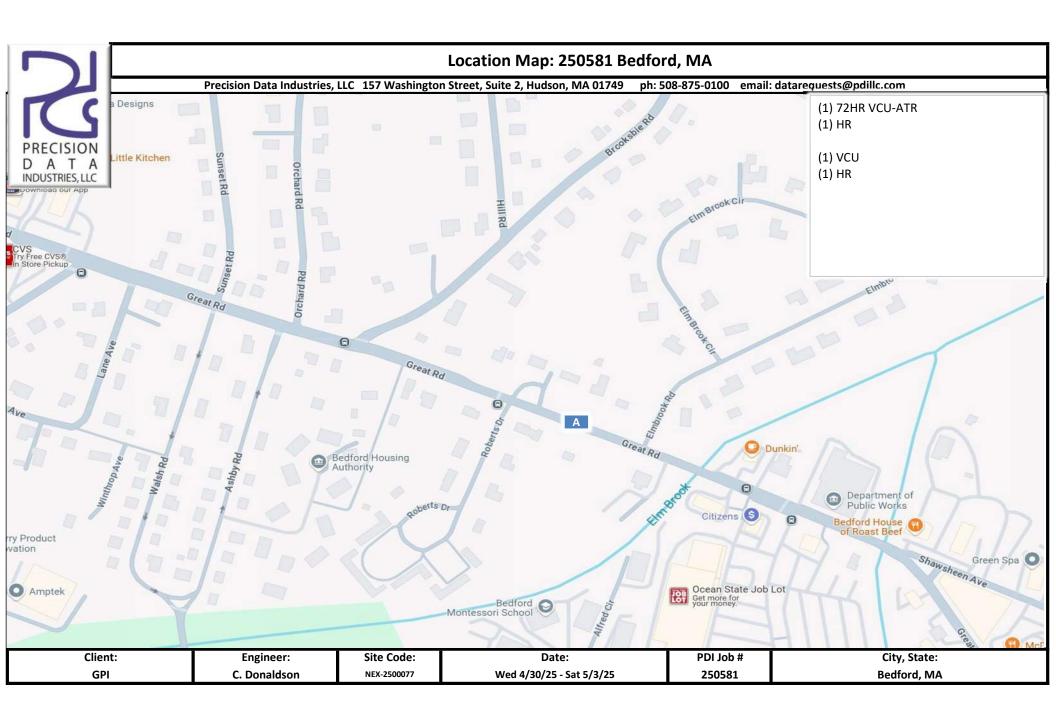


Proposed Residential Development - Bedford, Massachusetts

- APPENDIX

- Traffic Count Data
- Traffic-Volume Adjustment Data
 - Public Transportation Data
 - MassDOT Crash Data
 - Sight Distance Calculations
 - Trip Generation Calculations
 - Trip Distribution Data
- Capacity Analysis Methodology
- Capacity and Queue Analysis Worksheets

TR	AFFIC IMPAC	T AND ACCES	S STUDY
Proposed Residential D	Development –	Bedford, Mass	achusetts
	TDAEEL	C COUNT	DATA
	IKAFFI	C COUNT	DATA



D A T A

PDI File #: 250581 ATR-A

157 Washington Street, Suite 2 Hudson, MA 01749 Office: 508-875-0100 Fax: 508-875-0118

Count Date: Wednesday, April 30, 2025

Direction: ΕB

АМ	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total	PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	17	0	1	0	18	12:00 PM	0	0	161	0	7	0	168
12:15 AM	0	1	4	0	0	0	5	12:15 PM	1	0	146	4	1	0	152
12:30 AM	0	0	4	0	0	0	4	12:30 PM	0	0	143	2	5	0	150
12:45 AM	0	0	4	0	0	0	4	12:45 PM	0	0	148	4	0	0	152
1:00 AM	0	0	5	0	0	0	5	1:00 PM	0	0	172	1	11	0	184
1:15 AM	0	0	1	0	1	1	3	1:15 PM	0	0	144	3	3	0	150
1:30 AM	0	0	1	0	0	0	1	1:30 PM	0	0	131	4	3	1	139
1:45 AM	0	0	3	0	0	0	3	1:45 PM	0	1	159	1	0	0	161
2:00 AM	0	0	2	0	0	0	2	2:00 PM	0	1	152	5	9	1	168
2:15 AM 2:30 AM	0	0	0	0	0	0	3	2:15 PM 2:30 PM	0	0	172 145	2 1	2	0	178 148
2:45 AM	0	0	0	0	0	0	0	2:45 PM	0	0	160	1	1	1	163
3:00 AM	0	0	4	0	0	0	4	3:00 PM	1	0	178	2	3	1	185
3:15 AM	0	0	1	0	0	0	1	3:15 PM	0	2	163	0	0	0	165
3:30 AM	0	0	3	0	0	0	3	3:30 PM	0	0	167	0	2	0	169
3:45 AM	0	0	4	0	1	0	5	3:45 PM	0	0	144	1	1	0	146
4:00 AM	0	0	4	0	0	0	4	4:00 PM	0	0	166	2	0	0	168
4:15 AM	0	0	6	0	0	1	7	4:15 PM	0	2	129	0	6	0	137
4:30 AM	0	0	9	0	0	0	9	4:30 PM	0	0	149	0	3	1	153
4:45 AM	0	0		0	0	0	10	4:45 PM	0	1	153	0	3	0	157
5:00 AM	0	0	21	2	0	0	23	5:00 PM	0	0	156	1	3	0	160
5:15 AM	0	0	22	1	0	0	23	5:15 PM	0	0	141	0	2	2	145
5:30 AM	0	0	48	3	0	0	51	5:30 PM	0	1	152	0	0	0	153
5:45 AM	0	1	56	5	3	0	65	5:45 PM	0	0	159	0	0	0	159
6:00 AM	0	0	75	3	2	0	80	6:00 PM	0	0	145	1	1	0	147
6:15 AM	0	0	114	8	3	0	125	6:15 PM	0	0	143	2	1	0	146
6:30 AM	0	1	163	1	4	2	171	6:30 PM	0	0	136	0	2	1	139
6:45 AM	0	0	219	1	1	0	221	6:45 PM	0	0	138	0	1	0	139
7:00 AM	0	1	201	4	3	2	211	7:00 PM	0	1	143	2	0	0	146
7:15 AM	0	1	142	0	6	0	149	7:15 PM	0	0	121	0	0	0	121
7:30 AM	0	0	155	1	3	0	159	7:30 PM	0	0	110	1	0	0	111
7:45 AM	1	0	156	3	6	0	166	7:45 PM	0	0	116	1	0	0	117
8:00 AM	0	0	187	1	5	1	194	8:00 PM	0	0	87	0	0	0	87
8:15 AM	0	0	182	1	4	2	189	8:15 PM	0	0	78	0	0	0	78
8:30 AM	0	0	151	1	2	0	154	8:30 PM	0	0	95	1	0	0	96
8:45 AM	0	0	144	0	2	1	147	8:45 PM	0	0	64	0	0	0	64
9:00 AM	0	0	161	2	0	1	164	9:00 PM	0	1	61	1	0	1	64
9:15 AM	-	0		0		0	161	9:15 PM	0	0	46	0	0		46
9:30 AM 9:45 AM	0	0		0	2	0		9:30 PM	0	0	56 52	0	0		58 52
10:00 AM	1	1	140	0		1	145	9:45 PM 10:00 PM	0	0	34	1	0	0	35
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10:30 AM	0	1	138	1	7	1	148	10:30 PM	0	0	27	0	0		28
10:45 AM	0	0		0		0		10:45 PM	0	0	32	0	0		32
11:00 AM	1	0		2		0		11:00 PM	0	0	13	0			13
11:15 AM	0	0		0		0		11:15 PM	0	0	20	0	0		20
11:30 AM	0	0	154	0		1	161	11:30 PM	0	0	9	0	0		9
11:45 AM	0	0	198	0	4	2	204	11:45 PM	0	0	7	0	0	0	7
	-	_						•	_						
AM Total Percentage	4 0.10%	7 0.17%	3998 96.08%	41 0.99%		19 0.46%	4161	PM Total Percentage	3 0.05%	10 0.18%	5452 97.46%	45 0.80%		12 0.21%	5594
AM Peak	9:15 AM	6:30 AM	6:30 AM	5:30 AM	10:30 AM	6:15 AM	6:30 AM	PM Peak	12:00 PM	4:00 PM	2:45 PM	1:15 PM	12:30 PM	1:30 PM	2:45 PM
Volume	9:15 AIVI 2	6:30 AIVI		5:30 AIVI 19		6:15 AW	752	Volume	12:00 PIVI 1	4:00 PIVI	2:45 PIVI 668	1:15 PM 13		1:30 PIVI 4	682
volume	2	3	/25	19	22	4	/52								
								Day Total	7	17	9450	86	164	31	9755
								Percentage	0.07%	0.17%	96.87%	0.88%	1.68%	0.32%	

PRECISION
DATA
INDUSTRIES, LLC

157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0110 Fax: 508-875-0118

PDI File #: 250581 ATR-A

Count Date: Thursday, May 1, 2025

Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total	PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	17	0		0	18	12:00 PM	0	0	143	0		1	147
12:15 AM	0	0	8	0		0	8	12:15 PM	1	0	175	1	5	2	184
12:30 AM	0	0	6	0		0	6	12:30 PM	0	0	190	0		0	192
12:45 AM	0	0	2	0		0	2	12:45 PM	0	0	157	0		1	159
1:00 AM	0	0	3	0		0	3	1:00 PM	0	0	155	2	5	0	162
1:15 AM	0	0	2	0		0	2	1:15 PM	0	0	174	0		0	178
1:30 AM	0	0	2	0		0	2	1:30 PM	0	1	155	2	4	1	163
1:45 AM	0	0	3	0		0	3	1:45 PM	1	0	151	3	2	0	157
2:00 AM	0	0	3	0		0	3	2:00 PM	0	0	183	8		2	203
2:15 AM	0	0	5	0		0	5	2:15 PM	0	0	222	1	4	0	227
2:30 AM	0	0	1	0		0	1	2:30 PM	1	0	179	2	4	0	186
2:45 AM	0	0	1	0		0	1	2:45 PM	0	0	179	1	2	1	183
3:00 AM	0	0	1	0		1	3	3:00 PM	0	0	146	1	4	0	151
3:15 AM	0	0	2	0		0	2	3:15 PM	1		139	1	5	0	146
3:30 AM	0	0	1	0		0	1	3:30 PM	0	0	173	2	6	0	181
3:45 AM	0	0	2	0		0	2 7	3:45 PM	1	0	167	0			168
4:00 AM	0	0	7	0		0	7	4:00 PM	1	1	170	2	2	3	179
4:15 AM	0	0	6	0		0	11	4:15 PM	0	0	136	2	1	0	139
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	0	0		2			21	-	0	0	175	1	0		177
5:00 AM 5:15 AM	0	0	19 24	1		0	25	5:00 PM 5:15 PM	0	0	151	1		0	
5:30 AM	0	0	44	3		0	47	5:30 PM	0	0	137	0		1	153 138
5:45 AM	0	0	53	3		1	59	5:45 PM	0	0	140	0		0	141
6:00 AM	0	2	66	5		0	75	6:00 PM	0	0	162	1	1	0	164
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6:30 AM	0	0	178	4	_	1	187	6:30 PM	0	0	130	1	0	0	131
6:45 AM	0	0	192	2		0	196	6:45 PM	0	0	120	0			120
7:00 AM	0	0	219	2		0	226	7:00 PM	0	1	150	2	0		153
7:15 AM	0	0	193	1		2	202	7:15 PM	0	0	118	0		0	118
7:30 AM	0	0	157	1		0	164	7:30 PM	0	1	126	0			127
7:45 AM	1	0	166	2		0	170	7:45 PM	0	0	127	1	0		128
8:00 AM	0	0	153	3		2	161	8:00 PM	0	0	109	0		0	110
8:15 AM	0	0	142	3		3	150	8:15 PM	0	0	100	0			100
8:30 AM	0	1	133	0		1	139	8:30 PM	0	0	90	1	0		91
8:45 AM	0	1	135	0		0	141	8:45 PM	0	0	67	0		0	67
9:00 AM	0	0	134	1		0	137	9:00 PM	0	0	80	0		1	82
9:15 AM	0	0	400		_	2	137	9:15 PM	0		52	0		0	52
9:30 AM	0	1	121	3		2	129	9:30 PM	0		53	1		0	54
9:45 AM	0	0		1		0	134	9:45 PM	0		37	0		1	38
10:00 AM	0	1	146	0	4	0	151	10:00 PM	0		40	1		0	41
10:15 AM	0	0	156	0	1	0	157	10:15 PM	0	0	25	0	0	1	26
10:30 AM	0	6	158	1	1	1	167	10:30 PM	0	0	30	0	0	0	30
10:45 AM	0	0	152	0	2	2	156	10:45 PM	0	0	17	0	0	0	17
11:00 AM	0	0	174	1		1	179	11:00 PM	0		30	0	0	0	30
11:15 AM	0	1	144	0		1	152	11:15 PM	0		20	0		0	20
11:30 AM	0	1		0		1	189	11:30 PM	0		5	0		0	5
11:45 AM	1	0		2	9	1	180	11:45 PM	0		9	0	0	0	9
AM Total	2	14	3877	46	96	23	4058	PM Total	7	4	5708	39	75	16	5849
Percentage	0.05%	0.34%	95.54%	1.13%		0.57%		Percentage	0.12%	0.07%	97.59%	0.67%		0.27%	
AM Peak	7:00 AM	9:45 AM	6:30 AM	5:45 AM	11:00 AM	7:45 AM	6:30 AM	PM Peak	3:15 PM	6:45 PM	2:00 PM	1:30 PM	1:15 PM	12:00 PM	2:00 PM
Volume	1	7	782	17	22	6	811	Volume	3	2	763	14	20	4	799

Day Total

0.09%

Percentage

18

0.18% 96.75%

9585

0.86%

171

1.73%

39

0.39%

9907

PRECISION
DATA
INDUSTRIES, LLC

157 Washington Street, Suite 2
Hudson, MA 01749
Office:508-875-0101 Fax:508-875-0118

PDI File #: 250581 ATR-A

Count Date: Saturday, May 3, 2025

Direction: EB

АМ	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total	PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0		0	0	0	10	12:00 PM	4	2	202	0	0	0	208
12:15 AM	0	0		0		0	6	12:15 PM	1	1	198	0	0	_	200
12:30 AM	0	0		0			12	12:30 PM	0	1	183	1	0	0	185
12:45 AM	0	0		0			1	12:45 PM	0	1	179	0	1	1	182
1:00 AM	0	0		0		0		1:00 PM	0	1	200	0	1	0	202
1:15 AM	0	0		0			-	1:15 PM	0	0	197	0	2	1	200
1:30 AM	0	0		0	0	0	1	1:30 PM	0	_	175	0	0	1	178
1:45 AM 2:00 AM	0	0		0			2	1:45 PM 2:00 PM	0	0	181 218	0	2	0	184 220
2:15 AM	0	0		0		0	4	2:15 PM	3	2	179	0	0	1	185
2:30 AM	0	0		0		0		2:30 PM	0	0	152	2	1	0	155
2:45 AM	0	0		0	0			2:45 PM	1	0	155	1	2	0	159
3:00 AM	0	0		0	0	0	3	3:00 PM	0	0	173	0	0	0	173
3:15 AM	0	0		0		0	-	3:15 PM	0	0	184	0	1	0	185
3:30 AM	0	0		0		0	3	3:30 PM	0	2	197	0	2	1	202
3:45 AM	0	0		0	0		3	3:45 PM	0	1	173	1	2	1	178
4:00 AM	0	0	_	0		0	-	4:00 PM	0	2	173	0		0	176
4:15 AM	0	0		0				4:15 PM	0	1	170	0	0		171
4:30 AM	0	0	7	0	0	0	-	4:30 PM	0	2	150	0	0	0	152
4:45 AM	0	0	7	0	0	0	7	4:45 PM	0	1	158	2	1	0	162
5:00 AM	0	0	10	0	0	0	10	5:00 PM	0	2	169	0	1	0	172
5:15 AM	0	0	8	0	0	0	8	5:15 PM	1	0	156	0	1	0	158
5:30 AM	0	1	18	0	0	0	19	5:30 PM	0	0	168	0	1	0	169
5:45 AM	0	0	24	0	0	0	24	5:45 PM	0	0	166	1	0	0	167
6:00 AM	0	0	31	0	1	0	32	6:00 PM	0	0	134	0	1	0	135
6:15 AM	1	0	21	0	0	2	24	6:15 PM	0	0	134	0	2	0	136
6:30 AM	0	0	40	0	0	0	40	6:30 PM	0	0	148	0	0	0	148
6:45 AM	0	0	50	0	1	2	53	6:45 PM	0	0	104	0	1	0	105
7:00 AM	0	1		1	0		64	7:00 PM	0	0	98	1	0		99
7:15 AM	0	0		0		0		7:15 PM	0	2	93	0	0		95
7:30 AM	0	0		0	4	0		7:30 PM	0	0	90	0	0	0	90
7:45 AM	1	1	78	0	1	0	81	7:45 PM	0	0	90	0	0	0	90
8:00 AM	0	0		1	2	0	94	8:00 PM	0	1	92	0	0		93
8:15 AM	0	0		1	0		92	8:15 PM	0	0	84	1	0		85
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8:45 AM	0	1		0		0	_	8:45 PM	0	0	56	0	0		56
9:00 AM	1	0		0	3	2	127	9:00 PM	0	1	65	0	0	0	66
9:15 AM			148	1	2			9:15 PM	0	0	49	0	0	0	49
9:30 AM	0 7	1		0				9:30 PM	0	0	93	0			
9:45 AM		0		0		0		9:45 PM	0	0	40 46	0			40 48
10:00 AM		0		1		0	-	10:00 PM	0	0	33	0			33
10:15 AM 10:30 AM		0		0		0		10:15 PM 10:30 PM	0	0	33	0			
10:30 AM		0		1	0		184	10:30 PM	0	0	35	0			35
11:00 AM		1		0		0	-	11:00 PM	0	0	26	0			26
11:15 AM		0		1			-	11:15 PM	0	0	17	0			18
11:30 AM		0		0				11:30 PM	0	0	13	0			
11:45 AM		0		0			-	11:45 PM	0	0	16	0			16
AM Total Percentage	19	10 0.32%	3091	7 0.22%		8 0.25%	3157	PM Total Percentage	10 0.17%	25 0.42%	5912 98.66%	11 0.18%			5992
. crteiitage	0.00%	0.3270	J1.J1/0	U.ZZ/0	0.70%	0.23%		rencemage	0.17/0	U.42/0	JG.00/6	0.10%	U.43%	0.13/0	
AM Peak	9:00 AM	8:30 AM	11:00 AM	7:30 AM	7:15 AM	6:00 AM	11:00 AM	PM Peak	12:00 PM	3:30 PM	1:15 PM	1:45 PM	1:15 PM	12:45 PM	1:15 PM
Volume	8	4	777	2	7	4	788	Volume	5	6	771	3	6	3	782
								Day Total	29	35	9003	18	48	16	9149

Percentage

0.32%

0.38% 98.40%

0.20%

0.17%

0.52%

D A T A

PDI File #: 250581 ATR-A

157 Washington Street, Suite 2 Hudson, MA 01749 Office: 508-875-0100 Fax: 508-875-0118

Count Date: Wednesday, April 30, 2025

Direction: WB

АМ	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total	PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	16	0	1	0	17	12:00 PM	0	0	169	1	5	0	175
12:15 AM	0	0	13	0	0	0	13	12:15 PM	0	0	196	0	4	2	202
12:30 AM	0	0	10	0	0	0	10	12:30 PM	0	0	187	1	8	0	196
12:45 AM	0	0	7	0	0	0	7	12:45 PM	0	0	180	1	4	1	186
1:00 AM	0	0	3	0	0	0	3	1:00 PM	0	0	166	0	6	2	174
1:15 AM	0	0	4	0	0	0	4	1:15 PM	0	0	156	3	4	1	164
1:30 AM	0		3	0	0	0	3	1:30 PM	0	1	149	3	5	1	159
1:45 AM	0		3	0	1	0	4	1:45 PM	0		180	2	4	0	187
2:00 AM	0		1	0	0	0	1	2:00 PM	0		166	0		0	168
2:15 AM	0		5	0	0	0	5	2:15 PM	0		163	1	5	0	171
2:30 AM	0		1	0	0	0	1	2:30 PM	0		179	1	1	0	181
2:45 AM	0		1	0	0	0	1	2:45 PM	0		167	1	3	1	173
3:00 AM	0		1	0	0	0	1	3:00 PM	0		199	0		1	205
3:15 AM	0		3	0	0	0	4	3:15 PM	0		213	0	_	0	216
3:30 AM	0		1			0	1	3:30 PM	0		168	1	3	0	172
3:45 AM	0		2 13	0	0	0	2 15	3:45 PM	0		188	0	2 0	0	192 127
4:00 AM 4:15 AM	0		2	0	1	0	3	4:00 PM 4:15 PM	0		126 167	0	0	0	168
4:15 AM	0		7	0	1	0	8	4:15 PM	0			0	1	0	140
4:45 AM	0		11	0	0	0	11	4:30 PM	0		139 182	1	2	1	186
5:00 AM	0		13	0	0	0	13	5:00 PM	0		150	1	1	0	152
5:15 AM	0		18	0	1	0	19	5:15 PM	0		165	0	0	0	166
5:30 AM	0		30	1	2	1	34	5:30 PM	0		103	0		0	105
5:45 AM	0		53	0	1	1	55	5:45 PM	0		126	1	0	0	103
6:00 AM	0		44	0	2	2	48	6:00 PM	0		171	2	0	1	174
6:15 AM	0		60	0	3	1	64	6:15 PM	0		145	0		0	146
6:30 AM	0		84	1	3	0	91	6:30 PM	0		149	2	0	0	151
6:45 AM	0		91	1	0	0	93	6:45 PM	0		163	9	0	0	172
7:00 AM	0		117	2	4	4	127	7:00 PM	0		150	4	1	0	155
7:15 AM	0		142	2	6	0	151	7:15 PM	0		164	3	0	0	167
7:30 AM	0		137	0	9	1	147	7:30 PM	1	1	126	1	0	0	129
7:45 AM	0		124	3	3	0	130	7:45 PM	0	0	120	0	0	0	120
8:00 AM	0	0	126	8	4	0	138	8:00 PM	0	0	120	2	0	0	122
8:15 AM	0	0	122	1	2	0	125	8:15 PM	0	0	128	1	1	0	130
8:30 AM	0	0	134	10	2	0	146	8:30 PM	0	1	97	0	1	0	99
8:45 AM	0	0	138	2	5	0	145	8:45 PM	1	0	93	1	0	0	95
9:00 AM	1	0	138	0	1	0	140	9:00 PM	0	0	95	0	1	0	96
9:15 AM	1	0	150	1	4	0	156	9:15 PM	0	0	74	0	0	1	75
9:30 AM	0	1	128	0	5	1	135	9:30 PM	0	0	53	0	0	0	53
9:45 AM	0	0	126	0	1	0	127	9:45 PM	0	0	49	1	0	0	50
10:00 AM	0	0	128	1	4	1	134	10:00 PM	1	0	40	0	0	0	41
10:15 AM	0	0	132	0	4	0	136	10:15 PM	0	0	46	0	0	0	46
10:30 AM	0	0	112	0	5	1	118	10:30 PM	0	0	24	0	0	0	24
10:45 AM	0	0	154	1	2	3	160	10:45 PM	0	0	34	0	0	0	34
11:00 AM	0	0		0	4	0		11:00 PM	0	0	29	0		0	29
11:15 AM	1		150	1	4	1	157	11:15 PM	0		20	0		0	20
11:30 AM	0		175	0		0	179	11:30 PM	0		29	0		0	29
11:45 AM	0	0	189	1	3	0	193	11:45 PM	0	0	10	0	0	0	10
AM Total	3	6	3269	36	94	18	3426	PM Total	3	14	6114	45	70	13	6259
Percentage	0.09%	0.18%	95.42%	1.05%	2.74%	0.53%		Percentage	0.05%	0.22%	97.68%	0.72%	1.12%	0.21%	
AM Peak	8:30 AM	6:30 AM	11:00 AM	7:45 AM	7:00 AM	5:30 AM	11:00 AM	PM Peak	6:45 PM	2:15 PM	3:00 PM	6:30 PM	12:15 PM	12:15 PM	3:00 PM
Volume	2	5	661	22	22	5	680	Volume	1	6	768	18	22	5	785
								Day Total	6	20	9383	81	164	31	9685
								Percentage	0.06%	0.21%	96.88%	0.84%	1.69%	0.32%	

D A T A

PDI File #: 250581 ATR-A

157 Washington Street, Suite 2 Hudson, MA 01749 Office: 508-875-0100 Fax: 508-875-0118

Count Date: Thursday, May 1, 2025

Direction: WB

АМ	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total	PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	8	0	0	0	8	12:00 PM	0	0	194	2	4	0	200
12:15 AM	0	0	18	0	0	0	18	12:15 PM	0	0	176	0	2	0	178
12:30 AM	0	0	9	0	0	0	9	12:30 PM	0	0	153	0	5	1	159
12:45 AM	0	0	8	0	0	0	8	12:45 PM	1	0	192	1	2	2	198
1:00 AM	0	0	4	0	0	0	4	1:00 PM	0	1	171	0	1	1	174
1:15 AM	0	0	4	0	0	0	4	1:15 PM	0	0	163	0	5	1	169
1:30 AM	0			0	0	0	4	1:30 PM	0	1	151	0	5	0	157
1:45 AM	0			0	0	0	2	1:45 PM	0		190	1	2	0	194
2:00 AM	0	_		0	1	0	6	2:00 PM	0		169	0		0	174
2:15 AM	0			0	0	1	6	2:15 PM	0		196	0	6	0	202
2:30 AM	0	_		0	0	0	1	2:30 PM	0		164	1	5	0	170
2:45 AM	0			0	0	0	1	2:45 PM	0		160	3	2	1	168
3:00 AM	0			0	0	0	4	3:00 PM	0		157	0	_	0	161
3:15 AM	0			0	1	0	4	3:15 PM	0		151	1	1	0	153 151
3:30 AM	0	_			1		2 7	3:30 PM	0		145	2	4	0	
3:45 AM 4:00 AM	0			0	0	0	6	3:45 PM 4:00 PM	0		143 96	2 1	2 0	0	148 97
4:00 AM	0	_		0	0	0	3	4:00 PM	0		114	0		0	115
4:30 AM	0	_		0	1	0	7	4:30 PM	0		97	0	3	0	100
4:45 AM	0			0	0	0	13	4:45 PM	0		124	1	1	0	126
5:00 AM	0	_		0	0	1	13	5:00 PM	0		127	0	_	1	128
5:15 AM	0		10	0	0	0	10	5:15 PM	0		101	0	0	0	101
5:30 AM	0			1	1	0	34	5:30 PM	0		115	1	2	0	118
5:45 AM	1			0	0	2	58	5:45 PM	0		116	0		1	117
6:00 AM	0			0	2	0	44	6:00 PM	1	0	134	0	1	0	136
6:15 AM	0	_		0	3	1	56	6:15 PM	0	0	169	2	0	0	171
6:30 AM	0			0	3	0	84	6:30 PM	0	1	150	5		1	157
6:45 AM	0	0	120	1	3	0	124	6:45 PM	0	0	147	4	0	0	151
7:00 AM	0	0	122	1	7	1	131	7:00 PM	0	0	149	3	0	1	153
7:15 AM	0	1	170	3	5	1	180	7:15 PM	0	0	134	1	0	0	135
7:30 AM	0	0	114	1	1	0	116	7:30 PM	0	0	161	1	1	0	163
7:45 AM	0	0	120	2	4	0	126	7:45 PM	0	1	137	0	1	0	139
8:00 AM	0	0	121	2	1	1	125	8:00 PM	0	0	123	0	0	0	123
8:15 AM	0	0	108	2	6	2	118	8:15 PM	0	0	103	1	0	0	104
8:30 AM	0	0	132	6	4	0	142	8:30 PM	0	1	101	0	0	0	102
8:45 AM	0	0	145	7	3	0	155	8:45 PM	0	0	99	0	0	0	99
9:00 AM	0			0	3	0	146	9:00 PM	0		103	1	0	0	104
9:15 AM				2	1	0		9:15 PM	0		81	0		1	83
9:30 AM	0			1	4	0		9:30 PM	0		62	0			62
9:45 AM	0			0		0	132	9:45 PM	0		61	1	0	0	62
10:00 AM	0			0		1	148	10:00 PM	0		47	0		0	47
10:15 AM	0			1	9	2	146	10:15 PM	0		22	0		0	22
10:30 AM	0	_		0		2	146	10:30 PM	0		30	0		0	31
10:45 AM	0			1	6	0	145	10:45 PM	0		37	0		0	37
11:00 AM	0			2	7	0		11:00 PM	0		18	0		0	19 20
11:15 AM 11:30 AM	0			0	1	0	171 182	11:15 PM 11:30 PM	0		20 26	0		0	26
11:45 AM	0	_		0		0	-	11:45 PM	0		20	0	_		20
11.45 AIVI	U	1	103	U	0	U	1/4		- 0	U	20	0	U	U	20
AM Total	3			34	100	17	3463	PM Total	2	9	5699	35		12	5824
Percentage	0.09%	0.06%	95.50%	0.98%	2.89%	0.49%		Percentage	0.03%	0.15%	97.85%	0.60%	1.15%	0.21%	
AM Peak	10:30 AM	6:30 AM	11:00 AM	8:00 AM	10:00 AM	9:45 AM	11:00 AM	PM Peak	12:00 PM	1:00 PM	1:45 PM	6:15 PM	1:30 PM	12:30 PM	1:45 PM
Volume	2	1	656	17	24	5	681	Volume	1	3	719	14	18	5	740
								Day Total	5	11	9006	69	167	29	9287
								Percentage	0.05%	0.12%	96.97%	0.74%	1.80%	0.31%	

PRECISION D A T A INDUSTRIES, LLC

PDI File #: 250581 ATR-A

157 Washington Street, Suite 2 Hudson, MA 01749 Office: 508-875-0100 Fax: 508-875-0118

Count Date: Saturday, May 3, 2025

Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total	PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	28	0	0	0	28	12:00 PM	1	0	182	0	0	1	184
12:15 AM	0		10	0	0	0	10	12:15 PM	0	0	181	1	2	0	184
12:30 AM	0			0		0	8	12:30 PM	0		180	1	2	1	185
12:45 AM	0	_		0		0		12:45 PM	0	_	174	0	_	0	175
1:00 AM	0			0		0	10	1:00 PM	1	0	204	0	_	0	205
1:15 AM	0	_		0		0		1:15 PM	0		165	1	0	0	166
1:30 AM 1:45 AM	0			0		0	10 5	1:30 PM 1:45 PM	0 2	0	208 226	0	0	0	208 230
2:00 AM	0			0		0		2:00 PM	0		188	0		0	190
2:15 AM	0	_		0		0		2:15 PM	0		191	1	0	0	195
2:30 AM	0			0		1	3	2:30 PM	0	0	206	0	0	0	206
2:45 AM	0	0	6	0	0	0	6	2:45 PM	0	0	194	0	1	0	195
3:00 AM	0	0	4	0	1	0	5	3:00 PM	0	0	178	0	0	0	178
3:15 AM	0	0	2	0	0	0	2	3:15 PM	0	4	203	1	0	0	208
3:30 AM	0	0	2	0	0	0	2	3:30 PM	0	1	187	2	0	0	190
3:45 AM	0	0		0	0	0		3:45 PM	1	0	193	0	0	0	194
4:00 AM	0			0		0	7	4:00 PM	0	0	179	0	2	0	181
4:15 AM	0	_		0		0	1	4:15 PM	0		163	0		0	163
4:30 AM	0			0		0		4:30 PM	0	_	174	1	0	0	176
4:45 AM	0	_		0		1	6	4:45 PM	0		166	0		0	168
5:00 AM	0			0		1	7	5:00 PM	0	0	142	0	0	0	142
5:15 AM	0	_		0		0	3 9	5:15 PM	0		162	0		0	163
5:30 AM 5:45 AM	0			0		0		5:30 PM 5:45 PM	0		197 164	0	0	0	198 164
6:00 AM	0			0		1	21	6:00 PM	0		135	1	1	0	137
6:15 AM	0	_		0		0	25	6:15 PM	0		110	0	_	0	110
6:30 AM	0			0		0	24	6:30 PM	0		97	0		0	98
6:45 AM	0			0		0	34	6:45 PM	0		98	1	0	0	99
7:00 AM	0			0		0		7:00 PM	0		109	0		0	109
7:15 AM	1	1	54	0	2	2	60	7:15 PM	0	0	102	0	0	0	102
7:30 AM	0	0	82	1	2	0	85	7:30 PM	0	0	87	0	1	0	88
7:45 AM	0	0	75	1	3	0	79	7:45 PM	0	0	97	0	0	0	97
8:00 AM	0	0	102	0	1	0		8:00 PM	0	0	91	1	0	0	92
8:15 AM	0	_		0		0		8:15 PM	0		80	0	_	0	80
8:30 AM	0		115	0		0		8:30 PM	0		81	0		0	82
8:45 AM	0		127	1	4	0	132	8:45 PM	0	0	67	0	2	0	69
9:00 AM	0		117	0		0		9:00 PM	0		63	0		1	64
9:15 AM	0			0	_	1		9:15 PM	0		77	0	_	0	77
9:30 AM 9:45 AM	1	_	158 164	1		1 0	160 166	9:30 PM 9:45 PM	0	_	66 72	0		0	66 72
10:00 AM	0		173	0		0		10:00 PM	0		64	0		0	64
10:15 AM	1	_		0		0		10:15 PM	0	_	40	0		0	40
10:30 AM	0		161	0		0		10:30 PM	0		38	0		0	38
10:45 AM	1	_		0		0		10:45 PM	0	_	40	0		0	40
11:00 AM	0			1		0		11:00 PM	0	0	26	0		0	26
11:15 AM	0	0	165	0	0	0	165	11:15 PM	0	0	31	0	0	0	31
11:30 AM	0	0	162	0	1	1	164	11:30 PM	0	0	23	0	0	0	23
11:45 AM	0	0	192	0	3	0	195	11:45 PM	0	0	13	0	1	0	14
AM Total	4	7	2922	5	39	9	2986	PM Total	5	11	6114	12	21	3	6166
Percentage	0.13%			0.17%		0.30%	_500	Percentage	0.08%		99.16%	0.19%		0.05%	3100
AM Peak			11:00 AM	7:00 AM			11:00 AM	PM Peak	1:00 PM		1:30 PM	2:45 PM			1:30 PM
Volume	2	3	686	2	13	2	692	Volume	3	5	813	3	5	2	823
								Day Total	9		9036	17		12	9152
								Percentage	0.10%	0.20%	98.73%	0.19%	0.66%	0.13%	

D A T A 157 Washington Street, Suite 2 Hudson, MA 01749 Office:508-875-0100 Fax:508-875-0118

Direction: ΕB **Weekly Report**

Day	Wedne	esday	Thursday		Satu	rday				ĺ					We	ek
Date	04/30)/25	05/0	1/25	05/0	3/25									Av	e e
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	18	168	18	147	10	208	0	0	0	0	0	0	0	0	15	174
12:15	5	152	8	184	6	200	0	0	0	0	0	0	0	0	6	179
12:30	4	150	6	192	12	185	0	0	0	0	0	0	0	0	7	176
12:45	4	152	2	159	1	182	0	0	0	0	0	0	0	0		164
1:00	5	184	3	162	3	202	0	0	0	0	0	0	0	0		183
1:15	3	150	2	178	6	200	0	0	0	0	0	0	0	0		176
1:30 1:45	1	139 161	2	163 157	0	178 184	0	0	0	0	0	0	0	0	1	160 167
2:00	2	168	3	203	2	220	0	0	0	0	0	0	0	0	2	197
2:15	0	178	5	203	4	185	0	0	0	0	0	0	0	0	_	197
2:30	3	148	1	186	2	155	0	0	0	0	0	0	0	0		163
2:45	0	163	1	183	5	159	0	0	0	0	0	0	0	0	2	168
3:00	4	185	3	151	3	173	0	0	0	0	0	0	0	0	3	170
3:15	1	165	2	146	0	185	0	0	0	0	0	0	0	0	1	165
3:30	3	169	1	181	3	202	0	0	0	0	0	0	0	0	2	184
3:45	5	146	2	168	3	178	0	0	0	0	0	0	0	0	3	164
4:00	4	168	7	179	2	176	0	0	0	0	0	0	0	0		174
4:15	7	137	7	139	2	171	0	0	0	0	0	0	0	0		149
4:30	9 10	153	11	152	7 7	152	0	0	0	0	0	0	0	0		152
4:45 5:00	23	157 160	18 21	132 177	10	162 172	0	0	0	0	0	0	0	0	12 18	150 170
5:00	23	145	25	153	8	158	0	0	0	0	0	0	0	0		152
5:30	51	153	47	138	19	169	0	0	0	0	0	0	0	0		153
5:45	65	159	59	141	24	167	0	0	0	0	0	0	0	0		156
6:00	80	147	75	164	32	135	0	0	0	0	0	0	0	0		149
6:15	125	146	122	138	24	136	0	0	0	0	0	0	0	0	90	140
6:30	171	139	187	131	40	148	0	0	0	0	0	0	0	0	133	139
6:45	221	139	196	120	53	105	0	0	0	0	0	0	0	0	157	121
7:00	211	146	226	153	64	99	0	0	0	0	0	0	0	0		133
7:15	149	121	202	118	77	95	0	0	0	0	0	0	0	0		111
7:30	159	111	164	127	78	90	0	0	0	0	0	0	0	0		109
7:45 8:00	166 194	117 87	170 161	128 110	81 94	90 93	0	0	0	0	0	0	0	0	139 150	112 97
8:15	189	78	150	100	92	95 85	0	0	0	0	0	0	0	0	144	88
8:30	154	96	139	91	127	67	0	0	0	0	0	0	0	0		85
8:45	147	64	141	67	150	56	0	0	0	0		0	0	0		62
9:00	164	64	137	82	127	66	0	0	0	0	0	0	0	0	143	71
9:15	161	46	137	52	153	49	0	0	0	0	0	0	0	0	150	49
9:30	170	58	129	54	190	93	0	0	0	0	0	0	0	0	163	68
9:45	128	52	134	38	179	40	0	0	0	0	0	0	0	0	147	43
10:00	145	35	151	41	157	48	0	0	0	0	0	0	0	0	151	41
10:15	158	29	157	26	168	33	0	0	0	0	0	0	0	0		29
10:30	148	28	167	30	159	33	0	0	0	0	0	0	0	0		30
10:45	173	32	156	17	184	35	0	0	0	0	0	0	0	0		28
11:00 11:15	174 156	13 20	179 152	30 20	194 203	26 18	0	0	0	0	0	0	0	0		23 19
11:15	161	9	189	5	194	13	0	0	0	0	0	0	0	0		9
11:45	204	7	180	9	197	16	0	0	0	0	_	0	0	-		11
Total	4161	5594	4058	5849	3157	5992	0	0	0	0		0	0	_		5812
Day Total	975	5	99	07	91	49	O)	C	ט	0		· '	0	960)4
Peak HR	6:30 AM	2:45 PM	6:30 AM	2:00 PM	11:00 AM	1:15 PM									11:00 AM	2:00 PM
Volume	752	682	811	799	788	782									728	725



Weekly Report

Direction: WB

Day	Wedn	esday	Thur	Thursday		Saturday									We	eek
Date	04/3	0/25	05/0	1/25	05/0	3/25									A۱	/e
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	17	175	8	200	28	184	0	0	0	0	0	0	0	0	18	186
12:15	13	202	18	178	10	184	0	0	0	0		0	0	0	14	188
12:30	10	196	9	159	8	185	0	0	0	0		0	0		9	180
12:45	7	186 174	8	198 174	11	175 205	0	0	0	0		0	0	0	9	186 184
1:00 1:15	4	164	4	169	10 4	166	0	0	0	0		0	0	0	4	166
1:30	3	159	4	157	10	208	0	0	0	0		0	0	0	6	175
1:45	4	187	2	194	5	230	0	0	0	0	0	0	0	0	4	204
2:00	1	168	6	174	6	190	0	0	0	0	0	0	0	0	4	177
2:15	5	171	6	202	4	195	0	0	0	0		0	0	0	5	189
2:30	1	181	1	170	3	206	0	0	0	0	~	0	0	0	2	186
2:45 3:00	1	173 205	4	168 161	6 5	195 178	0	0	0	0		0	0	0	3	179 181
3:00	4	205	4	153	2	208	0	0	0	0		0	0		3	192
3:30	1	172	2	151	2	190	0	0	0	0		0	0		2	171
3:45	2	192	7	148	1	194	0	0	0	0		0	0		3	178
4:00	15	127	6	97	7	181	0	0	0	0	0	0	0	0	9	135
4:15	3	168	3	115	1	163	0	0	0	0		0	0	0	2	149
4:30	8	140	7	100	5	176	0	0	0	0		0	0		7	139
4:45 5:00	11 13	186 152	13 13	126 128	6 7	168	0	0	0	0	_	0	0	0	10 11	160 141
5:00	19	166	10	101	3	142 163	0	0	0	0		0	0		11	141
5:30	34	105	34	118	9	198	0	0	0	0		0	0	0	26	140
5:45	55	127	58	117	14	164	0	0	0	0		0	0	0	42	136
6:00	48	174	44	136	21	137	0	0	0	0	0	0	0	0	38	149
6:15	64	146	56	171	25	110	0	0	0	0	0	0	0	0	48	142
6:30	91	151	84	157	24	98	0	0	0	0		0	0	0	66	135
6:45	93	172	124	151	34	99	0	0	0	0		0	0		84	141
7:00 7:15	127 151	155 167	131 180	153 135	50 60	109 102	0	0	0	0		0	0	0	103 130	139 135
7:15	147	129	116	163	85	88	0	0	0	0		0	0	0	116	127
7:45	130	120	126	139	79	97	0	0	0	0		0	0	0	112	119
8:00	138	122	125	123	103	92	0	0	0	0	0	0	0	0	122	112
8:15	125	130	118	104	110	80	0	0	0	0	0	0	0	0	118	105
8:30	146	99	142	102	119	82	0	0	0	0		0	0	0	136	94
8:45	145	95	155	99	132	69	0	0	0	0		0	0	0	144	88
9:00 9:15	140 156	96 75	146 144	104 83	120 156	64 77	0	0	0	0		0	0			88 78
9:15	135	53	144	62	160	66	0	0	0	0		0	0			60
9:45	127	50	132	62	166	72	0	0	0	0		0	0			61
10:00	134	41	148	47	174	64	0	0	0	0			0			51
10:15	136	46	146	22	165	40	0	0	0	0	0	0	0	0	149	36
10:30	118	24	146	31	164	38	0	0	0	0	0	0	0	0	143	31
10:45	160	34	145	37	180	40	0	0	0	0			0			37
11:00	151	29	154	19	168	26	0	0	0	0		0	0			25
11:15	157	20	171	20		31	0	0	0	0		0	0			24 26
11:30 11:45	179 193	29 10	182 174	26 20	164 195	23 14	0	0	0	0			0			15
Total	3426	6259	3463			6166	0	0	0	0	_	0	0			6083
Day Total	96	85	92	87	91	52	C)	(D	()	'	0	93	75
Peak HR	11:00 AM	3:00 PM	11:00 AM	1:45 PM	11:00 AM	1:30 PM									11:00 AM	1:45 PM
Volume	680	785		740		823									684	756
				ا ٠٠٠		5_5			l							0

Site Code: NEX-2500077

PRECISION D A T A INDUSTRIES, LLC

PDI File #: 250581 ATR-A (Speed)

Count Date Tuesday, April 27, 2021

157 Washington Street, Suite 2 Hudson, MA 01749 Office: 508-875-0100 Fax: 508-875-0118

Speed (60-minute)

							Speed	(60-min	iutej							
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	Total	85th %ile	Ave Speed	
12:00 AM	0	1	0	4	3	11	10	2	1	0	0	0	0	32	42.4	37.5
1:00 AM	0	0	1	0	2	7	2	2	0	0	0	0	0	14	44.1	37.4
2:00 AM	0	0	0	0	1	1	3	0	0	0	0	0	0	5	40.4	38.4
3:00 AM	0	0	0	0	4	4	2	2	1	0	0	0	0	13	45.0	38.4
4:00 AM	0	0	0	3	3	10	9	4	0	0	0	0	0	29	43.8	39.0
5:00 AM	0	0	0	3	14	74	66	19	1	0	0	0	0	177	43.0	39.3
6:00 AM	1	4	12	23	111	252	165	35	2	0	0	0	0	605	42.0	37.1
7:00 AM	21	54	46	43	124	209	69	10	1	0	0	0	0	577	39.0	32.0
8:00 AM	1	9	19	48	209	270	106	10	3	0	0	0	0	675	40.0	35.1
9:00 AM	2	0	10	26	215	270	73	10	2	0	0	0	0	608	39.0	35.3
10:00 AM	6	5	13	15	193	281	85	9	2	0	0	0	0	609	40.0	35.4
11:00 AM	4	7	18	50	239	293	69	5	1	0	0	0	0	686	39.0	34.3
12:00 PM	1	13	22	97	293	213	46	4	1	0	0	0	0	690	37.7	33.0
1:00 PM	3	15	25	52	206	279	47	7	0	0	0	0	0	634	38.0	33.9
2:00 PM	2	2	12	68	263	232	60	8	0	0	0	0	0	647	38.1	34.1
3:00 PM	5	20	27	82	241	201	34	5	1	0	1	0	0	617	37.0	32.6
4:00 PM	7	14	17	68	269	168	30	2	0	0	0	0	0	575	37.0	32.6
5:00 PM	12	35	34	90	205	137	28	5	1	0	1	0	0	548	37.0	31.3
6:00 PM	0	2	3	34	197	259	63	7	0	0	0	0	0	565	39.0	35.2
7:00 PM	0	0	0	13	146	262	72	8	0	0	0	0	0	501	40.0	36.2
8:00 PM	0	0	2	14	79	176	67	9	0	0	0	0	0	347	41.0	36.7
9:00 PM	0	0	1	12	57	110	45	2	1	0	0	0	0	228	40.0	36.2
10:00 PM	1	0	0	2	24	61	42	4	0	0	0	0	0	134	41.0	37.5
11:00 PM	0	0	0	2	6	19	20	3	0	0	0	0	0	50	43.0	38.7
Total	66	181	262	749	3104	3799	1213	172	18	0	2	0	0	9566	39.0	34.5
Percent	0.69%	1.89%	2.74%	7.83%	32.45%	39.71%	12.68%	1.80%	0.19%	0.00%	0.02%	0.00%	0.00%			
AM Peak	7:00 AM	7:00 AM	7:00 AM	11:00 AM	11:00 AM	11:00 AM	6:00 AM	6:00 AM	8:00 AM					11:00 AM		
Volume	21	54	46	50	239	293	165	35	3	0	0	0	0	686		
PM Peak	5:00 PM	5:00 PM	5:00 PM	12:00 PM	12:00 PM	1:00 PM	7:00 PM	8:00 PM	12:00 PM		3:00 PM			12:00 PM		
Volume	olume 12 35 34 97 2			293	279	72	9	1	0	1	0	0	690			
	15th Percentile: 30.0 MPH				Average S	peed:	34.5 MPH Posted Speed Limit:						35			
			MPH				31 to 40	MPH		Number o	of Vehicles	:				
	85th Percentile: 39.0 N			Number in Pace:		7042				f Vehicles			4417 46.2%			
			42.0	MPH		Percent in Pace:		73.6%								

Site Code: NEX-2500077

95th Percentile:

42.0 MPH

Percent in Pace:

PRECISION
DATA
INDUSTRIES, LLC

157 Washington Street, Suite 2
Hudson, MA 01749
Office:508-875-01018

PDI File #: 250581 ATR-A (Speed)

Count Date Tuesday, April 27, 2021

Speed (60-minute)

								WB	,							
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	3	6	21	10	5	0	0	0	0	0	45	43.4	37.9
1:00 AM	0	0	0	0	2	4	6	1	1	0	0	0	0	14	44.1	40.2
2:00 AM	0	0	0	0	1	5	2	0	0	0	0	0	0	8	39.9	37.3
3:00 AM	0	0	0	0	3	0	5	0	0	0	0	0	0	8	43.9	38.0
4:00 AM	1	0	1	5	6	14	8	3	0	1	0	0	0	39	42.3	36.3
5:00 AM	0	0	1	4	21	44	50	5	5	0	0	0	0	130	43.0	38.7
6:00 AM	0	0	1	4	47	109	83	6	0	0	0	0	0	250	42.0	37.8
7:00 AM	4	3	9	46	163	129	35	5	0	0	0	0	0	394	38.0	33.6
8:00 AM	2	0	4	35	198	135	38	3	2	1	0	0	1	419	39.0	34.3
9:00 AM	6	0	6	52	178	179	45	7	0	0	0	0	0	473	39.0	34.1
10:00 AM	6	1	2	46	170	184	38	4	1	0	0	0	0	452	38.0	34.1
11:00 AM	3	2	5	74	221	179	59	6	0	0	0	0	0	549	39.0	34.0
12:00 PM	3	10	36	60	192	140	14	2	0	0	0	0	0	457	37.0	31.8
1:00 PM	2	4	3	66	242	179	44	1	1	0	0	0	1	543	38.0	33.8
2:00 PM	7	0	6	60	224	217	56	4	1	0	0	0	0	575	39.0	34.1
3:00 PM	9	37	16	61	140	49	4	2	0	0	0	0	1	319	35.0	29.4
4:00 PM	12	26	26	8	3	0	0	0	0	0	0	0	0	75	23.9	19.5
5:00 PM	7	31	10	22	35	15	3	0	0	0	0	0	0	123	34.0	26.3
6:00 PM	7	11	10	45	182	185	65	7	2	0	0	0	1	515	39.0	34.2
7:00 PM	1	0	6	29	217	221	59	8	0	0	0	0	0	541	39.0	34.9
8:00 PM	1	0	4	47	167	176	28	5	0	0	0	0	0	428	38.0	34.2
9:00 PM	0	0	3	19	84	122	30	3	1	0	0	0	0	262	39.0	35.2
10:00 PM	1	1	0	3	29	77	28	4	1	0	0	0	0	144	41.0	36.9
11:00 PM	0	0	0	2	15	35	25	12	0	0	0	0	0	89	43.8	38.4
Total	72	126	149	691	2546	2419	735	93	15	2	0	0	4	6852	39.0	33.9
Percent	1.05%	1.84%	2.17%	10.08%	37.16%	35.30%	10.73%	1.36%	0.22%	0.03%	0.00%	0.00%	0.06%			
AM Peak	9:00 AM	7:00 AM	7:00 AM	11:00 AM	11:00 AM	10:00 AM	6:00 AM	9:00 AM	5:00 AM	4:00 AM			8:00 AM	11:00 AM		
Volume	6	3	9	74	221	184	83	7	5	1	0	0	1	549		
PM Peak	4:00 PM	3:00 PM	12:00 PM	1:00 PM	1:00 PM	7:00 PM	6:00 PM	11:00 PM	6:00 PM				1:00 PM	2:00 PM		
Volume	12	37	36	66	242	221	65	12	2	0	0	0	1	575		
	15th Percentile: 29.0 N		29.0 MPH Average			rage Speed: 33.9 MPH				Posted Sp	eed Limit:	35	MPH			
!	50th Percentile:		34.0	MPH		10 MPH P	•	30 to 39	MPH		Number o	of Vehicles	> 35 MPH	:	2650	
	85th Percentile:				Number in Pace:		4965				f Vehicles	1: 38.7%				

72.5%

Site Code: NEX-2500077

95th Percentile:

42.0 MPH

Percent in Pace:

PRECISION
D A T A
INDUSTRIES, LLC

157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-01018

PDI File #: 250581 ATR-A (Speed)

Count Date Tuesday, April 27, 2021

Speed (60-minute)

						(ed EB ar								1
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	1	0	7	9	32	20	7	1	0	0	0	0	77	43.0	37.7
1:00 AM	0	0	1	0	4	11	8	3	1	0	0	0	0	28	44.0	38.8
2:00 AM	0	0	0	0	2	6	5	0	0	0	0	0	0	13	40.2	37.7
3:00 AM	0	0	0	0	7	4	7	2	1	0	0	0	0	21	44.0	38.2
4:00 AM	1	0	1	8	9	24	17	7	0	1	0	0	0	68	43.0	37.5
5:00 AM	0	0	1	7	35	118	116	24	6	0	0	0	0	307	43.0	39.0
6:00 AM	1	4	13	27	158	361	248	41	2	0	0	0	0	855	42.0	37.3
7:00 AM	25	57	55	89	287	338	104	15	1	0	0	0	0	971	39.0	32.6
8:00 AM	3	9	23	83	407	405	144	13	5	1	0	0	1	1094	39.1	34.8
9:00 AM	8	0	16	78	393	449	118	17	2	0	0	0	0	1081	39.0	34.7
10:00 AM	12	6	15	61	363	465	123	13	3	0	0	0	0	1061	39.0	34.8
11:00 AM	7	9	23	124	460	472	128	11	1	0	0	0	0	1235	39.0	34.2
12:00 PM	4	23	58	157	485	353	60	6	1	0	0	0	0	1147	37.0	32.5
1:00 PM	5	19	28	118	448	458	91	8	1	0	0	0	1	1177	38.0	33.8
2:00 PM	9	2	18	128	487	449	116	12	1	0	0	0	0	1222	39.0	34.1
3:00 PM	14	57	43	143	381	250	38	7	1	0	1	0	1	936	37.0	31.5
4:00 PM	19	40	43	76	272	168	30	2	0	0	0	0	0	650	37.0	31.1
5:00 PM	19	66	44	112	240	152	31	5	1	0	1	0	0	671	37.0	30.4
6:00 PM	7	13	13	79	379	444	128	14	2	0	0	0	1	1080	39.0	34.7
7:00 PM	1	0	6	42	363	483	131	16	0	0	0	0	0	1042	39.0	35.5
8:00 PM	1	0	6	61	246	352	95	14	0	0	0	0	0	775	39.0	35.3
9:00 PM	0	0	4	31	141	232	75	5	2	0	0	0	0	490	40.0	35.7
10:00 PM	2	1	0	5	53	138	70	8	1	0	0	0	0	278	41.0	37.2
11:00 PM	0	0	0	4	21	54	45	15	0	0	0	0	0	139	43.0	38.5
Total	138	307	411	1440	5650	6218	1948	265	33	2	2	0	4	16418	39.0	34.2
Percent	0.84%	1.87%	2.50%	8.77%	34.41%	37.87%	11.87%	1.61%	0.20%	0.01%	0.01%	0.00%	0.02%			
AM Peak	7:00 AM	7:00 AM	7:00 AM	11:00 AM	11:00 AM	11:00 AM	6:00 AM	6:00 AM	5:00 AM	4:00 AM			8:00 AM	11:00 AM		
Volume	25	57	55	124	460	472	248	41	6	1	0	0	1	1235		
PM Peak	4:00 PM	5:00 PM	12:00 PM	12:00 PM	2:00 PM	7:00 PM	7:00 PM	7:00 PM	6:00 PM		3:00 PM		1:00 PM	2:00 PM		
Volume	19	66	58	157	487	483	131	16	2	0	1	0	1	1222		
	15th Percentile: 30.0 MPH		MPH	Average Speed:			34.2 MPH Pos			Posted Speed Limit:				MPH		
	50th Percentile:		35.0	MPH		10 MPH P	ace:	31 to 40	MPH		Number o	of Vehicles	> 35 MPH	l:	7067	
:	85th Percentile:		39.0 MPH			Number in Pace:		11967			Percent o	f Vehicles	43.0%			

72.9%

Site Code: NEX-2500077

PRECISION DA T A DA T A STWASHINGTON Street Suits 2

PDI File #: 250581 ATR-A (Speed)

Count Date Thursday, May 1, 2025

157 Washington Street, Suite 2 Hudson, MA 01749 Office: 508-875-0100 Fax: 508-875-0118

Speed (60-minute)

							эрсси	EB	iate,							
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	1	4	14	11	6	0	0	0	0	0	36	44.8	39.4
1:00 AM	0	0	0	0	1	5	2	1	0	0	0	0	0	9	43.6	38.3
2:00 AM	0	0	0	1	4	2	2	2	0	0	0	0	0	11	44.5	36.7
3:00 AM	0	0	0	0	0	4	1	2	0	0	0	0	0	7	47.0	41.1
4:00 AM	0	0	0	2	5	17	17	5	0	0	0	0	0	46	44.0	39.0
5:00 AM	0	0	1	2	11	64	60	24	0	0	0	0	0	162	44.0	39.6
6:00 AM	1	2	4	20	128	263	142	20	6	0	0	0	0	586	41.0	37.1
7:00 AM	5	21	26	52	233	271	87	5	0	0	0	0	0	700	39.0	33.9
8:00 AM	2	6	7	36	171	275	80	10	0	0	0	0	0	587	40.0	35.3
9:00 AM	0	0	5	26	187	269	91	8	1	0	0	0	0	587	40.0	35.8
10:00 AM	3	3	10	34	199	305	61	6	1	0	1	0	0	623	39.0	35.0
11:00 AM	10	61	42	63	207	194	38	1	0	1	0	0	0	617	37.0	31.2
12:00 PM	2	13	12	65	261	227	67	7	0	0	0	0	0	654	39.0	33.9
1:00 PM	0	1	15	58	255	243	53	6	2	0	0	0	0	633	38.0	34.3
2:00 PM	14	73	88	109	200	123	24	2	0	0	0	0	0	633	36.0	29.0
3:00 PM	0	0	20	103	279	174	22	7	0	0	1	1	0	607	37.0	32.9
4:00 PM	4	31	41	94	215	118	18	1	0	0	1	0	0	523	36.7	30.9
5:00 PM	0	4	22	91	260	167	31	1	0	0	0	0	0	576	37.0	32.7
6:00 PM	0	1	11	46	187	218	68	8	0	0	0	0	0	539	39.0	34.8
7:00 PM	0	1	1	27	190	239	80	5	0	0	0	0	0	543	40.0	35.6
8:00 PM	1	0	2	11	120	181	55	8	0	0	0	0	0	378	40.0	36.0
9:00 PM	0	0	1	5	58	107	55	11	2	0	0	0	0	239	42.0	37.3
10:00 PM	0	0	1	2	19	51	34	7	2	0	1	0	0	117	43.0	38.4
11:00 PM	0	0	0	1	13	27	21	6	1	0	0	0	0	69	42.8	38.4
Total	42	217	309	849	3207	3558	1120	159	15	1	4	1	0	9482	39.0	34.2
Percent	0.44%	2.29%	3.26%	8.95%	33.82%	37.52%	11.81%	1.68%	0.16%	0.01%	0.04%	0.01%	0.00%			
AM Peak	11:00 AM		11:00 AM	11:00 AM	7:00 AM	10:00 AM	6:00 AM	5:00 AM		11:00 AM	10:00 AM			7:00 AM		
Volume	10	61	42	63	233	305	142	24	6	1	1	0	0	700		
PM Peak	2:00 PM	2:00 PM	2:00 PM	2:00 PM	3:00 PM	1:00 PM	7:00 PM	9:00 PM	1:00 PM		3:00 PM	3:00 PM		12:00 PM		
Volume	14	73	88	109	279	243	80	11	2	0	1	1	0	654		
	15th Percentile: 30.0 MPH				Average S	peed:	34.2 MPH Posted Speed Limit:						35	MPH		
	50th Percentile: 35.0 Mi			MPH	10 MPH Pace:			31 to 40 MPH Number of Vehicles > 35 MP					> 35 MPH	H: 4063		
				MPH		Number in		6781				f Vehicles			42.8%	
	95th Percentile: 42.0 MF		MPH	Percent in Pace:			71.5%									

Site Code: NEX-2500077

PRECISION DATA INDUSTRES, LLC

PDI File #: 250581 ATR-A (Speed)

157 Washington Street, Suite 2 Hudson, MA 01749 Office: 508-875-0100 Fax: 508-875-0118 Count Date Thursday, May 1, 2025

	Speed (60-minute) WB															
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	1	1	5	24	7	6	0	0	0	0	0	44	43.0	38.2
1:00 AM	0	0	0	0	4	6	4	0	0	0	0	0	0	14	40.1	37.0
2:00 AM	0	0	0	1	1	7	4	1	0	0	0	0	0	14	42.1	37.6
3:00 AM	0	0	0	1	3	10	2	1	0	0	0	0	0	17	40.8	37.4
4:00 AM	0	0	0	2	3	15	7	3	1	0	0	0	0	31	42.0	38.4
5:00 AM	0	0	0	3	19	44	39	8	0	0	0	0	0	113	42.0	38.1
6:00 AM	2	2	0	8	44	129	74	14	0	1	0	0	0	274	42.0	37.5
7:00 AM	1	1	5	53	183	148	41	5	0	0	0	0	0	437	38.0	33.9
8:00 AM	4	1	3	65	212	143	33	4	0	0	0	0	0	465	38.0	33.4
9:00 AM	4	1	5	41	226	194	40	1	0	0	0	0	0	512	38.0	34.0
10:00 AM	2	2	8	56	226	207	45	2	0	0	0	0	0	548	38.0	34.0
11:00 AM	12	11	9	31	134	150	23	1	0	1	0	0	0	372	38.0	33.0
12:00 PM	14	17	25	63	153	128	28	1	0	0	0	0	2	431	37.0	31.7
1:00 PM	1	3	6	49	209	250	46	6	2	0	0	0	0	572	38.0	34.5
2:00 PM	6	10	10	42	207	95	7	0	0	0	0	0	0	377	36.0	31.7
3:00 PM	9	36	31	59	44	28	8	0	0	0	0	0	0	215	35.0	26.8
4:00 PM	8	17	11	5	2	0	0	0	0	0	0	0	0	43	24.7	18.9
5:00 PM	3	20	0	0	0	0	0	0	0	0	0	0	0	23	17.0	16.3
6:00 PM	9	20	30	26	153	121	33	3	1	0	0	0	0	396	38.0	32.1
7:00 PM	3	2	5	46	166	219	60	3	0	0	0	0	0	504	39.0	34.8
8:00 PM	1	0	1	32	170	189	33	4	0	0	0	0	0	430	38.0	34.6
9:00 PM	0	1	0	22	97	123	35	13	0	0	0	0	0	291	40.0	35.6
10:00 PM	0	0	0	1	24	69	38	6	1	0	0	0	0	139	41.0	37.9
11:00 PM	0	0	0	8	18	34	23	2	1	0	0	0	0	86	42.0	37.0
Total	79	144	150	615	2303	2333	630	84	6	2	0	0	2	6348	39.0	33.7
Percent	1.24%	2.27%	2.36%	9.69%	36.28%	36.75%	9.92%	1.32%	0.09%	0.03%	0.00%	0.00%	0.03%			
AM Peak	11:00 AM	11:00 AM	11:00 AM	8:00 AM	9:00 AM	10:00 AM	6:00 AM	6:00 AM	4:00 AM	6:00 AM				10:00 AM		
Volume	12	11	9	65	226	207	74	14	1	1	0	0	0	548		
PM Peak	12:00 PM	3:00 PM	3:00 PM	12:00 PM	1:00 PM	1:00 PM	7:00 PM	9:00 PM	1:00 PM				12:00 PM	1:00 PM		
Volume	14	36	31	63	209	250	60	13	2	0	0	0	2	572		
	15th Perc	entile:	29.0	MPH		Average S	peed:	33.7	MPH		Posted Sp	eed Limit:		35	MPH	
	50th Perc	entile:	34.0	MPH		10 MPH P	ace:	30 to 39	MPH		Number o	of Vehicles	> 35 MPH	:	2444	
	85th Perc		39.0			Number ir		4636					> 35 MPH		38.5%	
	95th Perc	entile:	42.0	MPH		Percent in	Pace:	73.0%								

Site Code: NEX-2500077

PRECISION
D A T A
INDUSTRIES, LLC
157 Washington Street, Suite 2

PDI File #: 250581 ATR-A (Speed)

Count Date Thursday, May 1, 2025

157 Washington Street, Suite 2 Hudson, MA 01749 Office: 508-875-0100 Fax: 508-875-0118

	Speed (60-minute) Combined EB and WB															
					•		Combin	ed EB ar	nd WB							
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	1	2	9	38	18	12	0	0	0	0	0	80	44.2	38.7
1:00 AM	0	0	0	0	5	11	6	1	0	0	0	0	0	23	41.7	37.5
2:00 AM	0	0	0	2	5	9	6	3	0	0	0	0	0	25	43.4	37.2
3:00 AM	0	0	0	1	3	14	3	3	0	0	0	0	0	24	43.1	38.5
4:00 AM	0	0	0	4	8	32	24	8	1	0	0	0	0	77	44.0	38.8
5:00 AM	0	0	1	5	30	108	99	32	0	0	0	0	0	275	43.0	38.9
6:00 AM	3	4	4	28	172	392	216	34	6	1	0	0	0	860	42.0	37.2
7:00 AM	6	22	31	105	416	419	128	10	0	0	0	0	0	1137	39.0	33.9
8:00 AM	6	7	10	101	383	418	113	14	0	0	0	0	0	1052	39.0	34.5
9:00 AM	4	1	10	67	413	463	131	9	1	0	0	0	0	1099	39.0	34.9
10:00 AM	5	5	18	90	425	512	106	8	1	0	1	0	0	1171	39.0	34.6
11:00 AM	22	72	51	94	341	344	61	2	0	2	0	0	0	989	38.0	31.9
12:00 PM	16	30	37	128	414	355	95	8	0	0	0	0	2	1085	38.0	33.0
1:00 PM	1	4	21	107	464	493	99	12	4	0	0	0	0	1205	38.0	34.4
2:00 PM	20	83	98	151	407	218	31	2	0	0	0	0	0	1010	36.0	30.0
3:00 PM	9	36	51	162	323	202	30	7	0	0	1	1	0	822	37.0	31.3
4:00 PM	12	48	52	99	217	118	18	1	0	0	1	0	0	566	36.0	30.0
5:00 PM	3	24	22	91	260	167	31	1	0	0	0	0	0	599	37.0	32.1
6:00 PM	9	21	41	72	340	339	101	11	1	0	0	0	0	935	39.0	33.7
7:00 PM	3	3	6	73	356	458	140	8	0	0	0	0	0	1047	39.0	35.2
8:00 PM	2	0	3	43	290	370	88	12	0	0	0	0	0	808	39.0	35.3
9:00 PM	0	1	1	27	155	230	90	24	2	0	0	0	0	530	41.0	36.4
10:00 PM	0	0	1	3	43	120	72	13	3	0	1	0	0	256	42.0	38.1
11:00 PM	0	0	0	9	31	61	44	8	2	0	0	0	0	155	42.0	37.6
Total	121	361	459	1464	5510	5891	1750	243	21	3	4	1	2	15830	39.0	34.0
Percent	0.76%	2.28%	2.90%	9.25%	34.81%	37.21%	11.05%	1.54%	0.13%	0.02%	0.03%	0.01%	0.01%			
	11:00 AM				10:00 AM		6:00 AM	6:00 AM		11:00 AM				10:00 AM		
Volume	22	72	51	105	425	512	216	34	6	2	1	0	0	1171		
PM Peak	2:00 PM	2:00 PM	2:00 PM	3:00 PM	1:00 PM	1:00 PM	7:00 PM	9:00 PM	1:00 PM		3:00 PM		12:00 PM	1:00 PM		
Volume	20	83	98	162	464	493	140	24	4	0	1	1	2	1205		
	15th Perc	entile:	29.0	MPH		Average S	peed:	34.0	MPH		Posted Sp	eed Limit:		35	MPH	
	50th Perc	entile:	34.5	MPH		10 MPH P	ace:	30 to 39	MPH		Number o	f Vehicles	> 35 MPH	l:	6507	
	85th Perc		39.0			Number ir		11401					> 35 MPH		41.1%	
95th Percentile: 42.0 MPH				Percent in	Pace:	72.0%										

Site Code: NEX-2500077

PRECISION
DATA
INDUSTRIES, LLC
157 Washington Street, Suite 2

PDI File #: 250581 ATR-A (Speed)

Count Date Saturday, May 3, 2025

157 Washington Street, Suite 2 Hudson, MA 01749 Office: 508-875-0100 Fax: 508-875-0118

	Speed (60-minute) EB															
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	0	4	9	12	4	0	0	0	0	0	29	43.0	39.5
1:00 AM	0	0	0	0	1	4	1	2	1	1	0	0	0	10	50.0	42.3
2:00 AM	0	0	0	1	2	3	7	1	0	0	0	0	0	14	42.1	38.3
3:00 AM	0	0	0	0	2	4	3	0	0	0	0	0	0	9	41.0	37.8
4:00 AM	0	0	0	1	4	9	3	2	0	0	0	0	0	19	43.3	37.8
5:00 AM	0	0	2	2	7	22	20	6	2	0	0	0	0	61	44.0	39.0
6:00 AM	0	1	0	2	7	66	63	10	4	2	0	1	0	156	44.0	40.0
7:00 AM	0	0	2	3	23	159	102	22	3	1	0	0	0	315	43.0	38.9
8:00 AM	0	0	0	7	73	257	117	20	3	0	0	0	0	477	42.0	37.8
9:00 AM	0	1	10	26	210	278	93	10	1	0	1	0	0	630	40.0	35.6
10:00 AM	0	3	16	46	227	263	61	8	0	0	0	0	0	624	39.0	34.6
11:00 AM	14	49	63	69	230	166	35	4	0	0	0	0	0	630	37.0	30.8
12:00 PM	17	58	63	74	210	165	41	5	0	0	0	0	0	633	38.0	30.6
1:00 PM	6	37	37	81	197	228	58	6	2	0	0	0	0	652	38.0	32.6
2:00 PM	3	13	29	59	207	265	90	8	1	0	0	0	0	675	39.0	34.3
3:00 PM	5	13	36	93	232	215	58	3	0	0	0	0	0	655	38.0	32.9
4:00 PM	1	6	21	50	200	274	80	8	2	0	0	0	0	642	39.0	34.7
5:00 PM	8	4	10	66	243	227	53	7	1	0	0	0	0	619	38.0	33.7
6:00 PM	0	0	1	18	175	261	81	7	0	0	0	0	0	543	40.0	35.9
7:00 PM	0	0	3	8	103	188	73	13	1	0	0	0	0	389	41.0	36.6
8:00 PM	0	0	2	13	110	123	44	9	0	0	0	0	0	301	40.0	35.7
9:00 PM	0	0	3	7	86	117	28	7	1	0	0	0	0	249	39.0	35.6
10:00 PM	0	0	0	2	26	72	42	6	2	0	0	0	0	150	41.7	38.0
11:00 PM	0	0	0	3	11	38	24	3	1	0	0	0	0	80	42.0	37.8
Total	54	185	298	631	2590	3413	1189	171	25	4	1	1	0	8562	40.0	34.6
Percent	0.63%	2.16%	3.48%	7.37%	30.25%	39.86%	13.89%	2.00%	0.29%	0.05%	0.01%	0.01%	0.00%			
AM Peak	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	9:00 AM	8:00 AM	7:00 AM	6:00 AM	6:00 AM	9:00 AM	6:00 AM		9:00 AM		
Volume	14	49	63	69	230	278	117	22	4	2	1	1	0	630		
PM Peak	12:00 PM	12:00 PM	12:00 PM	3:00 PM	5:00 PM	4:00 PM	2:00 PM	7:00 PM	1:00 PM					2:00 PM		
Volume	17	58	63	93	243	274	90	13	2	0	0	0	0	675		
	15th Perc	entile:	30.0	MPH		Average S	peed:	34.6	MPH		Posted Sp	eed Limit:		35	MPH	
	50th Perc	entile:	35.0	MPH		10 MPH P	ace:	31 to 40	MPH		Number o	f Vehicles	> 35 MPH	:	4115	
	85th Perc			MPH		Number in		6145				f Vehicles			48.1%	
	95th Perc	entile:	43.0	MPH		Percent in	Pace:	71.8%								

Site Code: NEX-2500077

PRECISION
DATA
INDUSTRIES, LLC
157 Washington Street, Suite 2

PDI File #: 250581 ATR-A (Speed)

Count Date Saturday, May 3, 2025

157 Washington Street, Suite 2 Hudson, MA 01749 Office: 508-875-0100 Fax: 508-875-0118

							эрсси	WB	,							
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	1	11	25	14	5	2	0	0	0	0	58	43.0	38.6
1:00 AM	0	0	0	0	2	15	11	2	0	0	0	0	0	30	42.7	39.4
2:00 AM	0	0	0	1	2	10	4	2	0	0	0	0	0	19	42.3	37.8
3:00 AM	0	0	0	1	2	4	3	0	0	0	0	0	0	10	40.7	36.3
4:00 AM	0	0	1	0	3	9	3	2	1	0	0	0	0	19	44.3	38.7
5:00 AM	0	0	0	2	4	14	10	2	0	0	0	0	0	32	42.0	37.5
6:00 AM	0	0	1	2	16	47	24	15	1	0	0	0	0	106	44.3	38.7
7:00 AM	0	1	1	10	61	125	50	8	4	1	0	0	0	261	41.0	36.7
8:00 AM	1	1	2	10	129	200	58	4	1	0	0	0	0	406	40.0	35.7
9:00 AM	2	1	5	19	162	215	59	7	0	0	0	0	1	471	39.0	35.4
10:00 AM	1	4	14	47	214	218	53	12	0	0	0	0	0	563	39.0	34.4
11:00 AM	6	1	3	35	166	186	46	6	0	0	0	0	0	449	39.0	34.4
12:00 PM	5	3	3	49	165	158	40	5	0	0	0	0	0	428	39.0	34.0
1:00 PM	2	1	8	62	218	228	47	4	0	0	0	0	0	570	38.0	34.1
2:00 PM	3	2	2	56	259	228	66	6	1	1	0	0	0	624	39.0	34.5
3:00 PM	2	1	0	40	227	260	42	8	0	1	1	0	1	583	38.0	34.8
4:00 PM	6	1	0	26	243	227	43	5	2	0	0	0	0	553	38.0	34.6
5:00 PM	2	2	7	67	205	169	25	6	1	0	0	0	0	484	38.0	33.5
6:00 PM	1	2	4	13	120	167	57	11	0	0	0	0	0	375	40.0	36.0
7:00 PM	1	0	2	20	114	175	43	12	1	0	0	0	0	368	40.0	35.6
8:00 PM	0	0	0	24	115	140	21	1	0	0	0	0	0	301	38.0	34.5
9:00 PM	2	0	1	10	96	126	35	1	0	0	0	0	0	271	39.0	35.5
10:00 PM	0	0	4	7	52	87	31	2	0	0	0	0	0	183	40.0	35.7
11:00 PM	0	0	0	5	20	53	8	3	0	0	0	0	0	89	39.0	36.0
Total	34	20	58	507	2606	3086	793	129	14	3	1	0	2	7253	39.0	35.0
Percent	0.47%	0.28%	0.80%	6.99%	35.93%	42.55%	10.93%	1.78%	0.19%	0.04%	0.01%	0.00%	0.03%			
AM Peak	11:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	10:00 AM	9:00 AM	6:00 AM	7:00 AM	7:00 AM			9:00 AM	10:00 AM		
Volume	6	4	14	47	214	218	59	15	4	1	0	0	1	563		
PM Peak	4:00 PM	12:00 PM	1:00 PM	5:00 PM	2:00 PM	3:00 PM	2:00 PM	7:00 PM	4:00 PM	2:00 PM	3:00 PM		3:00 PM	2:00 PM		
Volume	6	3	8	67	259	260	66	12	2	1	1	0	1	624		
	15th Perc	entile:	31.0	MPH		Average S	peed:	35.0	MPH		Posted Sp	eed Limit:		35	MPH	
	50th Perc		35.0			10 MPH P		31 to 40			•	f Vehicles	> 35 MDL		3250	
	85th Perc		39.0			Number ii		5698	IVIFII			f Vehicles			44.8%	
	95th Perc		42.0			Percent in		78.6%								

Site Code: NEX-2500077

95th Percentile:

42.0 MPH

Percent in Pace:

PRECISION
DATA
INDUSTRIES, LLC

157 Washington Street, Suite 2
Hudson, MA 01749
Office:508-875-01018

PDI File #: 250581 ATR-A (Speed)

Count Date Saturday, May 3, 2025

Speed (60-minute)

	Combined EB and WB					Combin										
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	0	0	1	15	34	26	9	2	0	0	0	0	87	43.0	38.9
1:00 AM	0	0	0	0	3	19	12	4	1	1	0	0	0	40	44.2	40.1
2:00 AM	0	0	0	2	4	13	11	3	0	0	0	0	0	33	42.2	38.0
3:00 AM	0	0	0	1	4	8	6	0	0	0	0	0	0	19	41.0	37.0
4:00 AM	0	0	1	1	7	18	6	4	1	0	0	0	0	38	44.0	38.3
5:00 AM	0	0	2	4	11	36	30	8	2	0	0	0	0	93	43.2	38.5
6:00 AM	0	1	1	4	23	113	87	25	5	2	0	1	0	262	44.0	39.5
7:00 AM	0	1	3	13	84	284	152	30	7	2	0	0	0	576	42.0	37.9
8:00 AM	1	1	2	17	202	457	175	24	4	0	0	0	0	883	41.0	36.9
9:00 AM	2	2	15	45	372	493	152	17	1	0	1	0	1	1101	40.0	35.5
10:00 AM	1	7	30	93	441	481	114	20	0	0	0	0	0	1187	39.0	34.5
11:00 AM	20	50	66	104	396	352	81	10	0	0	0	0	0	1079	38.0	32.3
12:00 PM	22	61	66	123	375	323	81	10	0	0	0	0	0	1061	38.0	32.0
1:00 PM	8	38	45	143	415	456	105	10	2	0	0	0	0	1222	38.0	33.3
2:00 PM	6	15	31	115	466	493	156	14	2	1	0	0	0	1299	39.0	34.4
3:00 PM	7	14	36	133	459	475	100	11	0	1	1	0	1	1238	38.0	33.8
4:00 PM	7	7	21	76	443	501	123	13	4	0	0	0	0	1195	39.0	34.7
5:00 PM	10	6	17	133	448	396	78	13	2	0	0	0	0	1103	38.0	33.7
6:00 PM	1	2	5	31	295	428	138	18	0	0	0	0	0	918	40.0	35.9
7:00 PM	1	0	5	28	217	363	116	25	2	0	0	0	0	757	40.0	36.1
8:00 PM	0	0	2	37	225	263	65	10	0	0	0	0	0	602	39.0	35.1
9:00 PM	2	0	4	17	182	243	63	8	1	0	0	0	0	520	39.0	35.5
10:00 PM	0	0	4	9	78	159	73	8	2	0	0	0	0	333	41.0	36.7
11:00 PM	0	0	0	8	31	91	32	6	1	0	0	0	0	169	41.0	36.9
Total	88	205	356	1138	5196	6499	1982	300	39	7	2	1	2	15815	39.0	34.8
Percent	0.56%	1.30%	2.25%	7.20%	32.85%	41.09%	12.53%	1.90%	0.25%	0.04%	0.01%	0.01%	0.01%			
AM Peak	11:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	9:00 AM	8:00 AM	7:00 AM	7:00 AM	6:00 AM	9:00 AM	6:00 AM	9:00 AM	10:00 AM		
Volume	20	50	66	104	441	493	175	30	7	2	1	1	1	1187		
PM Peak	12:00 PM	12:00 PM	12:00 PM	1:00 PM	2:00 PM	4:00 PM	2:00 PM	7:00 PM	4:00 PM	2:00 PM	3:00 PM		3:00 PM	2:00 PM		
Volume	22	61	66	143	466	501	156	25	4	1	1	0	1	1299		
	15th Perc	entile:	31.0	MPH		Average S	peed:	34.8	MPH		Posted Sp	eed Limit:		35	МРН	
	50th Perc	entile:	35.0	MPH		10 MPH P	ace:	31 to 40	MPH		Number o	f Vehicles	> 35 MPH	l:	7365	
	85th Perc			MPH		Number ir		11843		Percent of Vehicles > 35 MPH: 46.6%						

74.9%

TRAFFIC IMPACT AND ACCESS STUDY
Proposed Residential Development – Bedford, Massachusetts
TRAFFIC-VOLUME ADJUSTMENT DATA

Massachusetts Highway Department Statewide Traffic Data Collection 2023 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC	Axle Factor
R1	1.23	1.14	1.11	1.06	1.01	0.96	0.93	0.91	1.00	0.97	1.04	1.08	0.77
R3	1.11	1.07	1.02	0.95	0.90	0.89	0.87	0.87	0.92	0.89	0.95	0.99	0.98
R4-R7	1.19	1.16	1.10	1.00	0.92	0.91	0.87	0.88	0.93	0.93	1.01	1.06	0.98
U1-Boston	1.07	1.05	1.00	0.95	0.93	0.92	0.92	0.92	0.94	0.93	0.96	0.99	0.94
U1-Essex	1.14	1.11	1.06	1.00	0.95	0.91	0.87	0.87	0.94	0.95	1.00	1.03	0.96
U1-Southeast	1.12	1.09	1.04	0.96	0.91	0.87	0.84	0.86	0.92	0.94	0.98	1.03	0.96
U1-West	1.05	1.02	0.98	0.96	0.94	0.93	0.94	0.94	0.95	0.92	0.96	0.98	0.81
U1-Worcester	1.06	1.04	0.97	0.93	0.92	0.90	0.92	0.92	0.93	0.92	0.94	0.97	0.88
U3	1.05	1.02	0.96	0.92	0.89	0.89	0.91	0.92	0.91	0.90	0.94	0.96	0.98
U4-U7	1.02	1.00	0.94	0.89	0.86	0.88	0.91	0.92	0.89	0.88	0.91	0.91	0.99
UR2	1.05	1.01	0.97	0.92	0.90	0.90	0.91	0.91	0.91	0.90	0.94	0.97	0.98
Rec - East	1.17	1.16	1.09	1.04	0.92	0.84	0.76	0.80	0.93	1.00	1.03	1.06	0.98
Rec - West	1.46	1.38	1.32	1.06	0.94	0.79	0.59	0.69	0.97	0.99	1.18	1.28	0.98

Round off:

0-999 = 10

>1000 = 100

U = Urban

R = Rural

- 1 Interstate
- 2 Freeway and Expressway
- 3 Other Principal Arterial
- 4 Minor Arterial
- 5 Major Collector
- 6 Minor Collector
- 7 Local Road and Street

UR2 Group - Combination of Urban Freeways and Expressways and Rural Freeways and Expressways.

Recreational - East Group - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.

Recreational - West Group - Continuous Stations 2 and 189 including stations

1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113, 1114,1116,2196,2197 and 2198.

Traffic Growth Rate^a

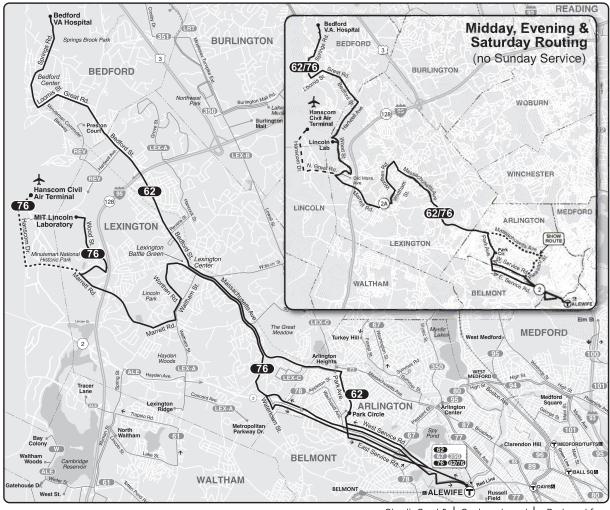
								Annual
Location	2018	2019	2020	2021	2022	2023	2024	Rate
STATION 4140 - YANKEE DIVISION HIGHWAY - ON RAMPS TO I-95/ROUTE 4					164,059	172,204	169,282	1.63%
STATION 4118 - YANKEE DIVISION HIGHWAY - NORTH OF ROUTE 2A WB RAMP				157,583	153,691	156,760	160,612	2.23%
STATION 4950 - CONCORD TURNPIKE WEST OF WALDEN STREET				43,773	46,341	47,672	48,581	2.39%
STATION 403 - ELM STREET - EAST OF REFORMATORY CIRCLE				42,380	44,364	45,321	45,808	1.62%
STATION 4040 - ACTON ROAD AT WESTFORD TL				3,996			4,246	2.04%
STATION 4071 - ROUTE 3 AT CHELMSFORD TL				104,711	109,225	112,048	113,650	2.01%

Average Annual Growth Rate = 1.99%

USE 2.0%

^a Source: Based upon historical data; MassDOT Transportation Data Management System.

TRAFFIC IMPACT AND ACCESS STUD' Proposed Residential Development – Bedford, Massachusetts
1 reposed residential bevelopment bedieve, Massachasett
PUBLIC TRANSPORTATION DATA



 Transfer to bus/subway available on CharlieCard and contactless—good for 2 hours, pay fare difference.

• Children 11 & under ride free.

& All MBTA buses are accessible to people with disabilities.

> Complete fare/pass rules and free/reduced fare eligibility: mbta.com/fares or call 617-222-3200

Effective April 6, 2025

Replaces December 2024

62

Bedford VA Hospital – Alewife Sta

76

Lincoln Lab – Alewife Sta

Schedule Change Saturday

Connections

RED LINE



Information **617-222-3200**Lost and Found **617-222-2229**

TTY 617-222-5146

Realtime arrival information, maps, and more

mbta.com

A125-3-22.1

V In	/eekday bound	62 6	6 62/70	•			0	utbound					
	VA Hospital	Lincoln Lab	Civil Air Terminal	Lexington Center	Arlington Heights	Alewife Station		Alewife Station	Arlington Heights	Lexington Center	Civil Air Terminal	Lincoln Lab	VA Hospital
В	5:50	-	-	6:11	6:19	6:31	В	5:00	5:07	5:13	5:26	-	5:46
	6:40	-	-	6:54	7:03	7:18		6:05	6:13	6:19	-	-	6:36
Α	-	6:55	7:03	7:17	-	7:38	Α	6:25	-	6:39	-	6:53	-
	7:20	-	-	7:35	7:45	8:02		6:40	6:48	6:54	-	-	7:12
Α	-	7:40	7:48	8:03	-	8:25	Α	7:05	-	7:21	-	7:36	-
	8:10	-	-	8:25	8:35	8:52		7:25	7:36	7:44	-	-	8:05
Α	-	8:25	8:33	8:48	-	9:08	Α	7:50	-	8:07	-	8:23	-
	8:55	-	-	9:10	9:19	9:32		8:10	8:21	8:29	-	-	8:50
Α	-	9:10	9:17	9:31	-	9:50	Α	8:30	-	8:47	-	9:03	-
	9:30	-	-	9:45	9:54	10:06		8:45	8:56	9:04	-	-	9:23
В	10:10	-	-	10:35	10:44	10:56	В	9:05	9:16	9:24	9:39	-	10:03
В	11:00	-	11:19	11:35	11:44	11:57	В	10:05	10:14	10:22	-	-	10:53
В	12:00	-	12:19	12:35	12:44	12:57	В	11:05	11:14	11:22	-	-	11:54
В	1:00	-	1:19	1:35	1:44	1:57	В	12:05	12:14	12:22	-	-	12:54
В	2:00	-	2:19	2:35	2:44	2:57	В	1:05	1:14	1:22	-	-	1:54
В	3:00	-	3:19	3:38	3:48	4:04	В	2:05	2:14	2:22	-	-	2:54
	4:00	-	-	4:18	4:27	4:44		3:05	3:16	3:25	-	-	3:48
Α	-	4:25	-	4:40	-	5:01	Α	3:30	-	3:49	4:05	4:17	-
	4:55	-	-	5:13	5:22	5:39		4:05	4:16	4:25	-	-	4:48
Α	-	5:20	-	5:35	-	5:56	Α	4:25	-	4:44	5:00	5:12	-
	5:40	-	-	5:57	6:06	6:22		4:50	5:01	5:10	-	-	5:33
Α	-	6:05	-	6:20	-	6:38	Α	5:10	-	5:29	5:45	5:57	-
	6:20	-	-	6:36	6:44	6:57		5:30	5:41	5:50	-	-	6:12
Α	-	6:40	-	6:52	-	7:09	Α	5:50	-	6:09	6:25	6:36	-
	6:50	-	-	7:05	7:13	7:26		6:05	6:16	6:25	-	-	6:46
Α	-	7:15	-	7:27	-	7:44	Α	6:30	-	6:47	7:00	7:11	-
	7:30	-	-	7:43	7:50	8:02		6:45	6:55	7:02	-	-	7:22
Α	-	7:50	-	8:02	-	8:19	Α	7:05	-	7:22	7:35	7:46	-
В	8:20	-	-	8:43	8:50	9:02	В	7:32	7:42	7:49	-	-	8:16
В	9:00	-	-	9:23	9:30	9:42	В	8:10	8:19	8:25	-	-	8:52
В	10:00	-	-	10:23	10:30	10:42	В	9:10	9:19	9:25	-	-	9:52

A lines are 76 trips

B and shaded lines are 62/76 trips

No 62 or 76 service on Saturday, Sunday

No 62/76 service on Sunday

PM times are bold

Information in this timetable is subject to change without notice. Traffic and weather may affect running times.

Always check bus destination signs before boarding. Some buses may only serve a part, or skip portions of this route.

	aturda bound	y 62/76)		Οι	utbound	1		
	VA Hospital	Civil Air Terminal	Lexington Center	Alewife Station		Alewife Station	Lexington Center	Civil Air Terminal	VA Hospital
В	8:00	8:17	8:33	8:51	В	7:00	7:15	7:28	7:51
В	9:10	9:28	9:45	10:05	В	8:05	8:23	8:37	9:02
В	10:15	10:34	10:52	11:12	В	9:10	9:28	9:42	10:07
В	11:20	11:39	11:57	12:17	В	10:15	10:34	10:48	11:14
В	12:25	12:44	1:02	1:22	В	11:20	11:39	11:53	12:19
В	1:30	1:49	2:07	2:27	B 1	12:25	12:44	12:58	1:24
В	2:35	2:54	3:12	3:32	В	1:30	1:49	2:03	2:29
В	3:40	3:59	4:16	4:35	В	2:35	2:54	3:08	3:33
В	4:45	5:03	5:19	5:38	В	3:40	3:59	4:13	4:38
В	5:50	6:08	6:24	6:43	В	4:45	5:04	5:18	5:43
В	6:55	7:12	7:27	7:44	В	5:55	6:12	6:26	6:48
В	8:00	8:17	8:32	8:49	В	7:00	7:16	7:29	7:51



When active, Route 62 $\&\,62/76$ omits Route 2 Service Road and Park Avenue. Use stops on Pleasant Street (Arlington) or Massachusetts Avenue.

Route 76 omits Route 2 Service Road, Watertown St, and Pleasant St (Lexington). Use stops on Pleasant Street (Arlington) or Massachusetts Avenue.

mbta.com/alerts/bus

Holidays

SUN New Year's Day

SAT MLK Jr. Day

SAT Presidents Day

SAT Patriots' Day

SUN Memorial Day

SUN Independence Day

SUN Labor Day

SAT Columbus/Indigenous Peoples Day

SUN Thanksgiving

SUN Christmas Day

TRAFFIC IMPACT AMP ACCESS STUDY
TRAFFIC IMPACT AND ACCESS STUDY
Proposed Residential Development – Bedford, Massachusetts
MACCOOT CDACH DATA
MASSDOT CRASH DATA

													Traffic															Distance and
						Number					Road	Roadway	Control	Vehicle Actions	Vehicle	Vehicle Travel		Road	Traffic Contr	rol	Vulnerable User				Near	Distance and		Direction
Crash	City	Town			Crash	of	Driver Contributing Circumstances	Driver Distracted	Light	Manner of	Surface	Junction	Device	Prior to Crash (All	Configuration	Directions (All	Weather	Contributing	Device	Vehicle Sequence of	Distracted By (All		Street			Direction From		From
Numb	er Nan	ne C	rash Date Crasi	h Severity	Time	Vehicles	(All Drivers)	By (All Vehicles)	Conditions	Collision	Condition	Туре	Туре	Vehicles)	(All Vehicles)	Vehicles)	Conditions	Circumstance	Function	Events (All Vehicles)	Persons)	Latitude	Longitude Numb	er Roadway	Roadway I	Intersection L	andmark	Landmark
																				V1:(Collision with								
														V1: Travelling	V1:(Passenger					motor vehicle in								
				erty damage										straight ahead /	car) /				Was dayler	traffic) V2:(Collision								
4425	C 41 DED	NEODD		(none	5:11 PM	2	D2: (No impressor deliving)	D2. Not Distress of	Daviliaht	Rear-end	D	Not at iunction	No controls	V2: Slowing or stopped in traffic	V2:(Passenger	V1. M. / V2. M.	Claudu	Name	Yes, device functioning	with motor vehicle in traffic)		42 40722	3 -71.26512 280	GREAT ROAD	I .	50 feet W of		
4423	341 BED	JFORD (06/19/2017 injur	eu)	2:11 PIVI		D2: (No improper driving)	D2: Not Distracted	Daylight	Rear-end	Dry	Junction	CONTROIS	stopped in traffic	V1:(Passenger	V1: W / V2: W	Cloudy	None	Tunctioning	traint)		42.48/33	-/1.20512 280	GREAT ROAD	+	So reet w or		
															car) / V2:(Light													
															truck(van, mini-					V1:(Collision with								
														V1: Travelling	van, pickup,					motor vehicle in								
														straight ahead /	sport utility)) /					traffic) V2:(Collision								
								D1: Not Distracted						V2: Slowing or	V3:(Light					with motor vehicle in								
			Prop	erty damage			D1: (Followed too closely) / D2: (No							stopped in traffic						traffic) V3:(Collision								
				(none			improper driving) / D3: (No imprope					Not at	No	V3: Slowing or	van, pickup,	V1: E / V2: E /			Yes, device	with motor vehicle in								
4481	542 BED	FORD	01/03/2018 injur		7:55 AM	3	driving)	Not Distracted	Daylight	Rear-end	Dry	junction	controls	stopped in traffic	sport utility))	V3: E	Clear		functioning	traffic)		42.48767	7 -71.26625 269	GREAT ROAD	5	50 feet E of		
															V1:(Light													
															truck(van, mini-					V1:(Collision with								
														V1: Travelling	van, pickup,					motor vehicle in								
			Prop	erty damage				D1: Not Distracted						straight ahead /	sport utility)) /					traffic) V2:(Collision								
				(none			D1: (Followed too closely) / D2: (No	/ D2: Not				Not at	No	V2: Slowing or	V2:(Passenger				Yes, device	with motor vehicle in				THE GREAT ROAL				
4593	179 BED	FORD (09/08/2018 injur	ed)	3:01 PM	2	improper driving)	Distracted	Daylight	Rear-end	Dry	junction	controls	stopped in traffic		V1: W / V2: W	Clear	None	functioning	traffic)		42.48734	-71.26516 280	Rte 4/225 W	į.	50 feet W of		
															V1:(Light													
															truck(van, mini-					V1:(Collision with								
															van, pickup,					motor vehicle in								
				erty damage			D1: (Failure to keep in proper lane or							V1:	sport utility)) /					traffic) V2:(Collision								
				(none		_	running off road) / D2: (Made an	/ D2: Not		Sideswipe, same	_	T-	No	Overtaking/passir					Yes, device	with motor vehicle in			.	THE GREAT ROAL	D			
4876	598 BED	FORD (09/08/2020 injur	ed)	2:45 PM	2	improper turn)	Distracted	Daylight	direction	Dry	intersection	n controls	g / V2: Turning lef	t car)	V1: W / V2: W	Clear	None	functioning	traffic)		42.48752	2 -71.26578 274	Rte 4/225 W				
																				V1:(Collision with								
														V1. Classina as	\/1./Dassanger					motor vehicle in								
			Draw					D1: Not Distracted						V1: Slowing or stopped in traffic	V1:(Passenger					traffic) V2:(Collision								
				erty damage (none			D1: (No improper driving) / D2:	/ D2: Not				Not at	No	V2: Slowing or	V2:(Passenger				Voc douico	with motor vehicle in				THE GREAT ROAL				
400	000 DED	EOBD .	10/30/2020 injur		9:10 AM	,	(Followed too closely)	Distracted	Daylight	Rear-end	Snow	junction	controls	stopped in traffic	vz:(Passenger car)	V1: E / V2: E	Snow/Rain	None	Yes, device functioning	traffic)		12 10721	-71.26474 284	Rte 225 E		50 feet W of		
4032	330 BED	POND .	10/30/2020 111jul	euj	9.10 AIVI		(Followed too closely)	Distracted	Dayligiit	Real-ellu	SHOW	Junction	COILLIOIS	stopped in traffic	V1:(Light	V1. E / V2. E	SHOW/ Kalli	None	Turrectioning	tranicj		42.40721	-/1.204/4/204	Rie 223 E		So leet W OI		
															truck(van, mini-					V1:(Collision with								
															van, pickup,					motor vehicle in								
			Prop	erty damage				D1: Not Distracted						V1: Travelling	sport utility)) /					traffic) V2:(Collision								
				(none			D1: (Followed too closely) / D2: (No			Sideswipe, same		T-	No	straight ahead /	V2:(Passenger				Yes, device	with motor vehicle in				GREAT ROAD Rte				
4944	619 BED	FORD)3/23/2021 injur		3:19 PM	2	improper driving)	Distracted	Daylight	direction	Dry	intersection	n controls	_		V1: W / V2: W	Clear	None	functioning	traffic)		42.48759	-71.26598 272	4				
				,					, ,											,								
1		- 1						D1: Other activity		1					V1:(Passenger					V1:(Collision with								
								(searching, eating,		1				V1: Travelling	car) / V2:(Light					motor vehicle in								
		J	Prop	erty damage				personal hygiene,		1				straight ahead /	truck(van, mini-					traffic) V2:(Collision								
		J		(none			D1: (Distracted),(Followed too	etc.) / D2: Not		1		T-	No	V2: Slowing or	van, pickup,				Yes, device	with motor vehicle in				GREAT ROAD Rte	2			
5005	957 BED	FORD	09/06/2021 injur	ed)	4:45 PM	2	closely) / D2: (No improper driving)	Distracted	Daylight	Rear-end	Dry	intersection	n controls	stopped in traffic	sport utility))	V1: W / V2: W	Clear	None	functioning	traffic)		42.48759	-71.26598 272	62				
1						1				1					V1:(Light													
		J													truck(van, mini-													
		J								1					van, pickup,													
										1					sport utility)) /					V1:(Collision with								
		ļ								1				V1: Travelling	V2:(Light					motor vehicle in								
		ļ		erty damage				D1: Not Distracted		1			L.	straight ahead /	truck(van, mini-				L	traffic) V2:(Collision								
				(none			D1: (Followed too closely) / D2: (No	ľ		L .		Not at	No	V2: Slowing or	van, pickup,			l	Yes, device	with motor vehicle in								
5037	689 BED	FORD :	11/24/2021 injur	ed)	3:32 PM	2	improper driving)	Distracted	Daylight	Rear-end	Dry	junction	controls	stopped in traffic	sport utility))	V1: W / V2: W	Clear	None	functioning	traffic)		42.48734	-71.26516 280	GREAT ROAD		200 feet W of		



SEGMENT CRASH RATE WORKSHEET

CITY/TOWN : Bedfor	d			COUNT DATE :	April/May 2025
DISTRICT: 4					
		~ SEGMEN	T DATA ~		
ROADWAY NAME:	Great Road				
START POINT: Robert	s Drive				
END POINT: Elmbro	ook Road				
FUNCTIONAL CLASSI	FICATION OF RO	DADWAY:	Urban Minor	Arterial	
ROAD	WAY DIAGRAM ((LABEL ROA	DWAY AND	CROSS STREETS)	
← North					Elmbrook Road
9			π .	Great Road]ш сс
Roberts Drive			Proposed Site Driveway		
Robe			ığı Ör		
	A	VERAGE DA	ILY TRAFFIC	;	
	SEGMENT	LENGTH IN	MILES (L):	0.09	
,	AVERAGE DAILY	TRAFFIC VO	OLUME (V):	19,200	
TOTAL # OF CRASHE	ES: 8	# OF YEARS :	5	AVERAGE # OF CRASHES PER YEAR A) :	(1.60
CRASH RATE CALCULATION :	2.54	RATE =		(A * 1,000,000) (L * V * 365)	
Comments : State a				hes per million miles tra	veled.
Project Title & Date:	277 Great Ro	ad - Bedford,	, MA		

	CT AND ACCESS STUDY
Proposed Residential Development -	 Bedford, Massachusetts
SIGHT DISTANCE	CALCIII ATIONS
SIGITI DISTANCE	CALCULATIONS

AASHTO Recommended Sight Distance Summary (Passenger Vehicles)

LOCATION:	Great Road at Proposed Site Driveway

Side Street Direction: NB

Number of Lanes on Mainline = 2

Median Width (Feet) = 0

STOPPING SIGHT DISTANCE

Mainline Direction: EB 85th Percentile Speed (V) = 40

85th Percentile Speed (V) = 40 MPH Grade (G) = -1.9%

Apply Grade Adjustment No

Brake Reaction Time (T) = 2.5 seconds Deceleration Rate (A) = 11.2 ft/s^2 SSD = 1.47 V * T +1.075 V²/A = 301 FT

SSD = 305 FT

Mainline Direction: WB

85th Percentile Speed (V) = 40 MPH

Grade (G) = 1.9%

Apply Grade Adjustment No

Brake Reaction Time (T) = 2.5 seconds

Deceleration Rate (A) = 11.2 ft/s^2

 $SSD = 1.47 \text{ V} * \text{ T} + 1.075 \text{ V}^2/\text{A} = 301 \text{ FT}$

SSD = 305 FT

INTERSECTION SIGHT DISTANCE

RIGHT TURN FROM STOP: West of Driveway Posted Speed (V) = 35 MPH Minor Street Approach Grade (G) = 0.0% Apply Grade Adjustment No Time Gap (t_g) = 6.5 seconds

ISD (Right Turn from Stop) = 1.47 * t_g * V = 335 FT

ISD (Right Turn from Stop) = 335 FT

LEFT TURN FROM STOP: East of Driveway

Posted Speed (V) = 40 MPH
Minor Street Approach Grade (G) = 0.0%

Apply Grade Adjustment No

Time Gap (t_g) = 7.5 seconds

ISD (Left Turn from Stop) = 1.47 * t_g * V = 441 FT

ISD (Left Turn from Stop) = 445 FT

TRAFFIC IMPACT AND ACCESS	
Proposed Residential Development – Bedford, Massa	achusetts
TRIP-GENERATION CALCULAT	LIUNS
THII GENERATION CALCOLA	110115

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 220 - Multifamily Housing (Low-Rise)

General Urban/Suburban

Average Vehicle Trips Ends vs: Dwelling Units Independent Variable (X): 43

AVERAGE WEEKDAY DAILY

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.48 * (X) + 7.35$$

$$T = 0.48 * 43 + 7.35$$

$$T = 27.99$$

$$T = 28 vehicle trips$$

$$with 62\% (17 vph) entering and 38\% (11 vph) exiting.$$

SATURDAY DAILY

SATURDAY PEAK HOUR OF GENERATOR

TRAFFIC IMPACT AND ACCESS STUDY
Proposed Residential Development – Bedford, Massachusetts
2010.1,
TRIP DISTRIBUTION DATA
TRIF DISTRIBUTION DATA

Destination Analysis Workers: Living in 01730

Showing: Employment locations grouped by ZIP Codes (ZCTA) Job Counts by ZIP Codes (ZCTA) Where Workers are Employed - All Jobs

	20	22	To From East	To From West	To From East	To From West
	Count	Share	Great Road	Great Road	Great Road	Great Road
01730	583	8.5%	30%	70%	174.9	408.1
01803	417	6.1%	25%	75%	104.25	312.75
02139	259	3.8%	100%		259	0
02451	221	3.2%	100%		221	0
01801	213	3.1%	70%	30%	149.1	63.9
02421	207	3.0%	100%		207	0
02142	193	2.8%	100%		193	0
01821	142	2.1%		100%	0	142
01810	138	2.0%	40%	60%	55.2	82.8
02115	137	2.0%	100%		137	0
02110	132	1.9%	100%		132	0
02210	129	1.9%	100%		129	0
02138	121	1.8%	100%		121	0
02116	94	1.4%	100%		94	0
01887	91	1.3%	50%	50%	45.5	45.5
01824	90	1.3%		100%	0	90
01742	89	1.3%		100%	0	89
02114	88	1.3%	100%		88	0
02420	83	1.2%	100%		83	0
02215	79	1.2%	100%		79	0
02453	79	1.2%	100%		79	0
02111	76	1.1%	100%		76	0
02109	68	1.0%	100%		68	0
02155	66	1.0%	100%		66	0
02472	63	0.9%	100%		63	0
					2623.95	1234.05

USE

0.680

70%

0.320

30%

TRAFFIC IMPACT AND ACCESS STUDY
Proposed Residential Development – Bedford, Massachusetts
1 Toposed Residential Development Bedford, Massachusetts
CAPACITY ANALYSIS METHODOLOGY

CAPACITY ANALYSIS METHODOLOGY

A primary result of capacity analysis is the assignment of levels of service to traffic facilities under various traffic flow conditions. The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM).⁷ The concept of level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year. A description of the operating condition under each level of service is provided below:

- LOS A describes conditions with little to no delay to motorists.
- LOS B represents a desirable level with relatively low delay to motorists.
- LOS C describes conditions with average delays to motorists.
- LOS D describes operations where the influence of congestion becomes more noticeable. Delays
 are still within an acceptable range.
- LOS E represents operating conditions with high delay values. This level is considered by many agencies to be the limit of acceptable delay.
- LOS F is considered to be unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.

Unsignalized Intersections

Levels of service for unsignalized intersections are calculated using the operational analysis methodology of the HCM. The procedure accounts for lane configuration on both the minor and major street approaches, conflicting traffic stream volumes, and the type of intersection control (STOP, YIELD, or all-way STOP control). The definition of level of service for unsignalized intersections is a function of average *control* delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The level-of-service criteria for unsignalized intersections are shown in Table A-1.

Signalized Intersections

Levels of service for signalized intersections are also calculated using the operational analysis methodology of the HCM. The methodology for signalized intersections assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on average *control* delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table A-1 summarizes the relationship between level of service and average control delay.

⁷ Highway Capacity Manual 7th Edition, Transportation Research Board; Washington, D.C.; 2022.

TABLE A-1 Level-of-Service Criteria for Intersections

Level of Service	Unsignalized Intersection Criteria Average Control Delay (Seconds per Vehicle)	Signalized Intersection Criteria Average Control Delay (Seconds per Vehicle)
Α	<10	<10
В	>10 and ≤15	≥10 >10 and ≤20
С	>15 and ≤25	>20 and ≤35
D	>25 and ≤35	>35 and ≤55
E	>35 and ≤50	>55 and ≤80
F	>50 or v/c > 1.0	>80 or v/c > 1.0

Source Highway Capacity Manual 7th Edition, Transportation Research Board; Washington, D.C.; 2022. Pages 19-23, 20-11, and 21-17.

For signalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to the entire intersection. For unsignalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups or to individual intersection approaches.

TRAFFIC IMPACT AND ACCESS STU	DY
Proposed Residential Development – Bedford, Massachus	etts
CAPACITY AND QUEUE ANALYSIS WORKSHEE	ΤS

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	₽	LDIX	****	4	Y	INDIX
Traffic Vol, veh/h	813	2	5	620	6	15
Future Vol, veh/h	813	2	5	620		15
					6	
Conflicting Peds, #/hr	_ 0	0	0	_ 0	0	0
•	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	884	2	5	674	7	16
WWW	001	_	Ū	0, ,	•	10
Major/Minor M	ajor1		Major2		Minor1	
Conflicting Flow All	0	0	886	0	1570	885
Stage 1	_	_	_	_	885	_
Stage 2	_	_	_	_	685	_
Critical Hdwy	_	_	4.12	_	6.42	6.22
Critical Hdwy Stg 1	_	_	7.12	_	5.42	0.22
, ,	-	-	-	-		-
Critical Hdwy Stg 2	-	-	0.040	-	5.42	2 240
Follow-up Hdwy	-	-	2.218	-	3.518	
Pot Cap-1 Maneuver	-	-	764	-	122	344
Stage 1	-	-	-	-	403	-
Stage 2	-	-	-	-	501	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	764	-	120	344
Mov Cap-2 Maneuver	_	_	_	_	120	_
Stage 1	_	_	_	_	403	_
_	-	_	-	-	495	_
Stage 2	-	-	-	-	433	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.08		22.82	
HCM LOS	Ū		0.00		C	
I IOWI LOG					C	
Minor Lane/Major Mvmt	1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		225	_	-	14	-
HCM Lane V/C Ratio		0.102	_	_	0.007	_
HCM Ctrl Dly (s/v)		22.8			9.7	0
HCM Lane LOS		22.0 C	_	-	3.7 A	A
			-	-		
HCM 95th %tile Q(veh)		0.3	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
•			WDI	WDT	NDI	NDD
Movement	EBT	EBR	WBL		NBL	NBR
Lane Configurations	₽			र्न	Y	
Traffic Vol, veh/h	706	5	12	740	3	8
Future Vol, veh/h	706	5	12	740	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None .
Storage Length	-	-	-	-	0	_
Veh in Median Storage,	# 0	_	_	0	0	_
Grade, %	. 0	_	_	0	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	2	2	1	2	2
		5			3	
Mvmt Flow	767	5	13	804	3	9
Major/Minor M	1ajor1	1	Major2	I	Minor1	
Conflicting Flow All	0	0	773	0	1601	770
Stage 1	-	-		-	770	-
Stage 2	_	_	_	_	830	_
Critical Hdwy			4.12	_	6.42	6.22
	-	-	4.12	-	5.42	0.22
Critical Hdwy Stg 1	-	-	-	-		-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-		3.318
Pot Cap-1 Maneuver	-	-	842	-	117	401
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	428	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	_	_	842	_	113	401
Mov Cap-2 Maneuver	_	_	_	_	113	_
Stage 1	_	_	_	_	457	_
Stage 2					416	
Slaye 2	-	-	_	_	410	_
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.15		21.01	
HCM LOS					С	
Min and an a/Maian Monat		UDL 4	ГОТ	EDD	WDI	WDT
Minor Lane/Major Mvmt	[[NBLn1	EBT	FBK	WBL	WBT
Capacity (veh/h)		237	-	-	29	-
HCM Lane V/C Ratio		0.05	-	-	0.015	-
HCM Ctrl Dly (s/v)		21	-	-	9.3	0
HCM Lane LOS		С	-	-	Α	Α
HCM 95th %tile Q(veh)		0.2	-	-	0	-
, ,						

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	-	רטוי	VVDL	₩ <u>₩</u>	MDL	וזטוז
Traffic Vol, veh/h	878	2	6	929	4	9
Future Vol, veh/h	878	2	6	929	4	9
Conflicting Peds, #/hr	0/0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	Stop -	None
Storage Length	-	NOHE	-	-	0	None
Veh in Median Storage		-	-	0	0	-
			-			-
Grade, %	0	- 02	- 02	0	0	- 02
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	2	2	1	2	2
Mvmt Flow	954	2	7	1010	4	10
Major/Minor N	Major1	ľ	Major2	ı	Minor1	
Conflicting Flow All	0	0	957	0	1978	955
Stage 1	_	_	-	_	955	-
Stage 2	_	_	_	_	1023	_
Critical Hdwy	_	_	4.12	_	6.42	6.22
Critical Hdwy Stg 1	_	_	-	_	5.42	-
Critical Hdwy Stg 2	_	_	_	_	5.42	_
Follow-up Hdwy	_	_	2.218	_		3.318
Pot Cap-1 Maneuver	_	_	719	_	68	313
Stage 1	_	_	- 10	_	374	-
Stage 2	_	_	_	_	347	_
Platoon blocked, %	_	_		_	041	
Mov Cap-1 Maneuver	_	_	719		67	313
Mov Cap-1 Maneuver	<u>-</u>	-	113	-	67	J 1J
	-	-	-	-	374	-
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	340	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.06		32.23	
HCM LOS					D	
Minor Lane/Major Mvm	t N	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		146	-	-	12	-
HCM Lane V/C Ratio		0.097	_	_	0.009	_
HCM Ctrl Dly (s/v)		32.2	_	_	10.1	0
HCM Lane LOS		D	_	_	В	Ä
HCM 95th %tile Q(veh))	0.3	_	_	0	-
2 222. 70 3(1011)		2.0			•	