Attachments

- □ Traffic Volume Data
- □ Speed Data
- □ Crash Data
- □ Public Transportation Data
- □ Sight Line Analysis
- □ Background Growth
- □ Trip Generation Data
- □ Trip Distribution Calculations
- □ Capacity Analysis

□ Traffic Volume Data

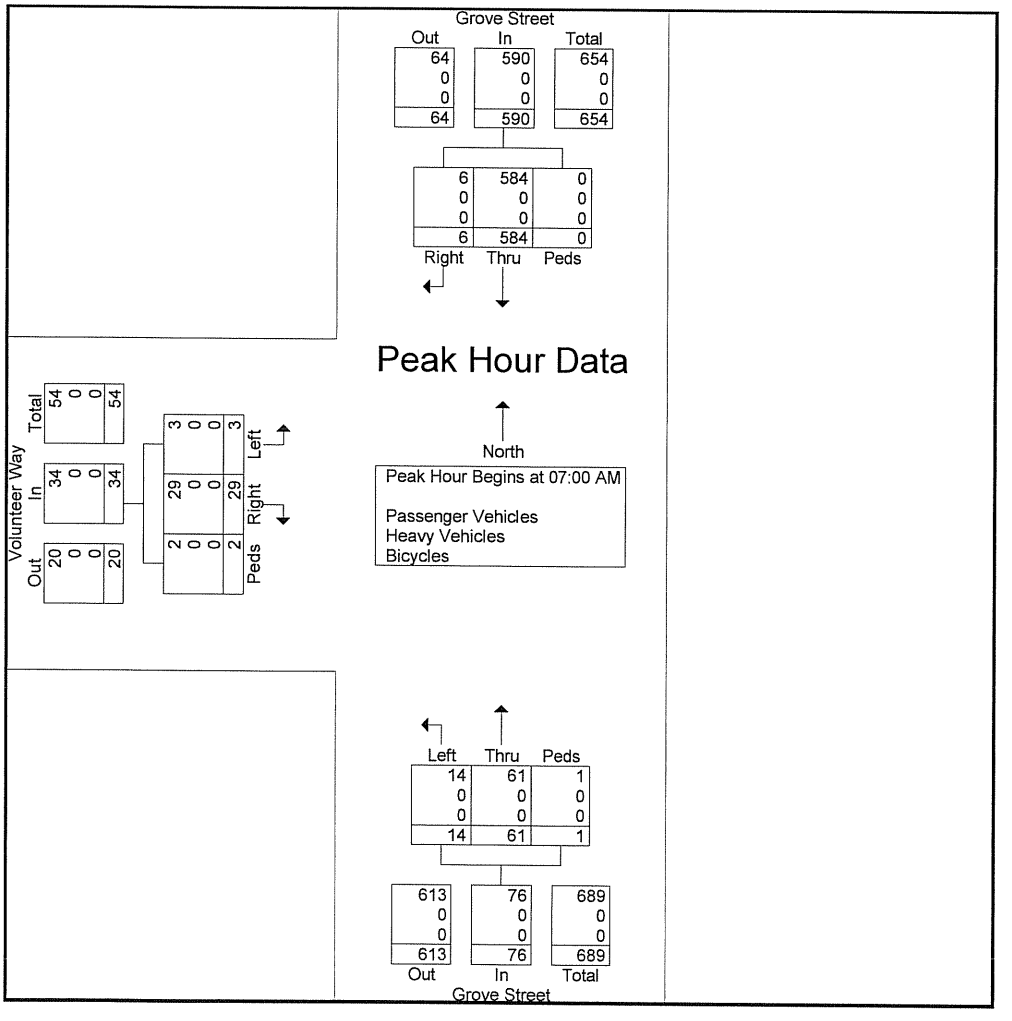
MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

N/S: Grove Street
W: Volunteer Way
Lexington, MA

File Name : 880 - Grove at Volunteer AM
Site Code : 880_____
Start Date : 6/14/2016
Page No : 2

	Grove Street From North				Grove Street From South				Volunteer Way From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	**2**	125	0	127	5	0	**1**	6	6	0	0	6	139
07:15 AM	2	151	0	153	15	1	0	16	7	1	0	8	177
07:30 AM	0	**161**	0	**161**	15	**7**	0	22	**14**	0	0	**14**	**197**
07:45 AM	2	147	0	149	**26**	6	0	**32**	2	**2**	**2**	6	187
Total Volume	6	584	0	590	61	14	1	76	29	3	2	34	700
% App. Total	1	99	0		80.3	18.4	1.3		85.3	8.8	5.9		
PHF	.750	.907	.000	.916	.587	.500	.250	.594	.518	.375	.250	.607	.888
Passenger Vehicles	6	584	0	590	61	14	1	76	29	3	2	34	700
% Passenger Vehicles	100	100	0	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0



MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

N/S: Grove Street
W: Volunteer Way
Lexington, MA

File Name : 880 - Grove at Volunteer AM
Site Code : 880_____
Start Date : 6/14/2016
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Bicycles

	Grove Street From North				Grove Street From South				Volunteer Way From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	2	125	0	127	5	0	1	6	6	0	0	6	139
07:15 AM	2	151	0	153	15	1	0	16	7	1	0	8	177
07:30 AM	0	161	0	161	15	7	0	22	14	0	0	14	197
07:45 AM	2	147	0	149	26	6	0	32	2	2	2	6	187
Total	6	584	0	590	61	14	1	76	29	3	2	34	700
08:00 AM	1	97	0	98	21	5	0	26	6	2	1	9	133
08:15 AM	1	105	0	106	35	0	0	35	10	1	0	11	152
08:30 AM	2	90	0	92	36	8	0	44	14	2	0	16	152
08:45 AM	2	66	0	68	30	3	0	33	7	1	0	8	109
Total	6	358	0	364	122	16	0	138	37	6	1	44	546
Grand Total	12	942	0	954	183	30	1	214	66	9	3	78	1246
Apprch %	1.3	98.7	0		85.5	14	0.5		84.6	11.5	3.8		
Total %	1	75.6	0	76.6	14.7	2.4	0.1	17.2	5.3	0.7	0.2	6.3	
Passenger Vehicles	12	942	0	954	183	30	1	214	66	9	3	78	1246
% Passenger Vehicles	100	100	0	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

N/S: Grove Street
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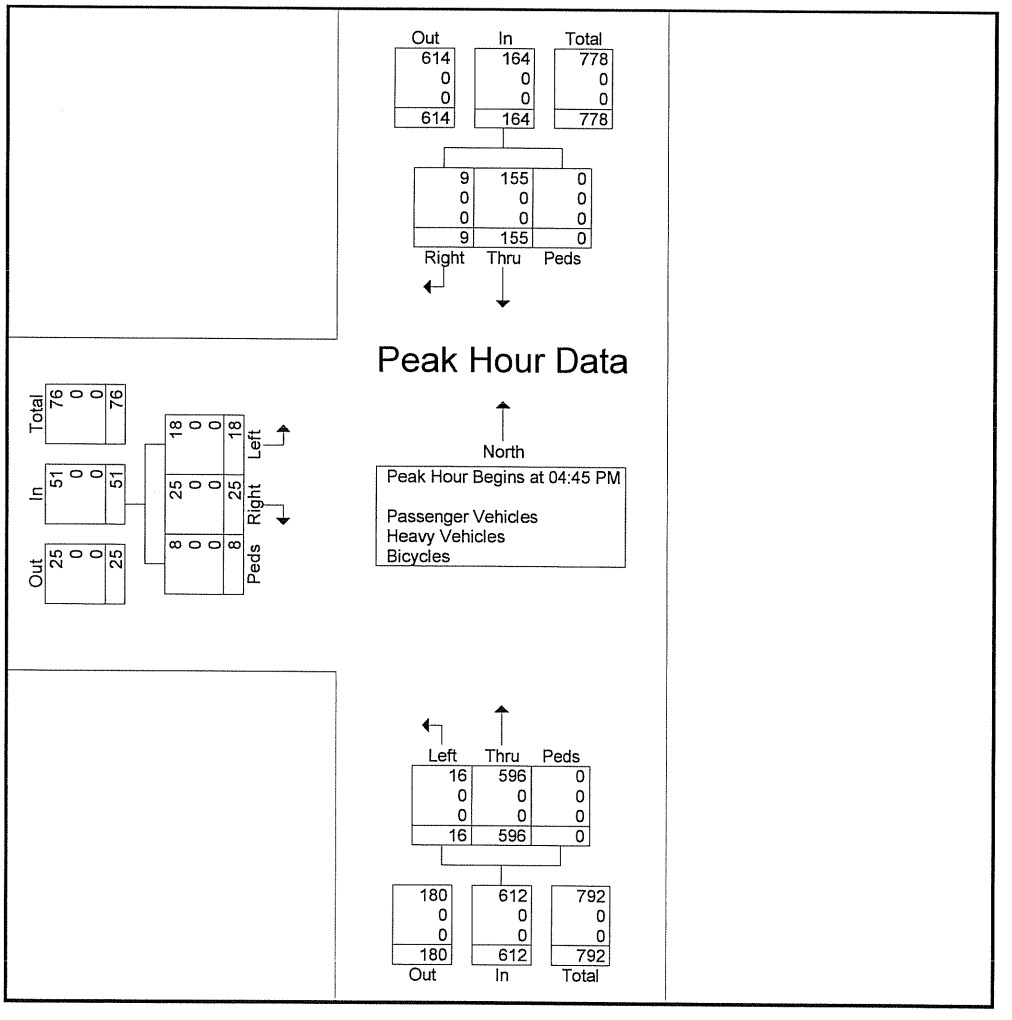
Lexington, MA

File Name : 880 - grove at volunteer pm
Site Code : 880_____
Start Date : 6/14/2016
Page No : 2

	From North				From South				From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	**3**	35	0	38	131	5	0	136	3	5	0	8	182
05:00 PM	3	36	0	39	154	2	0	156	4	3	1	8	203
05:15 PM	2	38	0	40	**182**	**6**	0	**188**	**10**	**6**	**5**	**21**	**249**
05:30 PM	1	**46**	0	**47**	129	3	0	132	8	4	2	14	193
Total Volume	9	155	0	164	596	16	0	612	25	18	8	51	827
% App. Total	5.5	94.5	0		97.4	2.6	0		49	35.3	15.7		
PHF	.750	.842	.000	.872	.819	.667	.000	.814	.625	.750	.400	.607	.830
Passenger Vehicles	9	155	0	164	596	16	0	612	25	18	8	51	827
% Passenger Vehicles	100	100	0	100	100	100	0	100	100	100	100	100	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0



MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

N/S: Grove Street
W: Volunteer Way
Lexington, MA

File Name : 880 - grove at volunteer pm
Site Code : 880_____
Start Date : 6/14/2016
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Bicycles

	From North				From South				From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	1	22	0	23	96	8	1	105	4	1	0	5	133
04:15 PM	2	21	0	23	97	1	0	98	0	5	0	5	126
04:30 PM	1	29	0	30	116	2	0	118	3	1	0	4	152
04:45 PM	3	35	0	38	131	5	0	136	3	5	0	8	182
Total	7	107	0	114	440	16	1	457	10	12	0	22	593
05:00 PM	3	36	0	39	154	2	0	156	4	3	1	8	203
05:15 PM	2	38	0	40	182	6	0	188	10	6	5	21	249
05:30 PM	1	46	0	47	129	3	0	132	8	4	2	14	193
05:45 PM	5	31	0	36	85	5	0	90	9	4	0	13	139
Total	11	151	0	162	550	16	0	566	31	17	8	56	784
Grand Total	18	258	0	276	990	32	1	1023	41	29	8	78	1377
Apprch %	6.5	93.5	0		96.8	3.1	0.1		52.6	37.2	10.3		
Total %	1.3	18.7	0	20	71.9	2.3	0.1	74.3	3	2.1	0.6	5.7	
Passenger Vehicles	18	258	0	276	990	32	1	1023	41	29	8	78	1377
% Passenger Vehicles	100	100	0	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

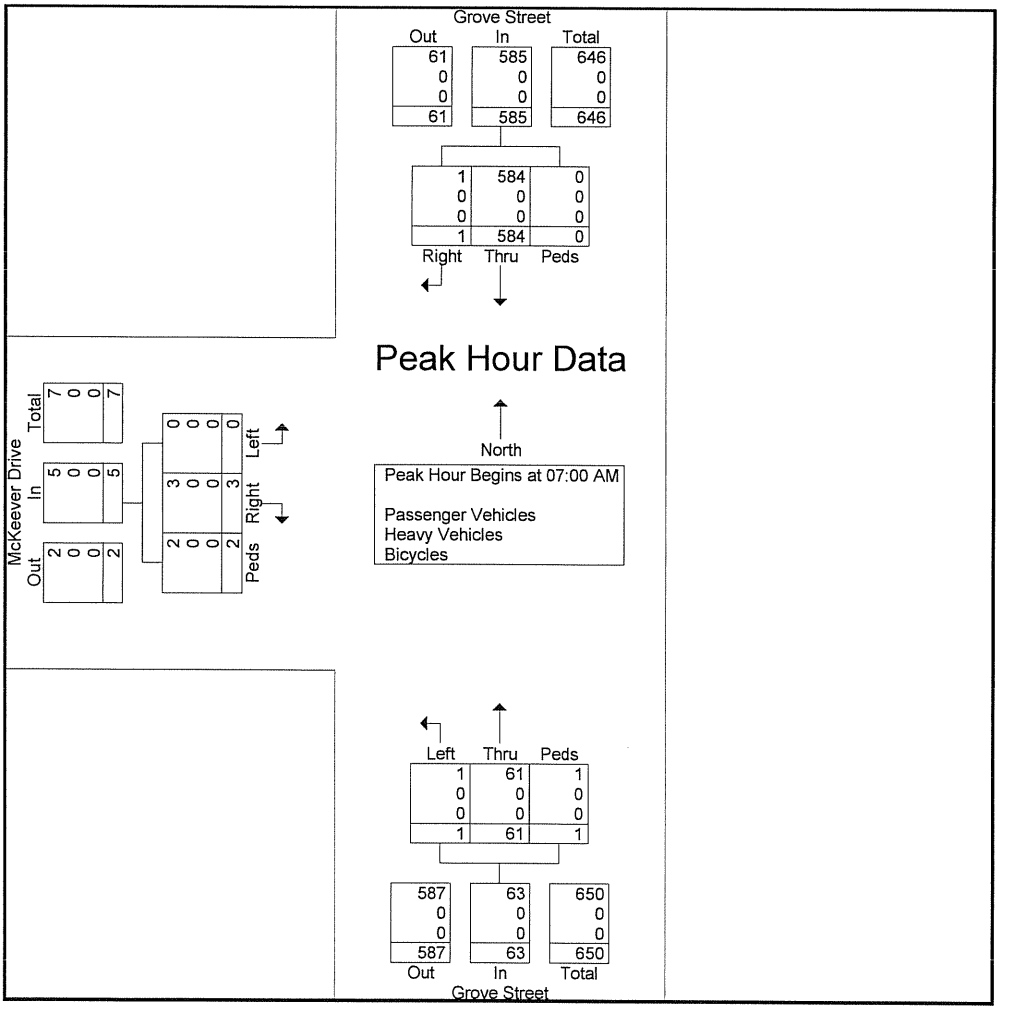
MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

N/S: Grove Street
W: McKeever Drive
Lexington, MA

File Name : 880 - Grove at McKeever AM
Site Code : 880_____
Start Date : 6/14/2016
Page No : 2

	Grove Street From North				Grove Street From South				McKeever Drive From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	125	0	125	5	0	**1**	6	1	0	0	1	132
07:15 AM	0	151	0	151	15	0	0	15	0	0	0	0	166
07:30 AM	**1**	**161**	0	**162**	15	0	0	15	**2**	0	0	**2**	**179**
07:45 AM	0	147	0	147	**26**	**1**	0	**27**	0	0	**2**	2	176
Total Volume	1	584	0	585	61	1	1	63	3	0	2	5	653
% App. Total	0.2	99.8	0		96.8	1.6	1.6		60	0	40		
PHF	.250	.907	.000	.903	.587	.250	.250	.583	.375	.000	.250	.625	.912
Passenger Vehicles	1	584	0	585	61	1	1	63	3	0	2	5	653
% Passenger Vehicles	100	100	0	100	100	100	100	100	100	0	100	100	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0



MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

N/S: Grove Street
W: McKeever Drive
Lexington, MA

File Name : 880 - Grove at McKeever AM
Site Code : 880_____
Start Date : 6/14/2016
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Bicycles

	Grove Street From North				Grove Street From South				McKeever Drive From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	0	125	0	125	5	0	1	6	1	0	0	1	132
07:15 AM	0	151	0	151	15	0	0	15	0	0	0	0	166
07:30 AM	1	161	0	162	15	0	0	15	2	0	0	2	179
07:45 AM	0	147	0	147	26	1	0	27	0	0	2	2	176
Total	1	584	0	585	61	1	1	63	3	0	2	5	653
08:00 AM	0	97	0	97	21	0	0	21	0	0	1	1	119
08:15 AM	0	105	0	105	35	0	0	35	0	0	0	0	140
08:30 AM	0	90	0	90	36	0	0	36	1	0	0	1	127
08:45 AM	0	66	0	66	30	0	0	30	0	0	0	0	96
Total	0	358	0	358	122	0	0	122	1	0	1	2	482
Grand Total	1	942	0	943	183	1	1	185	4	0	3	7	1135
Apprch %	0.1	99.9	0		98.9	0.5	0.5		57.1	0	42.9		
Total %	0.1	83	0	83.1	16.1	0.1	0.1	16.3	0.4	0	0.3	0.6	
Passenger Vehicles	1	942	0	943	183	1	1	185	4	0	3	7	1135
% Passenger Vehicles	100	100	0	100	100	100	100	100	100	0	100	100	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

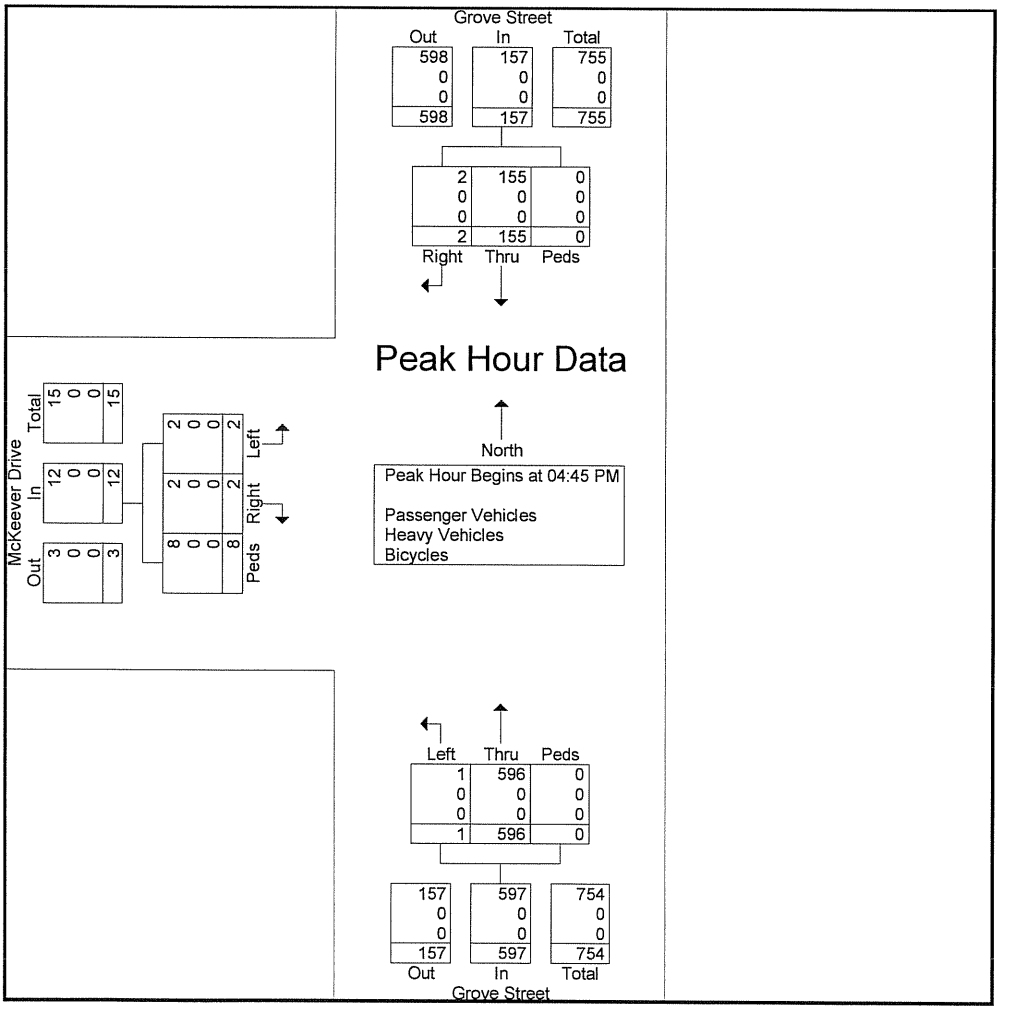
MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

N/S: Grove Street
W: McKeever Dive
Lexington, MA

File Name : 880 - Grove at McKeever PM
Site Code : 880_____
Start Date : 6/14/2016
Page No : 2

	Grove Street From North				Grove Street From South				McKeever Drive From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	35	0	35	131	0	0	131	0	0	0	0	166
05:00 PM	0	36	0	36	154	0	0	154	0	0	1	1	191
05:15 PM	**2**	38	0	40	**182**	**1**	0	**183**	**1**	0	**5**	**6**	**229**
05:30 PM	0	**46**	0	**46**	129	0	0	129	1	**2**	2	5	180
Total Volume	2	155	0	157	596	1	0	597	2	2	8	12	766
% App. Total	1.3	98.7	0		99.8	0.2	0		16.7	16.7	66.7		
PHF	.250	.842	.000	.853	.819	.250	.000	.816	.500	.250	.400	.500	.836
Passenger Vehicles	2	155	0	157	596	1	0	597	2	2	8	12	766
% Passenger Vehicles	100	100	0	100	100	100	0	100	100	100	100	100	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0



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28 Lord Road, Suite 280
Marlborough, MA

N/S: Grove Street
W: McKeever Dive
Lexington, MA

File Name : 880 - Grove at McKeever PM
Site Code : 880_____
Start Date : 6/14/2016
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Bicycles

	Grove Street From North				Grove Street From South				McKeever Drive From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	0	22	0	22	96	0	1	97	0	0	0	0	119
04:15 PM	0	21	0	21	97	0	0	97	0	0	0	0	118
04:30 PM	0	29	0	29	116	1	0	117	0	0	0	0	146
04:45 PM	0	35	0	35	131	0	0	131	0	0	0	0	166
Total	0	107	0	107	440	1	1	442	0	0	0	0	549
05:00 PM	0	36	0	36	154	0	0	154	0	0	1	1	191
05:15 PM	2	38	0	40	182	1	0	183	1	0	5	6	229
05:30 PM	0	46	0	46	129	0	0	129	1	2	2	5	180
05:45 PM	0	31	0	31	85	1	0	86	0	0	0	0	117
Total	2	151	0	153	550	2	0	552	2	2	8	12	717
Grand Total	2	258	0	260	990	3	1	994	2	2	8	12	1266
Apprch %	0.8	99.2	0		99.6	0.3	0.1		16.7	16.7	66.7		
Total %	0.2	20.4	0	20.5	78.2	0.2	0.1	78.5	0.2	0.2	0.6	0.9	
Passenger Vehicles	2	258	0	260	990	3	1	994	2	2	8	12	1266
% Passenger Vehicles	100	100	0	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0

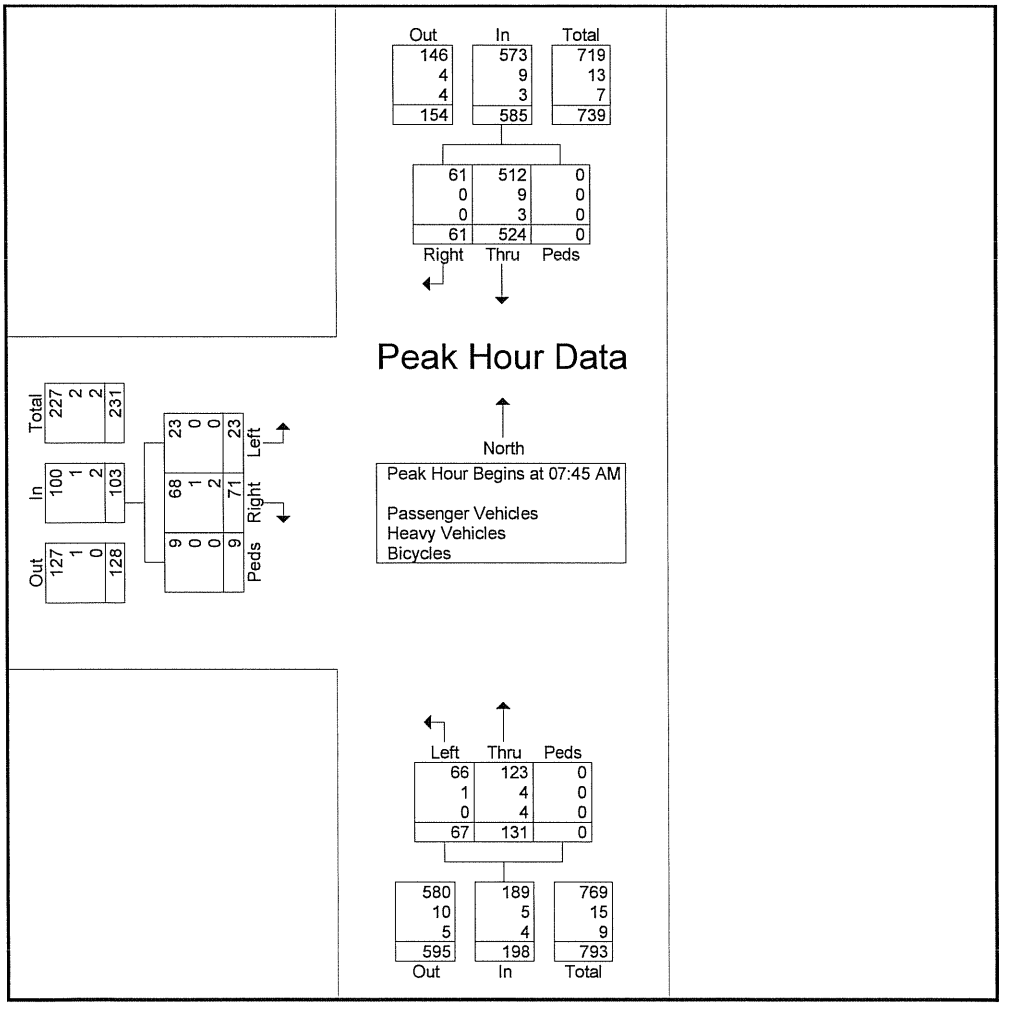
MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

N/S: Grove Street
W: Eldred Street
Lexington, MA

File Name : 880 - Grove at Eldred AM
Site Code : 880_____
Start Date : 6/21/2016
Page No : 2

	From North				From South				From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	**24**	**142**	0	**166**	29	10	0	39	15	3	0	18	223
08:00 AM	13	137	0	150	20	10	0	30	11	**7**	2	20	200
08:15 AM	16	128	0	144	27	15	0	42	22	6	**5**	**33**	219
08:30 AM	8	117	0	125	**55**	**32**	0	**87**	**23**	7	2	32	**244**
Total Volume	61	524	0	585	131	67	0	198	71	23	9	103	886
% App. Total	10.4	89.6	0		66.2	33.8	0		68.9	22.3	8.7		
PHF	.635	.923	.000	.881	.595	.523	.000	.569	.772	.821	.450	.780	.908
Passenger Vehicles	61	512	0	573	123	66	0	189	68	23	9	100	862
% Passenger Vehicles	100	97.7	0	97.9	93.9	98.5	0	95.5	95.8	100	100	97.1	97.3
Heavy Vehicles	0	9	0	9	4	1	0	5	1	0	0	1	15
% Heavy Vehicles	0	1.7	0	1.5	3.1	1.5	0	2.5	1.4	0	0	1.0	1.7
Bicycles	0	3	0	3	4	0	0	4	2	0	0	2	9
% Bicycles	0	0.6	0	0.5	3.1	0	0	2.0	2.8	0	0	1.9	1.0



MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

N/S: Grove Street
W: Eldred Street
Lexington, MA

File Name : 880 - Grove at Eldred AM
Site Code : 880_____
Start Date : 6/21/2016
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Bicycles

	From North				From South				From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	21	99	0	120	11	8	0	19	8	3	0	11	150
07:15 AM	28	146	0	174	9	6	0	15	7	3	0	10	199
07:30 AM	14	145	0	159	20	9	0	29	15	12	2	29	217
07:45 AM	24	142	0	166	29	10	0	39	15	3	0	18	223
Total	87	532	0	619	69	33	0	102	45	21	2	68	789
08:00 AM	13	137	0	150	20	10	0	30	11	7	2	20	200
08:15 AM	16	128	0	144	27	15	0	42	22	6	5	33	219
08:30 AM	8	117	0	125	55	32	0	87	23	7	2	32	244
08:45 AM	7	69	0	76	19	23	0	42	19	8	1	28	146
Total	44	451	0	495	121	80	0	201	75	28	10	113	809
Grand Total	131	983	0	1114	190	113	0	303	120	49	12	181	1598
Apprch %	11.8	88.2	0		62.7	37.3	0		66.3	27.1	6.6		
Total %	8.2	61.5	0	69.7	11.9	7.1	0	19	7.5	3.1	0.8	11.3	
Passenger Vehicles	131	963	0	1094	180	109	0	289	113	46	12	171	1554
% Passenger Vehicles	100	98	0	98.2	94.7	96.5	0	95.4	94.2	93.9	100	94.5	97.2
Heavy Vehicles	0	17	0	17	6	2	0	8	5	2	0	7	32
% Heavy Vehicles	0	1.7	0	1.5	3.2	1.8	0	2.6	4.2	4.1	0	3.9	2
Bicycles	0	3	0	3	4	2	0	6	2	1	0	3	12
% Bicycles	0	0.3	0	0.3	2.1	1.8	0	2	1.7	2	0	1.7	0.8

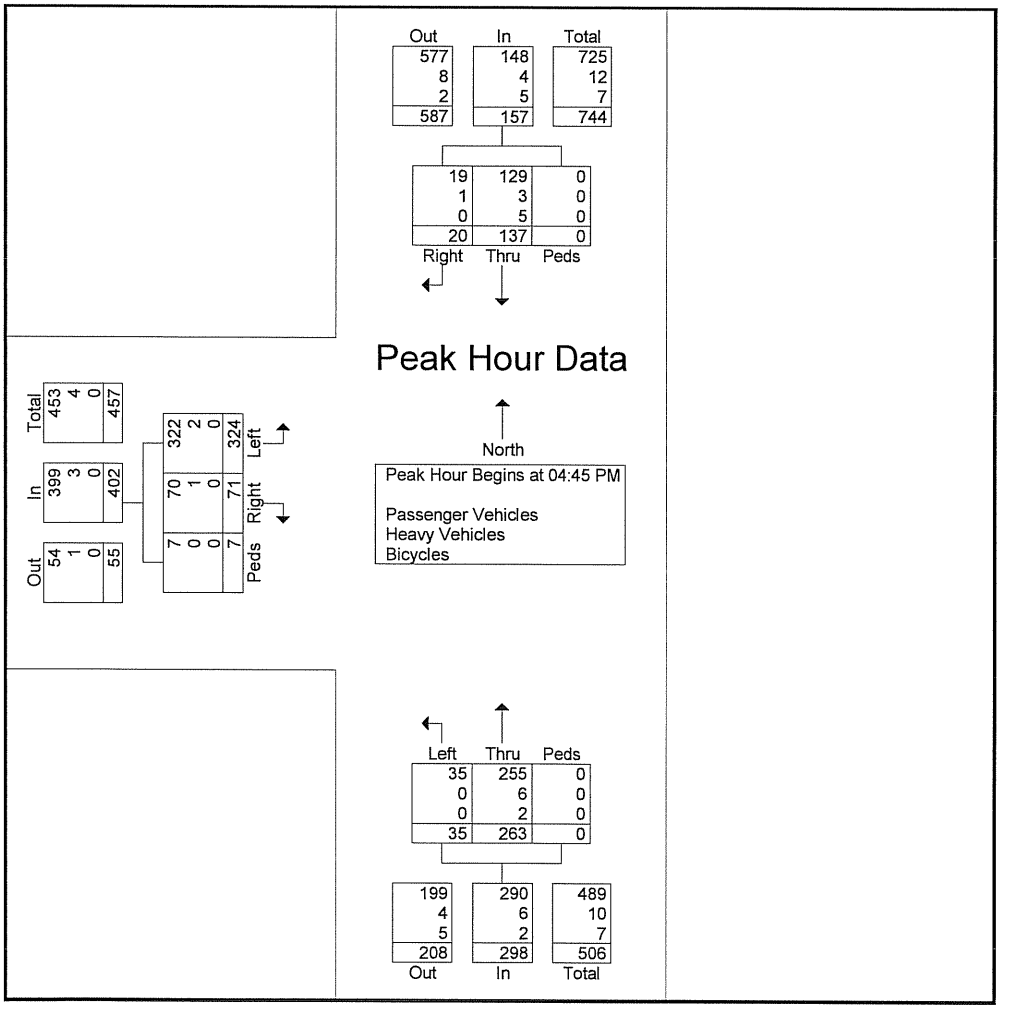
MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

N/S: Grove Street
W: Eldred Street
Lexington, MA

File Name : 880 - Grove at Eldred PM
Site Code : 880_____
Start Date : 6/21/2016
Page No : 2

	From North				From South				From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	1	31	0	32	**73**	8	0	**81**	11	67	1	79	192
05:00 PM	**8**	31	0	39	64	8	0	72	17	78	1	96	207
05:15 PM	4	**39**	0	**43**	67	9	0	76	17	**103**	1	**121**	**240**
05:30 PM	7	36	0	43	59	**10**	0	69	**26**	76	**4**	106	218
Total Volume	20	137	0	157	263	35	0	298	71	324	7	402	857
% App. Total	12.7	87.3	0		88.3	11.7	0		17.7	80.6	1.7		
PHF	.625	.878	.000	.913	.901	.875	.000	.920	.683	.786	.438	.831	.893
Passenger Vehicles	19	129	0	148	255	35	0	290	70	322	7	399	837
% Passenger Vehicles	95.0	94.2	0	94.3	97.0	100	0	97.3	98.6	99.4	100	99.3	97.7
Heavy Vehicles	1	3	0	4	6	0	0	6	1	2	0	3	13
% Heavy Vehicles	5.0	2.2	0	2.5	2.3	0	0	2.0	1.4	0.6	0	0.7	1.5
Bicycles	0	5	0	5	2	0	0	2	0	0	0	0	7
% Bicycles	0	3.6	0	3.2	0.8	0	0	0.7	0	0	0	0	0.8



MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

N/S: Grove Street
W: Eldred Street
Lexington, MA

File Name : 880 - Grove at Eldred PM
Site Code : 880_____
Start Date : 6/21/2016
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Bicycles

	From North				From South				From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	2	29	0	31	97	9	0	106	13	34	0	47	184
04:15 PM	8	35	0	43	69	9	0	78	14	54	0	68	189
04:30 PM	5	41	0	46	77	9	0	86	9	51	0	60	192
04:45 PM	1	31	0	32	73	8	0	81	11	67	1	79	192
Total	16	136	0	152	316	35	0	351	47	206	1	254	757
05:00 PM	8	31	0	39	64	8	0	72	17	78	1	96	207
05:15 PM	4	39	0	43	67	9	0	76	17	103	1	121	240
05:30 PM	7	36	0	43	59	10	0	69	26	76	4	106	218
05:45 PM	9	40	0	49	51	5	0	56	26	61	0	87	192
Total	28	146	0	174	241	32	0	273	86	318	6	410	857
Grand Total	44	282	0	326	557	67	0	624	133	524	7	664	1614
Apprch %	13.5	86.5	0		89.3	10.7	0		20	78.9	1.1		
Total %	2.7	17.5	0	20.2	34.5	4.2	0	38.7	8.2	32.5	0.4	41.1	
Passenger Vehicles	42	270	0	312	544	66	0	610	132	521	7	660	1582
% Passenger Vehicles	95.5	95.7	0	95.7	97.7	98.5	0	97.8	99.2	99.4	100	99.4	98
Heavy Vehicles	2	5	0	7	10	1	0	11	1	3	0	4	22
% Heavy Vehicles	4.5	1.8	0	2.1	1.8	1.5	0	1.8	0.8	0.6	0	0.6	1.4
Bicycles	0	7	0	7	3	0	0	3	0	0	0	0	10
% Bicycles	0	2.5	0	2.1	0.5	0	0	0.5	0	0	0	0	0.6

MDM TRANSPORTATION CONSULTANTS, INC.

28 Lord Road, Suite 280
Marlborough, MA
www.mdmtrans.com

Grove Street
South of Volunteer Way
Lexington, MA

Site Code: 880

Start Time	14-Jun-16 Tue	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Northbound Morning	Northbound Afternoon	Northbound Morning	Northbound Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	29			1	25				
12:15		0	19			0	22				
12:30		0	37			0	33				
12:45		0	35	0	120	1	27	2	107	2	227
01:00		0	23			0	31				
01:15		0	25			0	39				
01:30		0	23			0	22				
01:45		1	21	1	92	0	32	0	124	1	216
02:00		0	19			0	34				
02:15		0	19			0	27				
02:30		0	31			0	32				
02:45		0	33	0	102	0	38	0	131	0	233
03:00		1	20			1	43				
03:15		0	40			0	70				
03:30		0	19			0	98				
03:45		0	30	1	109	0	89	1	300	2	409
04:00		0	30			0	104				
04:15		0	23			0	115				
04:30		3	31			1	116				
04:45		1	35	4	119	0	131	1	466	5	585
05:00		0	42			1	155				
05:15		10	45			2	186				
05:30		6	58			1	141				
05:45		10	39	26	184	2	113	6	595	32	779
06:00		16	46			5	101				
06:15		41	33			8	79				
06:30		84	35			7	57				
06:45		124	23	265	137	8	52	28	289	293	426
07:00		134	19			6	18				
07:15		158	20			17	38				
07:30		177	7			23	29				
07:45		144	13	613	59	37	22	83	107	696	166
08:00		102	6			30	19				
08:15		122	12			37	26				
08:30		104	7			51	22				
08:45		79	12	407	37	38	24	156	91	563	128
09:00		74	26			31	27				
09:15		60	19			36	17				
09:30		45	6			21	9				
09:45		17	4	196	55	19	10	107	63	303	118
10:00		25	7			21	3				
10:15		22	2			24	2				
10:30		26	4			23	5				
10:45		22	0	95	13	23	3	91	13	186	26
11:00		13	1			16	4				
11:15		21	2			30	2				
11:30		18	2			23	2				
11:45		20	0	72	5	25	0	94	8	166	13
Total		1680	1032			569	2294			2249	3326
Percent		61.9%	38.1%			19.9%	80.1%			40.3%	59.7%
Combined Total		2712				2863				5575	

MDM TRANSPORTATION CONSULTANTS, INC.

28 Lord Road, Suite 280
Marlborough, MA
www.mdmtrans.com

Grove Street
South of Volunteer Way
Lexington, MA

Site Code: 880

Start Time	15-Jun-16 Wed	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	22			0	33				
12:15		0	30			2	34				
12:30		0	32			1	32				
12:45		1	23	1	107	0	32	3	131	4	238
01:00		0	26			1	35				
01:15		0	35			0	21				
01:30		1	24			0	42				
01:45		0	17	1	102	1	32	2	130	3	232
02:00		0	22			0	39				
02:15		0	25			0	28				
02:30		0	25			0	47				
02:45		0	39	0	111	0	41	0	155	0	266
03:00		0	20			0	46				
03:15		0	34			0	66				
03:30		0	25			0	82				
03:45		1	25	1	104	0	108	0	302	1	406
04:00		1	26			0	124				
04:15		2	35			2	125				
04:30		4	44			2	141				
04:45		3	28	10	133	0	161	4	551	14	684
05:00		0	38			0	186				
05:15		4	34			1	187				
05:30		6	38			0	148				
05:45		13	49	23	159	2	140	3	661	26	820
06:00		17	39			7	80				
06:15		35	31			5	72				
06:30		57	36			11	51				
06:45		111	34	220	140	4	36	27	239	247	379
07:00		124	18			10	32				
07:15		138	12			19	29				
07:30		144	12			24	40				
07:45		129	9	535	51	35	24	88	125	623	176
08:00		123	14			25	24				
08:15		104	14			31	18				
08:30		104	9			47	20				
08:45		73	11	404	48	33	14	136	76	540	124
09:00		60	10			33	15				
09:15		54	4			28	17				
09:30		41	7			18	9				
09:45		28	3	183	24	21	12	100	53	283	77
10:00		30	4			24	24				
10:15		17	2			23	5				
10:30		19	3			18	2				
10:45		28	4	94	13	15	6	80	37	174	50
11:00		23	4			19	5				
11:15		21	2			26	8				
11:30		16	1			19	0				
11:45		19	0	79	7	24	4	88	17	167	24
Total		1551	999			531	2477			2082	3476
Percent		60.8%	39.2%			17.7%	82.3%			37.5%	62.5%
Combined Total		2550				3008				5558	

MDM TRANSPORTATION CONSULTANTS, INC.

28 Lord Road, Suite 280
Marlborough, MA
www.mdmtrans.com

Grove Street
South of Volunteer Way
Lexington, MA

Site Code: 880

Start Time	16-Jun-16 Thu	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Northbound Morning	Northbound Afternoon	Northbound Morning	Northbound Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	25			3	22				
12:15		2	34			4	33				
12:30		0	29			2	47				
12:45		0	33	2	121	1	32	10	134	12	255
01:00		0	33			0	24				
01:15		0	22			1	34				
01:30		1	29			0	30				
01:45		0	24	1	108	0	23	1	111	2	219
02:00		0	28			0	24				
02:15		0	25			0	22				
02:30		0	23			0	29				
02:45		0	39	0	115	0	56	0	131	0	246
03:00		0	27			0	59				
03:15		1	33			0	61				
03:30		0	32			0	91				
03:45		1	29	2	121	0	109	0	320	2	441
04:00		0	31			0	97				
04:15		2	43			0	98				
04:30		2	41			0	134				
04:45		2	44	6	159	1	140	1	469	7	628
05:00		0	66			2	130				
05:15		6	70			2	156				
05:30		5	79			2	166				
05:45		6	81	17	296	3	146	9	598	26	894
06:00		19	70			5	116				
06:15		33	67			1	92				
06:30		60	33			8	51				
06:45		69	25	181	195	8	52	22	311	203	506
07:00		113	21			12	30				
07:15		108	19			19	24				
07:30		131	17			15	23				
07:45		123	11	475	68	29	18	75	95	550	163
08:00		128	6			24	21				
08:15		131	15			31	16				
08:30		133	15			50	12				
08:45		109	9	501	45	36	19	141	68	642	113
09:00		71	10			31	9				
09:15		58	8			34	25				
09:30		51	3			19	7				
09:45		26	2	206	23	23	3	107	44	313	67
10:00		24	4			17	5				
10:15		34	1			24	1				
10:30		29	0			24	5				
10:45		17	2	104	7	15	3	80	14	184	21
11:00		12	2			24	7				
11:15		22	1			29	1				
11:30		20	1			27	4				
11:45		27	2	81	6	21	4	101	16	182	22
Total		1576	1264			547	2311			2123	3575
Percent		55.5%	44.5%			19.1%	80.9%			37.3%	62.7%
Combined Total		2840				2858				5698	

□ Speed Data

MDM TRANSPORTATION CONSULTANTS, INC.

28 Lord Road, Suite 280
Marlborough, MA
www.mdmtrans.com

Grove Street
South of Volunteer Way
Lexington, MA

Site Code: 880

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent
06/14/16	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	38
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19
05:00	0	1	0	0	3	2	0	0	0	0	0	0	0	0	6	37
06:00	2	3	0	4	10	9	0	0	0	0	0	0	0	0	28	37
07:00	9	16	1	16	28	11	2	0	0	0	0	0	0	0	83	35
08:00	11	11	6	41	60	25	1	1	0	0	0	0	0	0	156	35
09:00	8	6	13	31	38	11	0	0	0	0	0	0	0	0	107	34
10:00	4	3	2	16	45	20	1	0	0	0	0	0	0	0	91	36
11:00	1	9	7	19	40	15	3	0	0	0	0	0	0	0	94	36
12 PM	6	5	5	20	47	22	2	0	0	0	0	0	0	0	107	36
13:00	6	8	11	21	59	18	1	0	0	0	0	0	0	0	124	35
14:00	3	4	5	21	76	22	0	0	0	0	0	0	0	0	131	35
15:00	15	23	17	71	119	51	4	0	0	0	0	0	0	0	300	35
16:00	9	12	14	96	230	102	3	0	0	0	0	0	0	0	466	36
17:00	7	23	16	119	315	107	7	1	0	0	0	0	0	0	595	36
18:00	13	16	18	47	139	52	4	0	0	0	0	0	0	0	289	36
19:00	4	11	6	17	56	11	2	0	0	0	0	0	0	0	107	34
20:00	15	3	8	22	34	8	1	0	0	0	0	0	0	0	91	34
21:00	9	14	24	9	5	1	1	0	0	0	0	0	0	0	63	28
22:00	2	2	0	1	6	2	0	0	0	0	0	0	0	0	13	35
23:00	0	0	0	3	4	1	0	0	0	0	0	0	0	0	8	34
Total	124	171	153	575	1315	491	32	2	0	0	0	0	0	0	2863	

Statistics		
	10 MPH Pace Speed :	26-35 MPH
	85th Percentile :	35 MPH
	95th Percentile :	38 MPH
	Number of Vehicles > 30 MPH :	1840
	Percent of Vehicles > 30 MPH :	64.3%
	Mean Speed(Average) :	30 MPH

MDM TRANSPORTATION CONSULTANTS, INC.

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent
06/15/16	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	37
01:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	39
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
04:00	0	1	1	0	1	1	0	0	0	0	0	0	0	0	4	37
05:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3	38
06:00	2	0	1	1	14	9	0	0	0	0	0	0	0	0	27	37
07:00	12	7	0	17	32	17	3	0	0	0	0	0	0	0	88	36
08:00	14	14	6	33	50	18	1	0	0	0	0	0	0	0	136	34
09:00	5	5	2	20	52	14	2	0	0	0	0	0	0	0	100	35
10:00	5	9	6	23	29	7	1	0	0	0	0	0	0	0	80	34
11:00	2	12	5	19	31	18	1	0	0	0	0	0	0	0	88	36
12 PM	6	3	5	35	60	20	2	0	0	0	0	0	0	0	131	35
13:00	3	7	6	25	65	21	3	0	0	0	0	0	0	0	130	36
14:00	9	6	2	35	80	21	2	0	0	0	0	0	0	0	155	34
15:00	4	17	9	85	139	43	5	0	0	0	0	0	0	0	302	35
16:00	9	25	37	117	275	83	5	0	0	0	0	0	0	0	551	35
17:00	4	3	10	130	392	118	4	0	0	0	0	0	0	0	661	35
18:00	9	22	5	31	121	47	4	0	0	0	0	0	0	0	239	36
19:00	11	11	4	26	54	13	6	0	0	0	0	0	0	0	125	35
20:00	11	8	6	10	28	9	4	0	0	0	0	0	0	0	76	35
21:00	4	13	3	18	10	4	1	0	0	0	0	0	0	0	53	33
22:00	5	4	5	17	3	3	0	0	0	0	0	0	0	0	37	30
23:00	2	0	1	2	6	6	0	0	0	0	0	0	0	0	17	37
Total	117	167	114	645	1444	477	44	0	0	0	0	0	0	0	3008	

Statistics		
	10 MPH Pace Speed :	26-35 MPH
	85th Percentile :	35 MPH
	95th Percentile :	38 MPH
	Number of Vehicles > 30 MPH :	1965
	Percent of Vehicles > 30 MPH :	65.3%
	Mean Speed(Average) :	31 MPH

MDM TRANSPORTATION CONSULTANTS, INC.

28 Lord Road, Suite 280
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Grove Street
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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent
06/16/16	0	3	0	1	1	4	0	1	0	0	0	0	0	0	10	39
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
05:00	2	1	0	0	5	1	0	0	0	0	0	0	0	0	9	34
06:00	1	2	0	3	10	5	0	1	0	0	0	0	0	0	22	37
07:00	9	9	2	13	29	12	1	0	0	0	0	0	0	0	75	35
08:00	11	11	9	36	43	27	4	0	0	0	0	0	0	0	141	36
09:00	2	2	3	22	54	24	0	0	0	0	0	0	0	0	107	36
10:00	14	12	5	16	20	13	0	0	0	0	0	0	0	0	80	35
11:00	10	8	2	21	44	16	0	0	0	0	0	0	0	0	101	35
12 PM	10	11	11	28	53	17	4	0	0	0	0	0	0	0	134	35
13:00	4	9	11	24	48	14	1	0	0	0	0	0	0	0	111	34
14:00	8	7	8	35	55	18	0	0	0	0	0	0	0	0	131	34
15:00	5	14	15	100	158	27	1	0	0	0	0	0	0	0	320	34
16:00	5	14	24	107	244	67	8	0	0	0	0	0	0	0	469	35
17:00	14	31	19	94	334	100	6	0	0	0	0	0	0	0	598	35
18:00	12	21	14	48	154	56	6	0	0	0	0	0	0	0	311	36
19:00	3	5	2	25	42	16	2	0	0	0	0	0	0	0	95	36
20:00	8	13	4	11	25	6	1	0	0	0	0	0	0	0	68	34
21:00	5	5	4	17	9	4	0	0	0	0	0	0	0	0	44	33
22:00	1	0	0	2	4	6	1	0	0	0	0	0	0	0	14	39
23:00	0	1	2	5	2	5	1	0	0	0	0	0	0	0	16	38
Total	125	179	135	608	1334	439	36	2	0	0	0	0	0	0	2858	

Statistics		
	10 MPH Pace Speed :	26-35 MPH
	85th Percentile :	35 MPH
	95th Percentile :	38 MPH
	Number of Vehicles > 30 MPH :	1811
	Percent of Vehicles > 30 MPH :	63.4%
	Mean Speed(Average) :	30 MPH

Stats		
	Mean Speed(Average) :	30 MPH
	85th Percentile :	35 MPH
	95th Percentile :	38 MPH
	Number of Vehicles > 30 MPH :	5616
	Percent of Vehicles > 30 MPH :	64.3%

MDM TRANSPORTATION CONSULTANTS, INC.

28 Lord Road, Suite 280
Marlborough, MA
www.mdmtrans.com

Grove Street
South of Volunteer Way
Lexington, MA

Site Code: 880

Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent
06/14/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29
04:00	0	0	0	1	1	0	2	0	0	0	0	0	0	0	4	43
05:00	3	0	0	2	11	7	3	0	0	0	0	0	0	0	26	39
06:00	10	10	1	47	144	48	4	1	0	0	0	0	0	0	265	36
07:00	23	18	16	155	330	67	4	0	0	0	0	0	0	0	613	34
08:00	34	12	16	104	196	44	1	0	0	0	0	0	0	0	407	34
09:00	16	4	19	75	70	12	0	0	0	0	0	0	0	0	196	33
10:00	15	2	7	22	38	11	0	0	0	0	0	0	0	0	95	34
11:00	8	4	3	18	32	5	2	0	0	0	0	0	0	0	72	34
12 PM	9	4	8	31	54	13	1	0	0	0	0	0	0	0	120	34
13:00	11	2	3	33	33	10	0	0	0	0	0	0	0	0	92	34
14:00	15	2	2	34	41	8	0	0	0	0	0	0	0	0	102	34
15:00	21	5	5	22	40	16	0	0	0	0	0	0	0	0	109	34
16:00	12	2	1	22	57	25	0	0	0	0	0	0	0	0	119	36
17:00	24	10	7	49	76	17	1	0	0	0	0	0	0	0	184	34
18:00	22	8	7	36	44	20	0	0	0	0	0	0	0	0	137	34
19:00	8	5	5	19	18	4	0	0	0	0	0	0	0	0	59	33
20:00	6	0	5	12	12	1	1	0	0	0	0	0	0	0	37	33
21:00	18	22	8	4	3	0	0	0	0	0	0	0	0	0	55	24
22:00	3	0	0	9	1	0	0	0	0	0	0	0	0	0	13	29
23:00	0	0	0	0	3	1	0	1	0	0	0	0	0	0	5	46
Total	258	110	113	696	1205	309	19	2	0	0	0	0	0	0	2712	

Statistics		
	10 MPH Pace Speed :	26-35 MPH
	85th Percentile :	34 MPH
	95th Percentile :	38 MPH
	Number of Vehicles > 30 MPH :	1535
	Percent of Vehicles > 30 MPH :	56.6%
	Mean Speed(Average) :	29 MPH

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent
06/15/16	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34
04:00	2	0	0	0	4	3	0	1	0	0	0	0	0	0	10	39
05:00	5	0	0	5	7	4	2	0	0	0	0	0	0	0	23	38
06:00	7	2	7	37	120	44	3	0	0	0	0	0	0	0	220	36
07:00	33	14	36	140	241	68	3	0	0	0	0	0	0	0	535	34
08:00	36	14	30	155	151	18	0	0	0	0	0	0	0	0	404	33
09:00	20	4	5	61	74	17	2	0	0	0	0	0	0	0	183	34
10:00	13	5	8	34	24	9	1	0	0	0	0	0	0	0	94	34
11:00	9	2	6	20	32	8	2	0	0	0	0	0	0	0	79	34
12 PM	11	2	8	31	44	10	1	0	0	0	0	0	0	0	107	34
13:00	13	2	4	28	38	16	1	0	0	0	0	0	0	0	102	35
14:00	16	3	3	30	46	12	1	0	0	0	0	0	0	0	111	34
15:00	13	1	10	24	38	14	3	1	0	0	0	0	0	0	104	35
16:00	18	1	5	33	53	23	0	0	0	0	0	0	0	0	133	35
17:00	20	3	11	35	68	20	2	0	0	0	0	0	0	0	159	34
18:00	22	9	5	36	50	17	0	0	1	0	0	0	0	0	140	34
19:00	5	3	1	13	23	6	0	0	0	0	0	0	0	0	51	34
20:00	6	1	2	15	16	7	1	0	0	0	0	0	0	0	48	35
21:00	3	1	3	14	1	1	1	0	0	0	0	0	0	0	24	29
22:00	2	2	1	2	4	1	1	0	0	0	0	0	0	0	13	35
23:00	3	0	0	1	3	0	0	0	0	0	0	0	0	0	7	33
Total	257	69	145	715	1039	298	24	2	1	0	0	0	0	0	2550	

Statistics		
	10 MPH Pace Speed :	26-35 MPH
	85th Percentile :	34 MPH
	95th Percentile :	38 MPH
	Number of Vehicles > 30 MPH :	1364
	Percent of Vehicles > 30 MPH :	53.5%
	Mean Speed(Average) :	29 MPH

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Southbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent
06/16/16	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	33
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	33
04:00	0	0	0	3	0	3	0	0	0	0	0	0	0	0	6	38
05:00	1	0	0	1	10	3	2	0	0	0	0	0	0	0	17	39
06:00	16	10	3	24	94	32	2	0	0	0	0	0	0	0	181	36
07:00	27	7	19	107	264	49	1	1	0	0	0	0	0	0	475	34
08:00	33	11	15	145	258	39	0	0	0	0	0	0	0	0	501	34
09:00	14	1	2	66	95	28	0	0	0	0	0	0	0	0	206	34
10:00	15	2	4	35	32	15	1	0	0	0	0	0	0	0	104	35
11:00	14	3	4	17	33	9	1	0	0	0	0	0	0	0	81	34
12 PM	13	5	3	31	41	22	5	1	0	0	0	0	0	0	121	37
13:00	9	3	4	38	41	11	2	0	0	0	0	0	0	0	108	34
14:00	11	2	3	35	50	14	0	0	0	0	0	0	0	0	115	34
15:00	19	3	15	36	35	13	0	0	0	0	0	0	0	0	121	34
16:00	12	2	13	54	61	15	2	0	0	0	0	0	0	0	159	34
17:00	15	8	23	77	126	46	1	0	0	0	0	0	0	0	296	35
18:00	11	2	7	41	105	21	8	0	0	0	0	0	0	0	195	34
19:00	10	2	1	14	36	5	0	0	0	0	0	0	0	0	68	34
20:00	7	1	0	17	17	3	0	0	0	0	0	0	0	0	45	33
21:00	3	0	3	11	5	1	0	0	0	0	0	0	0	0	23	32
22:00	1	2	1	2	0	1	0	0	0	0	0	0	0	0	7	29
23:00	1	0	0	1	3	1	0	0	0	0	0	0	0	0	6	35
Total	232	64	121	756	1308	332	25	2	0	0	0	0	0	0	2840	

Statistics		
	10 MPH Pace Speed :	26-35 MPH
	85th Percentile :	34 MPH
	95th Percentile :	38 MPH
	Number of Vehicles > 30 MPH :	1667
	Percent of Vehicles > 30 MPH :	58.7%
	Mean Speed(Average) :	30 MPH

Stats		
	Mean Speed(Average) :	29 MPH
	85th Percentile :	34 MPH
	95th Percentile :	38 MPH
	Number of Vehicles > 30 MPH :	4566
	Percent of Vehicles > 30 MPH :	56.4%

□ Crash Data

massDOT

MassDOT Crash Report for Lexington

Crash Number	City/Town Name	Crash Date	Crash Time	Crash Severity	Number of Vehicles	Total Nonfatal Injuries	Total Fatal Injuries	Manner of Collision	Vehicle Action Prior to Crash	Vehicle Travel Directions	Most Harmful Events	Vehicle Configuration	Road Surface Condition	Ambient Light	Weather Condition	At Roadway Intersection	Distance from Nearest Roadway Intersection	Distance from Nearest Landmark	Non Motorist Type
2011																			
2012																			
3098223	LEXINGTON	06-Mar-2012	9:02 AM	Property damage only (none injured)	2	0	0	Angle	V1: Travelling straight ahead / V2:Turning left	V1:Westbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Passenger car / V2:Passenger car	Dry	Daylight	Clear		117 GROVE STREET / ELDRED STREET		
3118377	LEXINGTON	17-Mar-2012	1:56 AM	Property damage only (none injured)	1	0	0	Single vehicle crash	V1: Travelling straight ahead	V1:Northbound	V1: Collision with tree	V1: Passenger car	Wet	Dark - lighted roadway	Fog, smog, smoke		50 feet N from Intersection GROVE STREET / MCKEEVER DRIVE		
3095706	LEXINGTON	11-May-2012	5:31 PM	Non-fatal injury	3	1	0	Rear-end	V1: Travelling straight ahead / V2:Travelling straight ahead / V3:Travelling straight ahead	V1:Northbound / V2:Northbound / V3:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic	V1: Single-unit truck (3-or-more axles) / V2:Passenger car / V3:Passenger car	Dry	Daylight	Clear		Rte 95 N / GROVE STREET		
3210830	LEXINGTON	22-May-2012	3:26 PM	Property damage only (none injured)	2	0	0	Angle	V1: Travelling straight ahead / V2:Turning left	V1:Southbound / V2:Westbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Passenger car	Wet	Daylight	Rain	GROVE STREET / ROBINSON ROAD			
2013																			
3362491	LEXINGTON	07-Jan-2013	8:16 AM	Property damage only (none injured)	2	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:Eastbound / V2:Eastbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Clear		GROVE STREET / ROBINSON ROAD		
3647535	LEXINGTON	16-Sep-2013	3:40 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	V1: Slowing or stopped in traffic	V1:Westbound	V1: Collision with pedestrian	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Cloudy		117 GROVE STREET / ELDRED STREET		P2:Other non-motorist (wheelchair, etc.)
3713134	LEXINGTON	18-Nov-2013	3:57 PM	Property damage only (none injured)	1	0	0	Single vehicle crash	V1: Leaving traffic lane	V1:Westbound	V1: Collision with curb	V1: Passenger car	Dry	Daylight	Clear		138 GROVE STREET / ELDRED STREET		
2014																			
3898557	LEXINGTON	12-Jul-2014	1:15 AM	Property damage only (none injured)	1	0	0	Single vehicle crash	V1: Travelling straight ahead	V1:Westbound	V1: Collision with light pole or other post/support	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Dark - lighted roadway	Clear		197 GROVE STREET	< 1/8 OF A MILE W OF DEWEY RD	
3924247	LEXINGTON	19-Aug-2014	2:10 PM	Property damage only (none injured)	2	0	0	Rear-end	V1: Slowing or stopped in traffic / V2:Travelling straight ahead	V1:Northbound / V2:Northbound	V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic	V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires	Dry	Daylight	Clear		YANKEE DIVISION HIGHWAY Rte 95 N	GROVE STREET BRIDGE	
3949690	LEXINGTON	07-Sep-2014	9:40 PM	Non-fatal injury	1	1	0	Single vehicle crash	V1: Travelling straight ahead	V1:Northbound	V1: Collision with overhead sign support	V1: Single-unit truck (3-or-more axles)	Dry	Dark - roadway not lighted	Clear		Rte 95 N / GROVE STREET Rte 4	GROVE STREET OVERPASS	

ROUTE 1 — Depot Square – East Lexington via Pleasant St & Mass Ave

Depart Depot Square	Depart Community Center front door	Depart Fottler Avenue Ⓔ	Depart Lillian Road Ⓗ	Depart Arlington Heights Ⓗ	Arrive Depot Square
Ⓐ 6:35AM	-	-	6:47AM	6:50AM	6:59AM
Ⓑ *7:30*	-	-	*7:42*	*7:45*	*7:52*
8:30	8:35AM	8:45AM	-	-	8:56
9:30	9:35	9:45	-	-	9:56
10:30	10:35	10:45	-	-	10:56
11:30	11:35	11:45	-	-	11:56
12:30PM	**12:35PM**	**12:45PM**	-	-	**12:56PM**
1:30	**1:35**	**1:45**	-	-	**1:56**
2:35	**2:40**	**2:50**	-	-	**2:59**
3:45	**3:50**	-	**4:01PM**	**4:04PM**	**4:12**
4:55	-	-	**5:07**	**5:10**	**5:18**
6:00	-	-	**6:12**	**6:15**	**6:23**

ROUTE 2 — Depot Sq – Avalon at Lexington Hills via Worthen Rd, Follen Rd & Waltham St

Depart Depot Square	Depart Community Center front door	Depart Avalon at Lex. Hills	Depart Clarke School	Depart Vynebrooke Village Ⓘ	Arrive Depot Square
Ⓑ 7:00AM	-	7:14AM	7:20AM	7:22AM	7:29AM
8:00	-	8:14	8:20	8:22	8:25
9:00	9:08AM	9:17	9:23	9:26	9:28
10:00	10:08	10:17	10:23	10:26	10:28
11:00	11:08	11:17	11:23	11:26	11:28
12:00PM	**12:08PM**	**12:17PM**	**12:23PM**	**12:26PM**	**12:28PM**
1:00	**1:08**	**1:17**	**1:23**	**1:26**	**1:28**
2:00	**2:08**	**2:17**	**2:23**	**2:26**	**2:28**
3:10	**3:18**	**3:27**	**3:33**	**3:36**	**3:38**
4:20	**4:28**	**4:37**	**4:43**	**4:46**	**4:48**
5:30	-	**5:44**	**5:50**	**5:52**	**5:55**

Ⓐ - 6:35AM service on Routes 1, 3 and 5; school year only. Drop-off at Lexington High School at end of route
Ⓑ - 7:30AM service on Routes 1, 3 and 5; summer only
Ⓔ - Service to Hillcrest Ave & Fottler Ave only during listed times
Ⓗ - Service to Lillian Rd, Lowell St, Arlington Heights only during listed times

ROUTE 3 — Depot Square – South Lexington via Marrett Rd, Spring St & Hayden Ave

Depart Depot Square	Depart Hayden Ave at Lahey Clinic Ⓒ	Depart Avalon at Lexington Ridge	Depart Marrett Rd & Lincoln Street	Depart Hayden Rec Center	Arrive Depot Square
Ⓐ 6:35AM	6:43AM	6:45AM	6:53AM	6:55AM	6:59AM
Ⓑ *7:30*	*7:38*	*7:40*	*7:48*	*7:50*	*7:53*
8:30	8:38	8:40	8:48	8:50	8:53
9:30	9:38	9:40	9:48	9:50	9:53
10:30	10:38	10:40	10:48	10:50	10:53
11:30	11:38	11:40	11:48	11:50	11:53
12:30PM	**12:38PM**	**12:40PM**	**12:48PM**	**12:50PM**	**12:53PM**
1:30	**1:38**	**1:40**	**1:48**	**1:50**	**1:53**
2:35	**2:43**	**2:45**	**2:53**	**2:55**	**2:58**
3:45	**3:53**	**3:55**	**4:03**	**4:05**	**4:08**
4:55	**5:03**	**5:05**	**5:13**	**5:15**	**5:18**
6:00	**6:08**	**6:10**	**6:18**	**6:20**	**6:23**

ROUTE 4 — Via Bedford St, Hill St, Mass Ave, Woburn St & Maple St

Depart Depot Square	Depart Greeley Village	Depart Sunny Knoll Ave Ⓓ	Depart Mass Ave Opposite Depot Sq	Depart Country-side Village	Arrive Depot Square
Ⓑ 7:00AM	7:02AM	7:04AM	7:11AM	7:15AM	7:29AM
8:00	8:02	-	8:11	8:15	8:26
Ⓓ 9:00	9:03	-	9:12	9:16	9:27
Ⓓ 10:00	10:03	-	10:12	10:16	10:27
Ⓓ 11:00	11:03	-	11:12	11:16	11:27
Ⓓ **12:00PM**	**12:03PM**	-	**12:12PM**	**12:16PM**	**12:27PM**
1:00	**1:02**	-	**1:12**	**1:16**	**1:27**
2:00	**2:02**	-	**2:11**	**2:16**	**2:27**
3:10	**3:12**	**3:14PM**	**3:21**	**3:25**	**3:36**
4:20	**4:22**	**4:24**	**4:31**	**4:35**	**4:46**
5:30	**5:32**	**5:34**	**5:41**	**5:45**	**5:56**

Bus Pulls Into Village

Ⓑ - Drop-off at Lexington High School at end of route during school year
Ⓘ - Drop-off in Vynebrooke Village only upon request from 10am - 2pm
Ⓒ - Pull in to Lahey Clinic only upon request
Ⓓ - Stop&Shop front entrance 2 minutes past the hour from 9am - Noon
Ⓓ - Service to Sunny Knoll, Reed St, Carley Rd, Milk St only during listed times

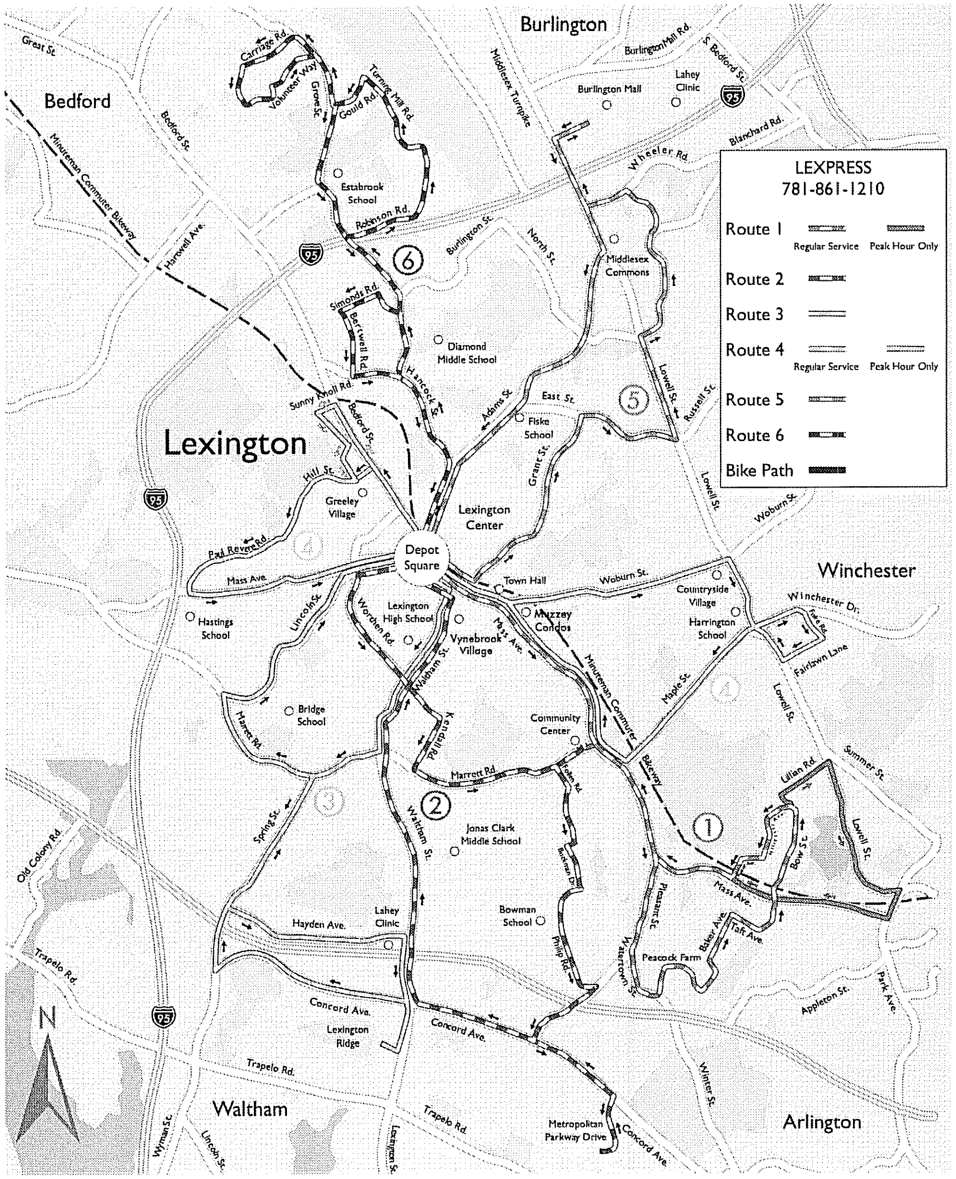
ROUTE 5 — Depot Square – Burlington Mall via Grant St & Middlesex Turnpike

Depart Depot Square	Depart Lowell St & East St	Depart Middlesex Commons Ⓜ	Depart Burlington Mall Ⓚ	Depart Fiske School	Arrive Depot Square
Ⓐ 6:35AM	6:40AM	-	6:50AM	6:57AM	6:59AM
Ⓑ *7:30*	*7:35*	*7:39AM*	*7:45*	*7:52*	*7:56*
8:30	8:35	8:39	8:45	8:52	8:56
9:30	9:35	9:39	9:45	9:52	9:56
10:30	10:35	10:39	10:45	10:52	10:56
11:30	11:35	11:39	11:45	11:52	11:56
12:30PM	**12:35PM**	**12:39PM**	**12:45PM**	**12:52PM**	**12:56PM**
1:30	**1:35**	**1:39**	**1:45**	**1:52**	**1:56**
2:35	**2:40**	**2:44**	**2:50**	**2:57**	**3:01**
3:45	**3:50**	**3:54**	**4:00**	**4:07**	**4:11**
4:55	**5:00**	**5:04**	**5:10**	**5:17**	**5:21**
6:00	**6:05**	**6:09**	**6:15**	**6:22**	**6:26**

ROUTE 6 — Depot Square – Estabrook School via Hancock St, Grove St & Carriage Dr

Depart Depot Square	Depart Diamond Middle School	Depart Grove St & Carriage Drive	Depart Estabrook School	Depart North Hancock Street	Arrive Depot Square
Ⓑ 7:00AM	7:03AM	7:10AM	7:14AM	7:19AM	7:29AM
8:00	8:03	8:10	8:14	8:19	8:22
9:00	9:03	9:10	9:14	9:19	9:22
10:00	10:03	10:10	10:14	10:19	10:22
11:00	11:03	11:10	11:14	11:19	11:22
12:00PM	**12:03PM**	**12:10PM**	**12:14PM**	**12:19PM**	**12:22PM**
1:00	**1:03**	**1:10**	**1:14**	**1:19**	**1:22**
2:00	**2:03**	**2:10**	**2:14**	**2:19**	**2:22**
3:10	**3:13**	**3:20**	**3:24**	**3:29**	**3:32**
4:20	**4:23**	**4:30**	**4:34**	**4:39**	**4:42**
5:30	**5:33**	**5:40**	**5:44**	**5:49**	**5:52**

Ⓜ - Market Basket – Connection to Burlington B-Line buses. At 6:35AM bus will turn left on Lowell St and proceed directly to the Burlington Mall
Ⓚ - Uno Chicago Grill mall entrance – Connections to LRT & B-Line buses



LEXPRESS CASH FARES

	Fare*	Transfer
Adult Age 19 - 64	$2.75	Free
Student Age 6 - 18	$1.75	Free
Senior Age 65+ /Special Needs	$0.75**	Free
Child Age 0 - 5	Free	Free

*Drivers cannot make change. Medicare cardholders are eligible for senior/special needs rates.
** Ride FREE from 9:00AM through 1:30PM routes.

LEXPRESS TICKETS

Books of 14 tickets for $20 sold at the Community Center, Michelson's Shoes, and Lexington High School front office.
$4 round-trip tickets sold on-board.

LEXPRESS PASSES
Applications available online or in office

	*One Year	Six Month	Three Month	**One Month
General Age 6-64	$350	$225	$140	$60
Senior 65+ /Special Needs	$125	$75	$50	$20
Family	$725	-	-	-

* One year pass valid July through June only
** Youth July/August Summer Pass - $60

Funded by Town of Lexington

and MBTA

LEXINGTON'S NEIGHBORHOOD BUS

LEXPRESS

July 1, 2016
3PM - 6PM schedule change

- Service Monday - Friday only
- All routes begin and end at Depot Square in Lexington Center
- Approximate times are listed for major destinations. Riders can board anywhere along the route - flag bus to stop
- Traffic does not stop for Lexpress, cross behind the bus after exiting

MOBILE BUS TRACKER
http://tracker.lexpress.us
Your source for real - time arrival information

Information: (781) 861-1210
www.lexpress.us

□ Sight Line Analysis

Northern Driveway
at Grove Street

Stopping Sight Distance - Posted

		SPEED (MPH)	BRAKE REACTION DISTANCE (FT)	BRAKING DISTANCE (FT)	CALCULATED STOPPING SIGHT DISTANCE (FT)
Direction 1	NB	30	110.25	86.3	196.5
Direction 2	SB	30	110.25	79.4	189.7

INPUTS	Direction 1	Direction 2
Travel Direction	NB	SB
Speed	30	30
Grade	0	0.03
t	2.5	2.5
a	11.2	11.2

Stopping Sight Distance (SSD) - Source: AASHTO

SSD = Reaction Distance + Brake Distance

Reaction Distance = 1.47 x t x V

Brake Distance = V^2 / (30 x ((a/32.2)+G))

Where:
t = reaction time (sec)
V = travel speed (mph)
G= roadway grade
a - deceleration rate (ft/sec^2)

Northern Driveway
at Grove Street

Stopping Sight Distance - 85th Percentile

		SPEED (MPH)	BRAKE REACTION DISTANCE (FT)	BRAKING DISTANCE (FT)	CALCULATED STOPPING SIGHT DISTANCE (FT)
Direction 1	NB	35	128.625	117.4	246.0
Direction 2	SB	35	128.625	108.1	236.7

INPUTS	Direction 1	Direction 2
Travel Direction	NB	SB
Speed	35	35
Grade	0	0.03
t	2.5	2.5
a	11.2	11.2

Stopping Sight Distance (SSD) - Source: AASHTO

SSD = Reaction Distance + Brake Distance

Reaction Distance = 1.47 x t x V

Brake Distance = V^2 / (30 x ((a/32.2)+G))

Where:
t = reaction time (sec)
V = travel speed (mph)
G= roadway grade
a - deceleration rate (ft/sec^2)

Southern Driveway
at Grove Street

Stopping Sight Distance - Posted

		SPEED (MPH)	BRAKE REACTION DISTANCE (FT)	BRAKING DISTANCE (FT)	CALCULATED STOPPING SIGHT DISTANCE (FT)
Direction 1	NB	30	110.25	77.4	187.6
Direction 2	SB	30	110.25	86.3	196.5

INPUTS	Direction 1	Direction 2
Travel Direction	NB	SB
Speed	30	30
Grade	0.04	0
t	2.5	2.5
a	11.2	11.2

Stopping Sight Distance (SSD) - Source: AASHTO

SSD = Reaction Distance + Brake Distance

Reaction Distance = 1.47 x t x V

Brake Distance = V^2 / (30 x ((a/32.2)+G))

Where:
t = reaction time (sec)
V = travel speed (mph)
G= roadway grade
a - deceleration rate (ft/sec^2)

Southern Driveway
at Grove Street

Stopping Sight Distance - 85th Percentile

		SPEED (MPH)	BRAKE REACTION DISTANCE (FT)	BRAKING DISTANCE (FT)	CALCULATED STOPPING SIGHT DISTANCE (FT)
Direction 1	NB	35	128.625	105.3	233.9
Direction 2	SB	35	128.625	117.4	246.0

INPUTS	Direction 1	Direction 2
Travel Direction	NB	SB
Speed	35	35
Grade	0.04	0
t	2.5	2.5
a	11.2	11.2

Stopping Sight Distance (SSD) - Source: AASHTO

SSD = Reaction Distance + Brake Distance

Reaction Distance = 1.47 x t x V

Brake Distance = V^2 / (30 x ((a/32.2)+G))

Where:
t = reaction time (sec)
V = travel speed (mph)
G= roadway grade
a - deceleration rate (ft/sec^2)

Intersection Sight Distance Calculations

Source: *A Policy on Geometric Design of Highways and Street, 6th Edition;* AASHTO; 2011.

Passenger Car
ISD = 1.47 * V * t

V = speed
t = time gap

t = 7.5 s for a passenger car for Left Turn from a Stop
t = 6.5 s for a passenger car for Right Turn from a Stop

Posted (Regulatory) Speed Limit

Proposed Site Driveway ISD = 1.47 * 30 * 7.5 = 331 ft **SAY 335 ft**
(left-turn from a stop)

Proposed Site Driveway ISD = 1.47 * 30 * 6.5 = 286 ft **SAY 290 ft**
(right-turn from a stop)

- Background Growth

SECTION I - CONTINUOUS COUNTING STATION MONTHLY AVERAGE DAILY TRAFFIC

STATION 403 - CONCORD - RTE.2 - 0.2 km EAST OF CONCORD ROTARY

YR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
08	43,000	42,665	43,583	45,399	45,662	47,666	43,805	43,567	45,196	46,795	42,144	39,843	44,110
	-3%	-2%	7%	11%	1%	-2%	-1%	-9%	-10%	-1%	3%	11%	0%
10	41,546	41,883	46,472	50,492	45,910	46,524	43,534	39,595	40,709	46,285	43,576	44,350	44,240
	-6%	-4%	-6%	-12%	0%	-1%	0%	9%	10%	-2%	-1%	-5%	-2%
11	39,037	40,138	43,732	44,191	45,777	46,145	43,496	43,117	44,740	45,508	43,282	42,043	43,434
	6%	5%	-2%	0%	0%	-1%	-7%	4%	0%	-1%	-1%	-1%	0%
12	41,311	42,111	43,069	44,294	45,759	45,640	40,408	44,775	44,720	44,904	42,980	41,701	43,473
	1%	-7%	-2%	-3%	-3%	-1%	4%	-3%	-1%	0%	-1%	3%	-1%
13	41,792	39,095	42,007	42,993	44,222	44,984	41,995	43,310	44,422	45,062	42,684	42,773	42,945
Seasonal Adjustment Factor (to average month)	1.06	1.06	1.00	0.96	0.96	0.94	1.02	1.02	0.99	0.95	1.02	1.04	
												Growth	**-0.66%**

STATION 4118 - LEXINGTON - RTE.I-95 - NORTH OF RTE. 2A

YR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
08	148,307	146,065	155,000	157,894	158,459	159,757	157,487	157,557	157,046	160,802	147,668	138,475	153,710
	-1%	1%	-5%	-1%	-2%	1%	0%	1%	-5%	-1%	1%	6%	0%
09	146,747	148,146	147,704	156,341	155,155	161,371	158,076	158,995	149,923	159,664	149,557	146,893	153,214
	-1%	-3%	2%	0%	3%	1%	0%	2%	5%	0%	2%	-2%	1%
10	145,074	144,155	151,175	156,908	159,226	163,246	158,271	162,003	157,224	160,437	152,104	143,561	154,449
Seasonal Adjustment Factor	1.05	1.05	1.02	0.98	0.98	0.95	0.97	0.96	0.99	0.96	1.03	1.08	
												Growth	**0.24%**

STATION 4798 - LEXINGTON - RTE. 2 - WEST OF PLEASANT ST.

YR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YEAR
07	*68,000*	68,616	72,673	74,017	78,084	77,591	72,321	*73,150*	*73,355*	79,113	74,842	*67,488*	73,271
Seasonal Adjustment Factor	1.08	1.07	1.01	0.99	0.94	0.94	1.01	1.00	1.00	0.93	0.98	1.09	

Average	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Seasonal Adjustment Factor (to average month)	*1.06*	*1.06*	*1.01*	*0.98*	*0.96*	*0.95*	*1.00*	*1.00*	*1.00*	*0.95*	*1.01*	*1.07*

Average Yearly Growth Calculated -0.21%
Yearly Growth Factor Used 1.0%

MADT
ITALICS = ESTIMATED DATA

□ Trip Generation Data

Institute of Transportation Engineers (ITE) 9th Edition
Land Use Code (LUC) 230 - Residential Condominium/Townhouse

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 32

AVERAGE WEEKDAY DAILY

T = 5.81 * (X)
T = 5.81 * 32
T = 185.92
T = 186 vehicle trips
with 50% (93 vpd) entering and 50% (93 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.44 * (X)
T = 0.44 * 32
T = 14.08
T = 14 vehicle trips
with 17% (2 vpd) entering and 83% (12 vpd) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.52 * (X)
T = 0.52 * 32
T = 16.64
T = 17 vehicle trips
with 67% (11 vpd) entering and 33% (6 vpd) exiting.

SATURDAY DAILY

T = 5.67 * (X)
T = 5.67 * 32
T = 181.44
T = 182 vehicle trips
with 50% (91 vpd) entering and 50% (91 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

T = 0.47 * (X)
T = 0.47 * 32
T = 15.04
T = 15 vehicle trips
with 54% (8 vpd) entering and 46% (7 vpd) exiting.

Institute of Transportation Engineers (ITE) 9th Edition
Land Use Code (LUC) 210 - Single-Family Detached Housing

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 4

AVERAGE WEEKDAY DAILY

T = 9.52* (X)
T = 9.52* 4
T = 38.08
T = 38 vehicle trips
with 50% (19 vpd) entering and 50% (19 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.75* (X)
T = 0.75 * 4
T = 3.00
T = 3 vehicle trips
with 25% (1 vph) entering and 75% (2 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 1.00* (X)
T = 1.00* 4
T = 4.00
T = 4 vehicle trips
with 63% (3 vph) entering and 37% (1 vph) exiting.

SATURDAY DAILY

T = 9.91* (X)
T = 9.91* 4
T = 39.64
T = 40 vehicle trips
with 50% (20 vph) entering and 50% (20 vph) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

T = 0.93* (X)
T = 0.93* 4
T = 3.72
T = 4 vehicle trips
with 54% (2 vph) entering and 46% (2 vph) exiting.

Institute of Transportation Engineers (ITE) 9th Edition
Land Use Code (LUC) 230 - Residential Condominium/Townhouse

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 23

AVERAGE WEEKDAY DAILY

T = 5.81 * (X)
T = 5.81 * 23
T = 133.63
T = 134 vehicle trips
with 50% (67 vpd) entering and 50% (67 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.44 * (X)
T = 0.44 * 23
T = 10.12
T = 10 vehicle trips
with 17% (2 vpd) entering and 83% (8 vpd) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.52 * (X)
T = 0.52 * 23
T = 11.96
T = 12 vehicle trips
with 67% (8 vpd) entering and 33% (4 vpd) exiting.

SATURDAY DAILY

T = 5.67 * (X)
T = 5.67 * 23
T = 130.41
T = 130 vehicle trips
with 50% (65 vpd) entering and 50% (65 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

T = 0.47 * (X)
T = 0.47 * 23
T = 10.81
T = 11 vehicle trips
with 54% (6 vpd) entering and 46% (5 vpd) exiting.

Institute of Transportation Engineers (ITE) 9th Edition
Land Use Code (LUC) 230 - Residential Condominium/Townhouse

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 23

AVERAGE WEEKDAY DAILY

T = 5.81 * (X)
T = 5.81 * 23
T = 133.63
T = 134 vehicle trips
with 50% (67 vpd) entering and 50% (67 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.44 * (X)
T = 0.44 * 23
T = 10.12
T = 10 vehicle trips
with 17% (2 vpd) entering and 83% (8 vpd) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.52 * (X)
T = 0.52 * 23
T = 11.96
T = 12 vehicle trips
with 67% (8 vpd) entering and 33% (4 vpd) exiting.

SATURDAY DAILY

T = 5.67 * (X)
T = 5.67 * 23
T = 130.41
T = 130 vehicle trips
with 50% (65 vpd) entering and 50% (65 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

T = 0.47 * (X)
T = 0.47 * 23
T = 10.81
T = 11 vehicle trips
with 54% (6 vpd) entering and 46% (5 vpd) exiting.

Institute of Transportation Engineers (ITE) 9th Edition
Land Use Code (LUC) 210 - Single-Family Detached Housing

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 13

AVERAGE WEEKDAY DAILY

T = 9.52* (X)
T = 9.52* 13
T = 123.76
T = 124 vehicle trips
with 50% (62 vpd) entering and 50% (62 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.75* (X)
T = 0.75 * 13
T = 9.75
T = 10 vehicle trips
with 25% (3 vph) entering and 75% (7 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 1.00* (X)
T = 1.00* 13
T = 13.00
T = 13 vehicle trips
with 63% (8 vph) entering and 37% (5 vph) exiting.

SATURDAY DAILY

T = 9.91* (X)
T = 9.91* 13
T = 128.83
T = 128 vehicle trips
with 50% (64 vph) entering and 50% (64 vph) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

T = 0.93* (X)
T = 0.93* 13
T = 12.09
T = 12 vehicle trips
with 54% (7 vph) entering and 46% (6 vph) exiting.

TRIP-GENERATION RATE COMPARISON
Local Data and ITE Data

Peak Hour/Direction	Vehicle Trip Rate	
	Based on Town of Lexington Data[1]	Based on ITE Data[2]
Single-Family Subdivision		
Weekday Daily (24 hours)	11.8	9.5
Townhome Complex		
Weekday Daily (24 hours)	6.2	5.8

[1]Average trip rate based on Town of Lexington traffic count data collected on 6/21/2016 and 6/22/2016 for Heritage Drive (15 single family homes) and Journeys End Lane (20 townhouse units).
[2] ITE *Trip Generation*, Ninth Edition; LUC 210 – Single Family, Detached Housing and ITE LUC 230 – Residential Condominium/Townhouse.

Heritage Drive (east)
south of Volunteer Way
City, State: Lexington, MA
Client: Town of Lexington / David Kucharsky

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

165142 B Volume
Site Code: TBA

Start	NB				SB				Combined				21-Jun-16
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Tue
12:00	0		0		0		1		0		1		
12:15	0		0		0		0		0		0		
12:30	0		1		0		0		0		1		
12:45	0	0	1	2	0	0	0	1	0	0	1	3	
01:00	0		2		0		2		0		4		
01:15	0		0		0		1		0		1		
01:30	0		1		0		0		0		1		
01:45	0	0	0	3	0	0	0	3	0	0	0	6	
02:00	0		0		0		0		0		0		
02:15	0		2		0		1		0		3		
02:30	0		1		0		1		0		2		
02:45	0	0	0	3	0	0	2	4	0	0	2	7	
03:00	0		3		0		0		0		3		
03:15	0		2		0		2		0		4		
03:30	0		1		0		2		0		3		
03:45	0	0	1	7	0	0	1	5	0	0	2	12	
04:00	0		1		0		1		0		2		
04:15	0		0		0		1		0		1		
04:30	0		3		0		1		0		4		
04:45	0	0	1	5	0	0	1	4	0	0	2	9	
05:00	0		2		0		3		0		5		
05:15	0		0		0		1		0		1		
05:30	0		1		0		2		0		3		
05:45	1	1	3	6	0	0	0	6	1	1	3	12	
06:00	0		1		0		1		0		2		
06:15	0		1		1		0		1		1		
06:30	0		1		0		1		0		2		
06:45	1	1	2	5	1	2	2	4	2	3	4	9	
07:00	3		0		0		2		3		2		
07:15	0		0		0		0		0		0		
07:30	3		0		0		0		3		0		
07:45	0	6	0	0	3	3	0	2	3	9	0	2	
08:00	6		1		0		0		6		1		
08:15	2		1		0		1		2		2		
08:30	2		0		1		1		3		1		
08:45	1	11	0	2	1	2	1	3	2	13	1	5	
09:00	0		0		0		1		0		1		
09:15	0		0		1		0		1		0		
09:30	2		0		2		0		4		0		
09:45	0	2	0	0	2	5	1	2	2	7	1	2	
10:00	1		0		3		1		4		1		
10:15	3		0		0		2		3		2		
10:30	2		0		0		0		2		0		
10:45	1	7	0	0	0	3	0	3	1	10	0	3	
11:00	1		0		0		1		1		1		
11:15	1		0		2		0		3		0		
11:30	2		0		0		0		2		0		
11:45	0	4	0	0	0	2	0	1	0	6	0	1	
Total	32		33		17		38		49		71		
Percent	65.3%		46.5%		34.7%		53.5%						
Day Total		65				55				120			
Peak	07:30	-	03:00	-	09:15	-	04:45	-	07:30	-	02:45	-	- -
Vol.	11	-	7	-	8	-	7	-	14	-	12	-	- -
P.H.F.	0.458		0.583		0.667		0.583		0.583		0.750		

Heritage Drive (east)
south of Volunteer Way
City, State: Lexington, MA
Client: Town of Lexington / David Kucharsky

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

165142 B Volume
Site Code: TBA

Start	NB				SB				Combined				22-Jun-16
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Wed
12:00	0		2		0		0		0		2		
12:15	0		0		0		0		0		0		
12:30	0		0		0		0		0		0		
12:45	0	0	1	3	0	0	1	1	0	0	2	4	
01:00	0		0		0		1		0		1		
01:15	0		1		0		0		0		1		
01:30	0		0		0		1		0		1		
01:45	0	0	1	2	0	0	1	3	0	0	2	5	
02:00	0		0		0		0		0		0		
02:15	0		2		0		0		0		2		
02:30	0		2		0		1		0		3		
02:45	0	0	0	4	0	0	0	1	0	0	0	5	
03:00	0		0		0		0		0		0		
03:15	0		1		0		1		0		2		
03:30	0		1		0		1		0		2		
03:45	0	0	0	2	0	0	2	4	0	0	2	6	
04:00	0		0		0		0		0		0		
04:15	0		2		0		0		0		2		
04:30	0		1		0		1		0		2		
04:45	0	0	0	3	0	0	1	2	0	0	1	5	
05:00	1		2		0		2		1		4		
05:15	0		0		0		0		0		0		
05:30	0		2		0		1		0		3		
05:45	0	1	0	4	0	0	1	4	0	1	1	8	
06:00	1		1		0		1		1		2		
06:15	0		2		1		2		1		4		
06:30	0		0		0		0		0		0		
06:45	0	1	1	4	0	1	2	5	0	2	3	9	
07:00	2		0		0		0		2		0		
07:15	2		0		0		0		2		0		
07:30	1		2		0		2		1		4		
07:45	1	6	0	2	0	0	1	3	1	6	1	5	
08:00	2		0		0		2		2		2		
08:15	1		1		0		1		1		2		
08:30	4		0		0		0		4		0		
08:45	1	8	0	1	1	1	0	3	2	9	0	4	
09:00	1		0		0		1		1		1		
09:15	1		0		2		0		3		0		
09:30	2		0		0		2		2		2		
09:45	0	4	0	0	0	2	0	3	0	6	0	3	
10:00	2		0		0		1		2		1		
10:15	2		0		0		0		2		0		
10:30	2		0		0		0		2		0		
10:45	0	6	1	1	0	0	0	1	0	6	1	2	
11:00	0		0		1		0		1		0		
11:15	1		0		0		0		1		0		
11:30	0		0		1		0		1		0		
11:45	2	3	0	0	0	2	0	0	2	5	0	0	
Total	29		26		6		30		35		56		
Percent	82.9%		46.4%		17.1%		53.6%						
Day Total		55				36				91			
Peak	07:45	-	01:45	-	08:30	-	07:30	-	08:30	-	05:30	-	- -
Vol.	8	-	5	-	3	-	6	-	10	-	10	-	- -
P.H.F.	0.500		0.625		0.375		0.750		0.625		0.625		

Heritage Drive (west)
south of Volunteer Way
City, State: Lexington, MA
Client: Town of Lexington / David Kucharsky

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

165142 C Volume
Site Code: TBA

Start	NB				SB				Combined				21-Jun-16
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Tue
12:00	0		0		0		0		0		0		
12:15	0		0		0		0		0		0		
12:30	0		0		0		0		0		0		
12:45	0	0	4	4	0	0	2	2	0	0	6	6	
01:00	0		1		0		2		0		3		
01:15	0		1		0		0		0		1		
01:30	0		0		0		0		0		0		
01:45	0	0	1	3	0	0	0	2	0	0	1	5	
02:00	0		0		0		0		0		0		
02:15	0		0		0		0		0		0		
02:30	0		2		0		1		0		3		
02:45	0	0	0	2	0	0	0	1	0	0	0	3	
03:00	0		0		0		0		0		0		
03:15	0		0		0		2		0		2		
03:30	0		0		0		1		0		1		
03:45	0	0	0	0	0	0	1	4	0	0	1	4	
04:00	0		1		0		0		0		1		
04:15	0		0		0		0		0		0		
04:30	0		0		0		0		0		0		
04:45	0	0	0	1	0	0	0	0	0	0	0	1	
05:00	0		0		0		1		0		1		
05:15	0		0		0		0		0		0		
05:30	0		1		0		1		0		2		
05:45	0	0	1	2	1	1	1	3	1	1	2	5	
06:00	1		0		0		3		1		3		
06:15	0		1		0		1		0		2		
06:30	1		1		0		0		1		1		
06:45	0	2	0	2	0	0	0	4	0	2	0	6	
07:00	0		1		1		2		1		3		
07:15	0		0		1		0		1		0		
07:30	0		0		1		0		1		0		
07:45	1	1	0	1	0	3	0	2	1	4	0	3	
08:00	2		0		1		1		3		1		
08:15	0		0		1		0		1		0		
08:30	0		0		1		1		1		1		
08:45	0	2	0	0	0	3	0	2	0	5	0	2	
09:00	0		0		0		0		0		0		
09:15	1		0		0		0		1		0		
09:30	1		0		2		0		3		0		
09:45	0	2	0	0	0	2	0	0	0	4	0	0	
10:00	0		0		2		0		2		0		
10:15	1		1		0		0		1		1		
10:30	3		0		1		0		4		0		
10:45	0	4	0	1	0	3	0	0	0	7	0	1	
11:00	1		0		0		1		1		1		
11:15	1		0		3		0		4		0		
11:30	0		0		5		0		5		0		
11:45	0	2	0	0	2	10	0	1	2	12	0	1	
Total	13		16		22		21		35		37		
Percent	37.1%		43.2%		62.9%		56.8%						
Day Total		29				43				72			
Peak	10:15	-	00:30	-	11:00	-	05:30	-	11:00	-	00:30	-	- -
Vol.	5	-	6	-	10	-	6	-	12	-	10	-	- -
P.H.F.	0.417		0.375		0.500		0.500		0.600		0.417		

Heritage Drive (west)
south of Volunteer Way
City, State: Lexington, MA
Client: Town of Lexington / David Kucharsky

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

165142 C Volume
Site Code: TBA

Start	NB				SB				Combined				22-Jun-16
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Wed
12:00	0		1		0		1		0		2		
12:15	0		0		0		0		0		0		
12:30	0		0		0		1		0		1		
12:45	0	0	1	2	0	0	1	3	0	0	2	5	
01:00	0		1		0		0		0		1		
01:15	0		0		0		1		0		1		
01:30	0		0		0		0		0		0		
01:45	0	0	1	2	0	0	0	1	0	0	1	3	
02:00	0		0		0		0		0		0		
02:15	0		1		0		0		0		1		
02:30	0		0		0		0		0		0		
02:45	0	0	0	1	0	0	0	0	0	0	0	1	
03:00	0		0		0		0		0		0		
03:15	0		0		0		1		0		1		
03:30	0		1		0		3		0		4		
03:45	0	0	0	1	0	0	0	4	0	0	0	5	
04:00	0		1		0		1		0		2		
04:15	0		0		0		3		0		3		
04:30	0		1		0		1		0		2		
04:45	0	0	1	3	0	0	0	5	0	0	1	8	
05:00	0		0		1		1		1		1		
05:15	0		0		0		0		0		0		
05:30	0		0		0		0		0		0		
05:45	0	0	0	0	0	1	1	2	0	1	1	2	
06:00	0		0		1		0		1		0		
06:15	0		1		0		3		0		4		
06:30	1		0		0		0		1		0		
06:45	1	2	0	1	0	1	0	3	1	3	0	4	
07:00	0		0		0		1		0		1		
07:15	0		1		0		1		0		2		
07:30	0		2		1		1		1		3		
07:45	2	2	1	4	3	4	0	3	5	6	1	7	
08:00	0		0		1		0		1		0		
08:15	0		0		0		0		0		0		
08:30	0		0		1		0		1		0		
08:45	0	0	0	0	0	2	0	0	0	2	0	0	
09:00	1		0		1		0		2		0		
09:15	0		0		1		1		1		1		
09:30	2		0		0		0		2		0		
09:45	0	3	2	2	0	2	0	1	0	5	2	3	
10:00	3		0		4		1		7		1		
10:15	1		0		1		1		2		1		
10:30	0		0		3		0		3		0		
10:45	0	4	0	0	0	8	0	2	0	12	0	2	
11:00	1		0		0		0		1		0		
11:15	0		0		1		1		1		1		
11:30	0		0		0		0		0		0		
11:45	0	1	0	0	0	1	0	1	0	2	0	1	
Total	12		16		19		25		31		41		
Percent	38.7%		39.0%		61.3%		61.0%						
Day Total		28				44				72			
Peak	09:30	-	07:00	-	09:45	-	03:30	-	09:45	-	03:30	-	-	-
Vol.	6	-	4	-	8	-	7	-	12	-	9	-	-	-
P.H.F.	0.500		0.500		0.500		0.583		0.429		0.563			

Journeys End Lane
west of Shade Street
City, State: Lexington, MA
Client: Town of Lexington/ D. Kucharsky

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

165142 D VOLUME
Site Code: TBA

Start	EB (Exit)				WB (Enter)				Combined				21-Jun-16
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Tue
12:00	0		1		0		0		0		1		
12:15	0		0		0		0		0		0		
12:30	0		1		0		1		0		2		
12:45	0	0	0	2	0	0	1	2	0	0	1	4	
01:00	0		0		0		3		0		3		
01:15	0		0		0		1		0		1		
01:30	0		3		0		1		0		4		
01:45	0	0	0	3	0	0	1	6	0	0	1	9	
02:00	0		4		0		2		0		6		
02:15	0		1		0		0		0		1		
02:30	0		0		0		1		0		1		
02:45	0	0	1	6	0	0	0	3	0	0	1	9	
03:00	0		0		0		2		0		2		
03:15	0		1		0		1		0		2		
03:30	0		2		0		3		0		5		
03:45	0	0	1	4	0	0	1	7	0	0	2	11	
04:00	0		0		0		0		0		0		
04:15	0		1		0		2		0		3		
04:30	0		0		0		1		0		1		
04:45	0	0	3	4	0	0	2	5	0	0	5	9	
05:00	1		1		0		1		1		2		
05:15	1		0		1		1		2		1		
05:30	0		2		0		1		0		3		
05:45	0	2	0	3	0	1	2	5	0	3	2	8	
06:00	0		0		0		4		0		4		
06:15	1		0		0		0		1		0		
06:30	0		0		0		1		0		1		
06:45	3	4	0	0	0	0	2	7	3	4	2	7	
07:00	2		1		0		2		2		3		
07:15	2		1		0		0		2		1		
07:30	2		1		1		2		3		3		
07:45	3	9	0	3	0	1	2	6	3	10	2	9	
08:00	1		0		0		0		1		0		
08:15	1		0		1		0		2		0		
08:30	2		1		0		1		2		2		
08:45	2	6	0	1	2	3	1	2	4	9	1	3	
09:00	0		1		2		0		2		1		
09:15	2		0		0		2		2		2		
09:30	2		0		0		1		2		1		
09:45	1	5	0	1	1	3	0	3	2	8	0	4	
10:00	1		0		0		0		1		0		
10:15	2		0		2		0		4		0		
10:30	0		0		0		0		0		0		
10:45	0	3	0	0	1	3	0	0	1	6	0	0	
11:00	1		0		1		0		2		0		
11:15	0		0		0		0		0		0		
11:30	1		0		0		0		1		0		
11:45	1	3	0	0	0	1	0	0	1	4	0	0	
Total	32		27		12		46		44		73		
Percent	72.7%		37.0%		27.3%		63.0%						
Day Total		59				58				117			
Peak	06:45	-	01:30	-	08:15	-	05:15	-	06:45	-	01:15	-	- -
Vol.	9	-	8	-	5	-	8	-	10	-	12	-	- -
P.H.F.	0.750		0.500		0.625		0.500		0.833		0.500		

Journeys End Lane
west of Shade Street
City, State: Lexington, MA
Client: Town of Lexington/ D. Kucharsky

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165142 D VOLUME
Site Code: TBA

Start	EB (Exit)				WB (Enter)				Combined				22-Jun-16
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Wed
12:00	0		1		0		0		0		1		
12:15	0		4		0		0		0		4		
12:30	0		0		0		0		0		0		
12:45	0	0	0	5	0	0	3	3	0	0	3	8	
01:00	0		1		0		1		0		2		
01:15	1		3		0		1		1		4		
01:30	0		0		0		0		0		0		
01:45	0	1	1	5	0	0	0	2	0	1	1	7	
02:00	0		0		0		2		0		2		
02:15	0		4		0		2		0		6		
02:30	0		0		0		0		0		0		
02:45	0	0	1	5	0	0	0	4	0	0	1	9	
03:00	0		0		0		2		0		2		
03:15	0		0		0		1		0		1		
03:30	0		1		0		1		0		2		
03:45	0	0	1	2	0	0	2	6	0	0	3	8	
04:00	0		0		0		0		0		0		
04:15	0		0		0		2		0		2		
04:30	0		1		0		1		0		2		
04:45	0	0	0	1	0	0	3	6	0	0	3	7	
05:00	1		2		1		1		2		3		
05:15	0		1		0		2		0		3		
05:30	0		0		0		3		0		3		
05:45	0	1	5	8	0	1	1	7	0	2	6	15	
06:00	0		2		0		0		0		2		
06:15	0		1		0		1		0		2		
06:30	1		0		0		2		1		2		
06:45	1	2	0	3	0	0	1	4	1	2	1	7	
07:00	1		0		0		0		1		0		
07:15	3		0		0		0		3		0		
07:30	2		1		1		1		3		2		
07:45	3	9	0	1	0	1	0	1	3	10	0	2	
08:00	0		0		0		0		0		0		
08:15	3		0		1		3		4		3		
08:30	4		0		1		1		5		1		
08:45	1	8	0	0	0	2	0	4	1	10	0	4	
09:00	1		0		1		2		2		2		
09:15	1		0		0		2		1		2		
09:30	1		1		2		1		3		2		
09:45	1	4	0	1	2	5	1	6	3	9	1	7	
10:00	2		1		2		1		4		2		
10:15	1		0		0		0		1		0		
10:30	1		0		1		0		2		0		
10:45	0	4	0	1	1	4	0	1	1	8	0	2	
11:00	1		0		1		0		2		0		
11:15	0		0		3		0		3		0		
11:30	4		0		0		0		4		0		
11:45	0	5	0	0	2	6	1	1	2	11	1	1	
Total	34		32		19		45		53		77		
Percent	64.2%		41.6%		35.8%		58.4%						
Day Total		66				64				130			
Peak	07:45	-	05:00	-	09:15	-	04:45	-	07:45	-	05:00	-	- -
Vol.	10	-	8	-	6	-	9	-	12	-	15	-	- -
P.H.F.	0.625		0.400		0.750		0.750		0.600		0.625		

□ Trip Distribution Calculations

Journey-to-Work Distribution

US Census Journey-to-Work Data

Residence Town Name	Workplace Town Name	All Workers	% of Total Rounded
Lexington town	Lexington town	3581	25%
Lexington town	Boston city	2081	15%
Lexington town	Cambridge city	1886	13%
Lexington town	Waltham city	786	5%
Lexington town	Burlington town	667	5%
Lexington town	Arlington town	319	2%
Lexington town	Woburn city	288	2%
Lexington town	Bedford town	275	2%
Lexington town	Newton city	267	2%
Lexington town	Lowell city	189	1%
Lexington town	Concord town	184	1%
Lexington town	Watertown Town city	175	1%
Lexington town	Andover town	156	1%
Lexington town	Framingham town	151	1%
Lexington town	Billerica town	146	1%
Lexington town	Wakefield town	145	1%
	Sub-Total	**11,296**	**79%**
	Other	3027	21%
	Total	**14,323**	**100%**

	To/From Routes								
	Grove Street (To/From North)		Volunteer Way (To/From North)		Grove Street (To/From South)		Eldred Street (To/From South)		Total
Workplace									
Lexington town		0.0%	20.0%	5.0%	50%	12.5%	30%	7.5%	25.0%
Boston city		0.0%	20.0%	2.9%		0.0%	80%	11.6%	14.5%
Cambridge city		0.0%	20.0%	2.6%		0.0%	80%	10.5%	13.2%
Waltham city		0.0%	20.0%	1.1%		0.0%	80%	4.4%	5.5%
Burlington town	50%	2.3%		0.0%		0.0%	50%	2.3%	4.7%
Arlington town		0.0%		0.0%	50%	1.1%	50%	1.1%	2.2%
Woburn city		0.0%	20.0%	0.4%		0.0%	80%	1.6%	2.0%
Bedford town	100%	1.9%		0.0%		0.0%		0.0%	1.9%
Newton city		0.0%	20.0%	0.4%		0.0%	80%	1.5%	1.9%
Lowell city	100%	1.3%		0.0%		0.0%		0.0%	1.3%
Concord town	50%	0.6%		0.0%		0.0%	50%	0.6%	1.3%
Watertown Town city		0.0%	20.0%	0.2%		0.0%	80%	1.0%	1.2%
Andover town	50%	0.5%		0.0%		0.0%	50%	0.5%	1.1%
Framingham town		0.0%	20.0%	0.2%		0.0%	80%	0.8%	1.1%
Billerica town	100%	1.0%		0.0%		0.0%		0.0%	1.0%
Wakefield town		0.0%	20.0%	0.2%		0.0%	80%	0.8%	1.0%
Sub-Total		7.8%		13.1%		13.6%		44.4%	78.9%
Other		2.1%		3.5%		3.6%		11.9%	21.1%
Total		9.9%		16.6%		17.3%		56.3%	100.0%
	SAY	10%		15%		20%		55%	100%

□ Capacity Analysis

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	29	14	61	584	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	33	16	69	656	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	760	660	663	0	-	0
Stage 1	660	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	377	467	935	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	370	467	935	-	-	-
Mov Cap-2 Maneuver	370	-	-	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	912	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	935	-	456	-	-
HCM Lane V/C Ratio	0.017	-	0.079	-	-
HCM Control Delay (s)	8.9	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	3	1	75	612	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	3	1	82	673	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	758	673	674	0	-	0
Stage 1	673	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	378	459	927	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	378	459	927	-	-	-
Mov Cap-2 Maneuver	378	-	-	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	942	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	927	-	459	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Control Delay (s)	8.9	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	30	15	64	614	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	34	17	72	690	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	799	693	697	0	-	0
Stage 1	693	-	-	-	-	-
Stage 2	106	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	357	447	909	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	350	447	909	-	-	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	909	-	436	-	-
HCM Lane V/C Ratio	0.019	-	0.085	-	-
HCM Control Delay (s)	9	0	14	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	3	1	79	643	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	3	1	87	707	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	796	707	708	0	-	0
Stage 1	707	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	359	439	900	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	359	439	900	-	-	-
Mov Cap-2 Maneuver	359	-	-	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	439	-	-
HCM Lane V/C Ratio	0.001	-	0.008	-	-
HCM Control Delay (s)	9	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	31	16	67	614	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	35	18	75	690	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	804	693	697	0	-	0
Stage 1	693	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	355	447	909	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	348	447	909	-	-	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	900	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	909	-	436	-	-
HCM Lane V/C Ratio	0.02	-	0.088	-	-
HCM Control Delay (s)	9	0	14	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	3	5	0	2	0	80	1	1	648	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	92	91	92	92	92	91	91	92	92	91	91
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	0	0	3	5	0	2	0	88	1	1	712	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	804	803	712	804	802	88	712	0	0	89	0	0
Stage 1	714	714	-	88	88	-	-	-	-	-	-	-
Stage 2	90	89	-	716	714	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	304	317	436	301	317	970	897	-	-	1506	-	-
Stage 1	425	435	-	920	822	-	-	-	-	-	-	-
Stage 2	922	821	-	421	435	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	303	317	436	298	317	970	897	-	-	1506	-	-
Mov Cap-2 Maneuver	303	317	-	298	317	-	-	-	-	-	-	-
Stage 1	425	435	-	920	822	-	-	-	-	-	-	-
Stage 2	920	821	-	417	435	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	14.9	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	897	-	-	436	372	1506	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.02	0.001	-	-
HCM Control Delay (s)	0	-	-	13.3	14.9	7.4	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	2	81	1	1	644
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	2	88	1	1	700

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	791	89	0	0	89	0
Stage 1	89	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	358	969	-	-	1506	-
Stage 1	934	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	358	969	-	-	1506	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	491	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	437	1506	-
HCM Lane V/C Ratio	-	-	0.017	0.001	-
HCM Control Delay (s)	-	-	13.4	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	3	30	15	64	614	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	34	17	72	690	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	799	693	697	0	-	0
Stage 1	693	-	-	-	-	-
Stage 2	106	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	357	447	909	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	350	447	909	-	-	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	909	-	436	-	-
HCM Lane V/C Ratio	0.019	-	0.085	-	-
HCM Control Delay (s)	9	0	14	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	3	1	79	643	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	3	1	87	707	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	796	707	708	0	-	0
Stage 1	707	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	359	439	900	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	359	439	900	-	-	-
Mov Cap-2 Maneuver	359	-	-	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	439	-	-
HCM Lane V/C Ratio	0.001	-	0.008	-	-
HCM Control Delay (s)	9	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	19	26	17	626	163	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	31	20	754	196	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	997	202	207	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	273	844	1376	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	266	844	1376	-	-	-
Mov Cap-2 Maneuver	266	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	437	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1376	-	440	-	-
HCM Lane V/C Ratio	0.015	-	0.123	-	-
HCM Control Delay (s)	7.7	0	14.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	2	2	1	641	187	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	2	1	763	223	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	989	224	225	0	-	0
Stage 1	224	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	276	820	1356	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	276	820	1356	-	-	-
Mov Cap-2 Maneuver	276	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	463	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1356	-	413	-	-
HCM Lane V/C Ratio	0.001	-	0.012	-	-
HCM Control Delay (s)	7.7	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	19	28	18	627	165	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	34	22	755	199	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1003	204	210	0	-	0
Stage 1	204	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	271	842	1373	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	263	842	1373	-	-	-
Mov Cap-2 Maneuver	263	-	-	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	434	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1373	-	446	-	-
HCM Lane V/C Ratio	0.016	-	0.127	-	-
HCM Control Delay (s)	7.7	0	14.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	2	0	2	3	0	1	1	646	5	2	189	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	92	84	92	92	92	84	84	92	92	84	84
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	2	0	2	3	0	1	1	769	5	2	225	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1006	1008	226	1006	1006	772	227	0	0	774	0	0
Stage 1	231	231	-	774	774	-	-	-	-	-	-	-
Stage 2	775	777	-	232	232	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	222	240	818	220	241	400	1353	-	-	842	-	-
Stage 1	776	713	-	391	408	-	-	-	-	-	-	-
Stage 2	394	407	-	771	713	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	221	239	818	219	240	400	1353	-	-	842	-	-
Mov Cap-2 Maneuver	221	239	-	219	240	-	-	-	-	-	-	-
Stage 1	775	711	-	391	408	-	-	-	-	-	-	-
Stage 2	393	407	-	766	711	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.5	19.8	0	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1353	-	-	348	247	842	-	-
HCM Lane V/C Ratio	0.001	-	-	0.014	0.018	0.003	-	-
HCM Control Delay (s)	7.7	0	-	15.5	19.8	9.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	1	644	5	2	191
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	700	5	2	208

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	915	703	0	0	705	0
Stage 1	703	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	303	438	-	-	893	-
Stage 1	491	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	302	438	-	-	893	-
Mov Cap-2 Maneuver	302	-	-	-	-	-
Stage 1	491	-	-	-	-	-
Stage 2	821	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.8	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	337	893	-
HCM Lane V/C Ratio	-	-	0.01	0.002	-
HCM Control Delay (s)	-	-	15.8	9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-