# Attachments

- ☐ Traffic Volume Data
- ☐ Seasonal/Yearly Growth
- ☐ Speed Data
- ☐ Crash Data
- ☐ Public Transportation Information
- ☐ Sight Distance Calculations
- ☐ Trip Generation
- ☐ Trip Distribution Calculations

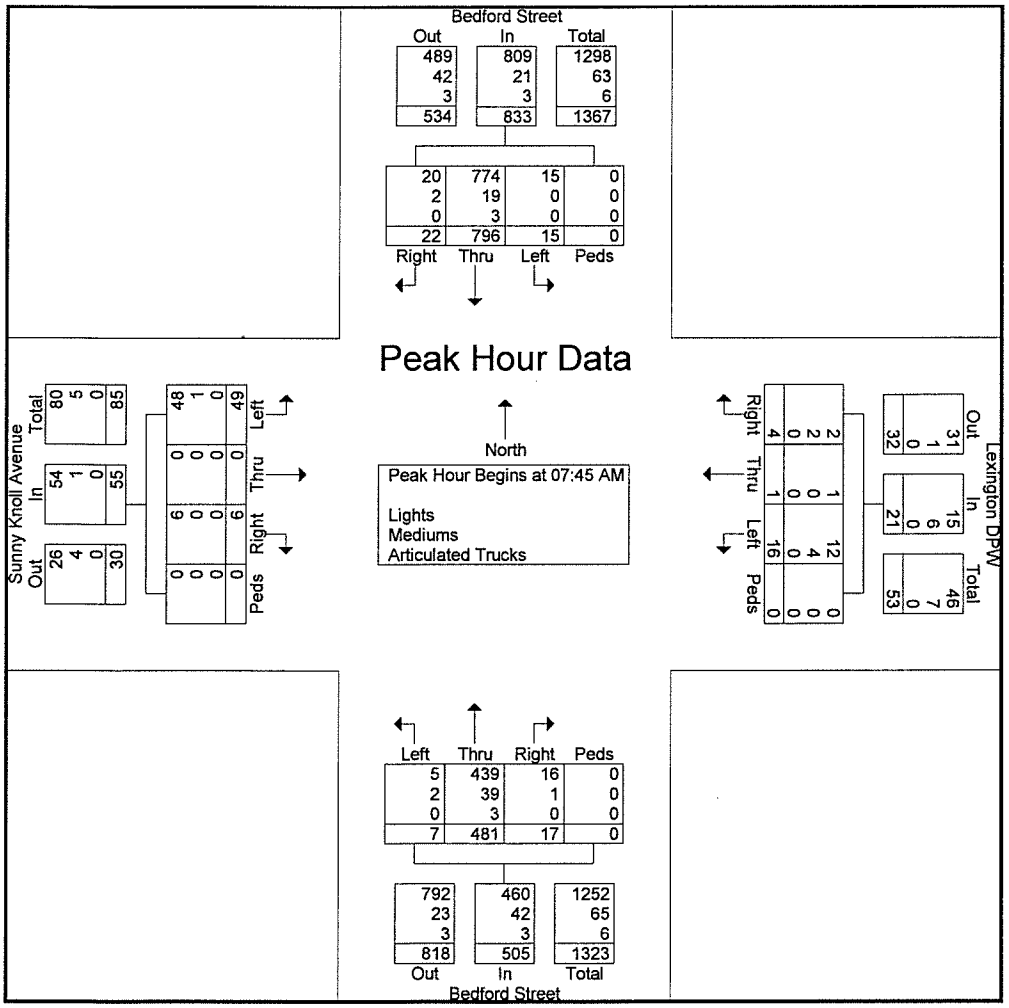
□ Traffic Volume Data

# MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

File Name : 960_Bedford_at_Sunny_Knoll_494897_02-13-2018
Site Code : 960
Start Date : 2/13/2018
Page No : 2

| | Bedford Street From North | | | | | Lexington DPW From East | | | | | Bedford Street From South | | | | | Sunny Knoll Avenue From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | **6** | 178 | **5** | 0 | 189 | **3** | 0 | 2 | 0 | 5 | **8** | 118 | 0 | 0 | 126 | **3** | 0 | 14 | 0 | 17 | 337 |
| 08:00 AM | 4 | **210** | 2 | 0 | 216 | 0 | 0 | 5 | 0 | 5 | 2 | 98 | 2 | 0 | 102 | 0 | 0 | 11 | 0 | 11 | 334 |
| 08:15 AM | 6 | 201 | 4 | 0 | 211 | 0 | **1** | 2 | 0 | 3 | 5 | 131 | **5** | 0 | **141** | 0 | 0 | **18** | 0 | **18** | **373** |
| 08:30 AM | 6 | 207 | 4 | 0 | **217** | 1 | 0 | **7** | 0 | **8** | 2 | **134** | 0 | 0 | 136 | 3 | 0 | 6 | 0 | 9 | 370 |
| Total Volume | 22 | 796 | 15 | 0 | 833 | 4 | 1 | 16 | 0 | 21 | 17 | 481 | 7 | 0 | 505 | 6 | 0 | 49 | 0 | 55 | 1414 |
| % App. Total | 2.6 | 95.6 | 1.8 | 0 | | 19 | 4.8 | 76.2 | 0 | | 3.4 | 95.2 | 1.4 | 0 | | 10.9 | 0 | 89.1 | 0 | | |
| PHF | .917 | .948 | .750 | .000 | .960 | .333 | .250 | .571 | .000 | .656 | .531 | .897 | .350 | .000 | .895 | .500 | .000 | .681 | .000 | .764 | .948 |
| Lights | 20 | 774 | 15 | 0 | 809 | 2 | 1 | 12 | 0 | 15 | 16 | 439 | 5 | 0 | 460 | 6 | 0 | 48 | 0 | 54 | 1338 |
| % Lights | 90.9 | 97.2 | 100 | 0 | 97.1 | 50.0 | 100 | 75.0 | 0 | 71.4 | 94.1 | 91.3 | 71.4 | 0 | 91.1 | 100 | 0 | 98.0 | 0 | 98.2 | 94.6 |
| Mediums | 2 | 19 | 0 | 0 | 21 | 2 | 0 | 4 | 0 | 6 | 1 | 39 | 2 | 0 | 42 | 0 | 0 | 1 | 0 | 1 | 70 |
| % Mediums | 9.1 | 2.4 | 0 | 0 | 2.5 | 50.0 | 0 | 25.0 | 0 | 28.6 | 5.9 | 8.1 | 28.6 | 0 | 8.3 | 0 | 0 | 2.0 | 0 | 1.8 | 5.0 |
| Articulated Trucks | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| % Articulated Trucks | 0 | 0.4 | 0 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6 | 0 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0.4 |

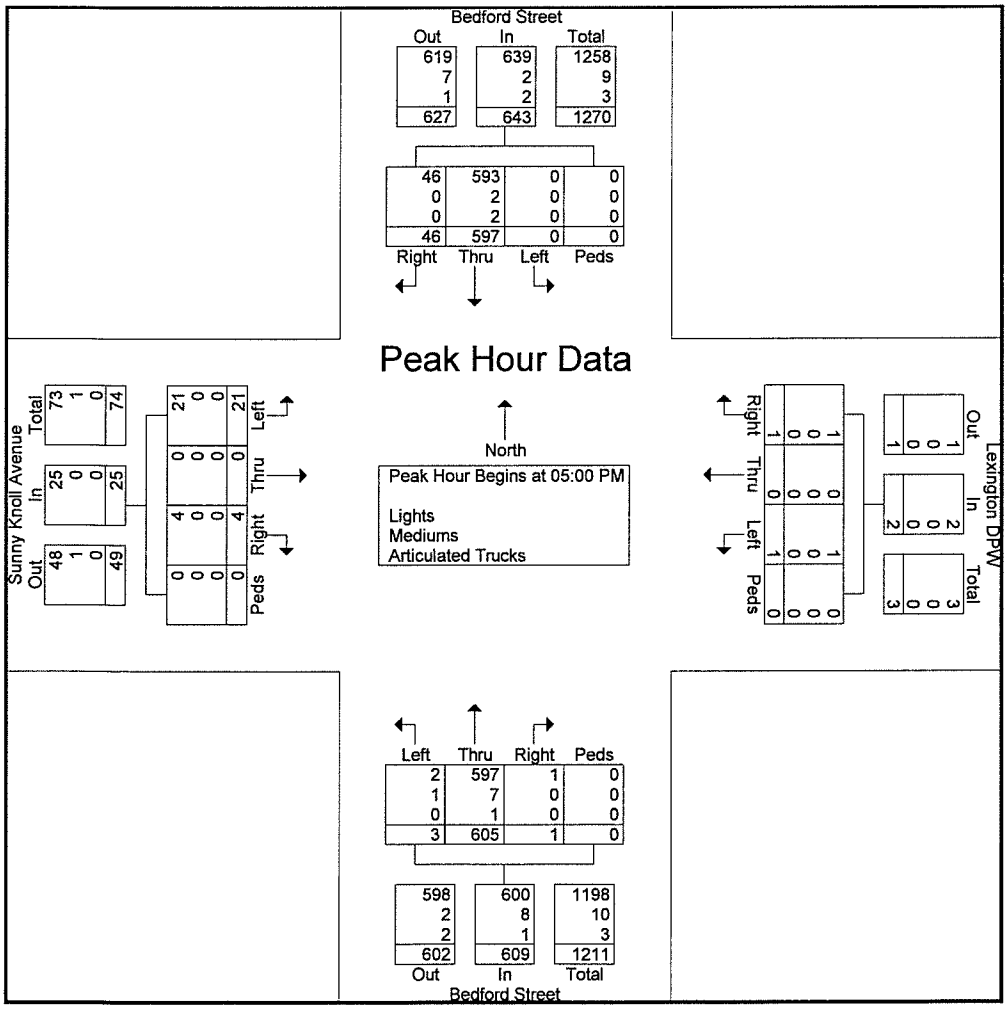


# MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

File Name : 960_Bedford_at_Sunny_Knoll_494897_02-13-2018
Site Code : 960
Start Date : 2/13/2018
Page No : 3

| | Bedford Street From North | | | | | Lexington DPW From East | | | | | Bedford Street From South | | | | | Sunny Knoll Avenue From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 9 | 137 | 0 | 0 | 146 | 0 | 0 | **1** | 0 | **1** | 0 | **167** | **1** | 0 | **168** | **4** | 0 | **6** | 0 | **10** | 325 |
| 05:15 PM | 10 | 148 | 0 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 1 | 0 | 156 | 0 | 0 | 6 | 0 | 6 | 320 |
| 05:30 PM | 13 | **183** | 0 | 0 | **196** | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 1 | 0 | 129 | 0 | 0 | 5 | 0 | 5 | **330** |
| 05:45 PM | **14** | 129 | 0 | 0 | 143 | **1** | 0 | 0 | 0 | 1 | **1** | 155 | 0 | 0 | 156 | 0 | 0 | 4 | 0 | 4 | 304 |
| Total Volume | 46 | 597 | 0 | 0 | 643 | 1 | 0 | 1 | 0 | 2 | 1 | 605 | 3 | 0 | 609 | 4 | 0 | 21 | 0 | 25 | 1279 |
| % App. Total | 7.2 | 92.8 | 0 | 0 | | 50 | 0 | 50 | 0 | | 0.2 | 99.3 | 0.5 | 0 | | 16 | 0 | 84 | 0 | | |
| PHF | .821 | .816 | .000 | .000 | .820 | .250 | .000 | .250 | .000 | .500 | .250 | .906 | .750 | .000 | .906 | .250 | .000 | .875 | .000 | .625 | .969 |
| Lights | 46 | 593 | 0 | 0 | 639 | 1 | 0 | 1 | 0 | 2 | 1 | 597 | 2 | 0 | 600 | 4 | 0 | 21 | 0 | 25 | 1266 |
| % Lights | 100 | 99.3 | 0 | 0 | 99.4 | 100 | 0 | 100 | 0 | 100 | 100 | 98.7 | 66.7 | 0 | 98.5 | 100 | 0 | 100 | 0 | 100 | 99.0 |
| Mediums | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 10 |
| % Mediums | 0 | 0.3 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 1.2 | 33.3 | 0 | 1.3 | 0 | 0 | 0 | 0 | 0 | 0.8 |
| Articulated Trucks | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Articulated Trucks | 0 | 0.3 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0.2 |



# MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

N/S: Bedford Street
E/W: Sunny Knoll Avenue/DPW
Lexington, MA

File Name : 960_Bedford_at_Sunny_Knoll_494897_02-13-2018
Site Code : 960
Start Date : 2/13/2018
Page No : 1

Groups Printed- Lights - Mediums - Articulated Trucks

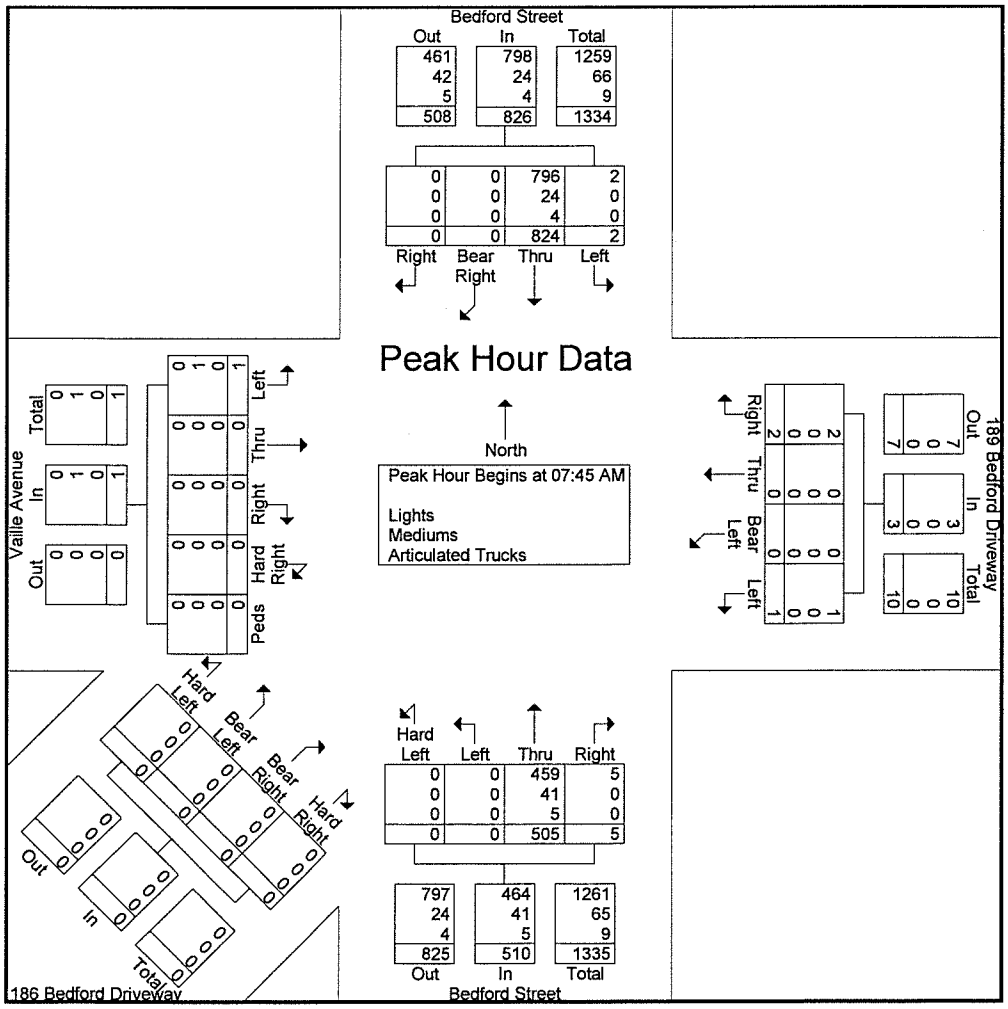
| | Bedford Street From North | | | | | Lexington DPW From East | | | | | Bedford Street From South | | | | | Sunny Knoll Avenue From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 5 | 120 | 1 | 0 | 126 | 0 | 0 | 1 | 0 | 1 | 0 | 56 | 2 | 0 | 58 | 1 | 0 | 5 | 0 | 6 | 191 |
| 07:15 AM | 7 | 139 | 2 | 0 | 148 | 2 | 0 | 5 | 0 | 7 | 1 | 84 | 0 | 0 | 85 | 3 | 0 | 10 | 0 | 13 | 253 |
| 07:30 AM | 3 | 158 | 2 | 0 | 163 | 1 | 1 | 5 | 0 | 7 | 2 | 102 | 1 | 0 | 105 | 4 | 0 | 15 | 0 | 19 | 294 |
| 07:45 AM | 6 | 178 | 5 | 0 | 189 | 3 | 0 | 2 | 0 | 5 | 8 | 118 | 0 | 0 | 126 | 3 | 0 | 14 | 0 | 17 | 337 |
| Total | 21 | 595 | 10 | 0 | 626 | 6 | 1 | 13 | 0 | 20 | 11 | 360 | 3 | 0 | 374 | 11 | 0 | 44 | 0 | 55 | 1075 |
| 08:00 AM | 4 | 210 | 2 | 0 | 216 | 0 | 0 | 5 | 0 | 5 | 2 | 98 | 2 | 0 | 102 | 0 | 0 | 11 | 0 | 11 | 334 |
| 08:15 AM | 6 | 201 | 4 | 0 | 211 | 0 | 1 | 2 | 0 | 3 | 5 | 131 | 5 | 0 | 141 | 0 | 0 | 18 | 0 | 18 | 373 |
| 08:30 AM | 6 | 207 | 4 | 0 | 217 | 1 | 0 | 7 | 0 | 8 | 2 | 134 | 0 | 0 | 136 | 3 | 0 | 6 | 0 | 9 | 370 |
| 08:45 AM | 4 | 184 | 1 | 0 | 189 | 1 | 0 | 2 | 0 | 3 | 12 | 100 | 1 | 0 | 113 | 0 | 0 | 13 | 0 | 13 | 318 |
| Total | 20 | 802 | 11 | 0 | 833 | 2 | 1 | 16 | 0 | 19 | 21 | 463 | 8 | 0 | 492 | 3 | 0 | 48 | 0 | 51 | 1395 |
| 04:00 PM | 6 | 138 | 0 | 0 | 144 | 2 | 0 | 1 | 0 | 3 | 1 | 163 | 2 | 0 | 166 | 1 | 0 | 7 | 0 | 8 | 321 |
| 04:15 PM | 4 | 117 | 0 | 0 | 121 | 3 | 0 | 2 | 0 | 5 | 0 | 142 | 2 | 0 | 144 | 1 | 0 | 6 | 0 | 7 | 277 |
| 04:30 PM | 4 | 123 | 0 | 0 | 127 | 1 | 0 | 0 | 0 | 1 | 0 | 125 | 1 | 0 | 126 | 2 | 0 | 3 | 0 | 5 | 259 |
| 04:45 PM | 7 | 119 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 1 | 146 | 1 | 0 | 148 | 1 | 0 | 5 | 0 | 6 | 280 |
| Total | 21 | 497 | 0 | 0 | 518 | 6 | 0 | 3 | 0 | 9 | 2 | 576 | 6 | 0 | 584 | 5 | 0 | 21 | 0 | 26 | 1137 |
| 05:00 PM | 9 | 137 | 0 | 0 | 146 | 0 | 0 | 1 | 0 | 1 | 0 | 167 | 1 | 0 | 168 | 4 | 0 | 6 | 0 | 10 | 325 |
| 05:15 PM | 10 | 148 | 0 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 1 | 0 | 156 | 0 | 0 | 6 | 0 | 6 | 320 |
| 05:30 PM | 13 | 183 | 0 | 0 | 196 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 1 | 0 | 129 | 0 | 0 | 5 | 0 | 5 | 330 |
| 05:45 PM | 14 | 129 | 0 | 0 | 143 | 1 | 0 | 0 | 0 | 1 | 1 | 155 | 0 | 0 | 156 | 0 | 0 | 4 | 0 | 4 | 304 |
| Total | 46 | 597 | 0 | 0 | 643 | 1 | 0 | 1 | 0 | 2 | 1 | 605 | 3 | 0 | 609 | 4 | 0 | 21 | 0 | 25 | 1279 |
| Grand Total | 108 | 2491 | 21 | 0 | 2620 | 15 | 2 | 33 | 0 | 50 | 35 | 2004 | 20 | 0 | 2059 | 23 | 0 | 134 | 0 | 157 | 4886 |
| Apprch % | 4.1 | 95.1 | 0.8 | 0 | | 30 | 4 | 66 | 0 | | 1.7 | 97.3 | 1 | 0 | | 14.6 | 0 | 85.4 | 0 | | |
| Total % | 2.2 | 51 | 0.4 | 0 | 53.6 | 0.3 | 0 | 0.7 | 0 | 1 | 0.7 | 41 | 0.4 | 0 | 42.1 | 0.5 | 0 | 2.7 | 0 | 3.2 | |
| Lights | 105 | 2420 | 19 | 0 | 2544 | 12 | 2 | 27 | 0 | 41 | 32 | 1918 | 15 | 0 | 1965 | 23 | 0 | 132 | 0 | 155 | 4705 |
| % Lights | 97.2 | 97.1 | 90.5 | 0 | 97.1 | 80 | 100 | 81.8 | 0 | 82 | 91.4 | 95.7 | 75 | 0 | 95.4 | 100 | 0 | 98.5 | 0 | 98.7 | 96.3 |
| Mediums | 3 | 65 | 1 | 0 | 69 | 2 | 0 | 6 | 0 | 8 | 3 | 81 | 5 | 0 | 89 | 0 | 0 | 2 | 0 | 2 | 168 |
| % Mediums | 2.8 | 2.6 | 4.8 | 0 | 2.6 | 13.3 | 0 | 18.2 | 0 | 16 | 8.6 | 4 | 25 | 0 | 4.3 | 0 | 0 | 1.5 | 0 | 1.3 | 3.4 |
| Articulated Trucks | 0 | 6 | 1 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 13 |
| % Articulated Trucks | 0 | 0.2 | 4.8 | 0 | 0.3 | 6.7 | 0 | 0 | 0 | 2 | 0 | 0.2 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0.3 |

# MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

File Name : 960_Bedford_at_Vaille_494914_02-13-2018
Site Code : 960
Start Date : 2/13/2018
Page No : 2

| | Bedford Street From North | | | | | 189 Bedford Driveway From East | | | | | Bedford Street From South | | | | | 186 Bedford Driveway From Southwest | | | | | Vaille Avenue From West | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Bear Right | Thru | Left | App. Total | Right | Thru | Bear Left | Left | App. Total | Right | Thru | Left | Hard Left | App. Total | Hard Right | Bear Right | Bear Left | Hard Left | App. Total | Hard Right | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 197 | 0 | 197 | **1** | 0 | 0 | 0 | **1** | 1 | 129 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 328 |
| 08:00 AM | 0 | 0 | 205 | **1** | 206 | 0 | 0 | 0 | **1** | 1 | 1 | 97 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 305 |
| 08:15 AM | 0 | 0 | 199 | 0 | 199 | 1 | 0 | 0 | 0 | 1 | 1 | 142 | 0 | 0 | **143** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 343 |
| 08:30 AM | 0 | 0 | 223 | 1 | **224** | 0 | 0 | 0 | 0 | 0 | **2** | 137 | 0 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | **364** |
| Total Volume | 0 | 0 | 824 | 2 | 826 | 2 | 0 | 0 | 1 | 3 | 5 | 505 | 0 | 0 | 510 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1340 |
| % App. Total | 0 | 0 | 99.8 | 0.2 | | 66.7 | 0 | 0 | 33.3 | | 1 | 99 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .924 | .500 | .922 | .500 | .000 | .000 | .250 | .750 | .625 | .889 | .000 | .000 | .892 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .920 |
| Lights | 0 | 0 | 796 | 2 | 798 | 2 | 0 | 0 | 1 | 3 | 5 | 459 | 0 | 0 | 464 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1265 |
| % Lights | 0 | 0 | 96.6 | 100 | 96.6 | 100 | 0 | 0 | 100 | 100 | 100 | 90.9 | 0 | 0 | 91.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94.4 |
| Mediums | 0 | 0 | 24 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 66 |
| % Mediums | 0 | 0 | 2.9 | 0 | 2.9 | 0 | 0 | 0 | 0 | 0 | 0 | 8.1 | 0 | 0 | 8.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 4.9 |
| Articulated Trucks | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| % Articulated Trucks | 0 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 0 | 0 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.7 |

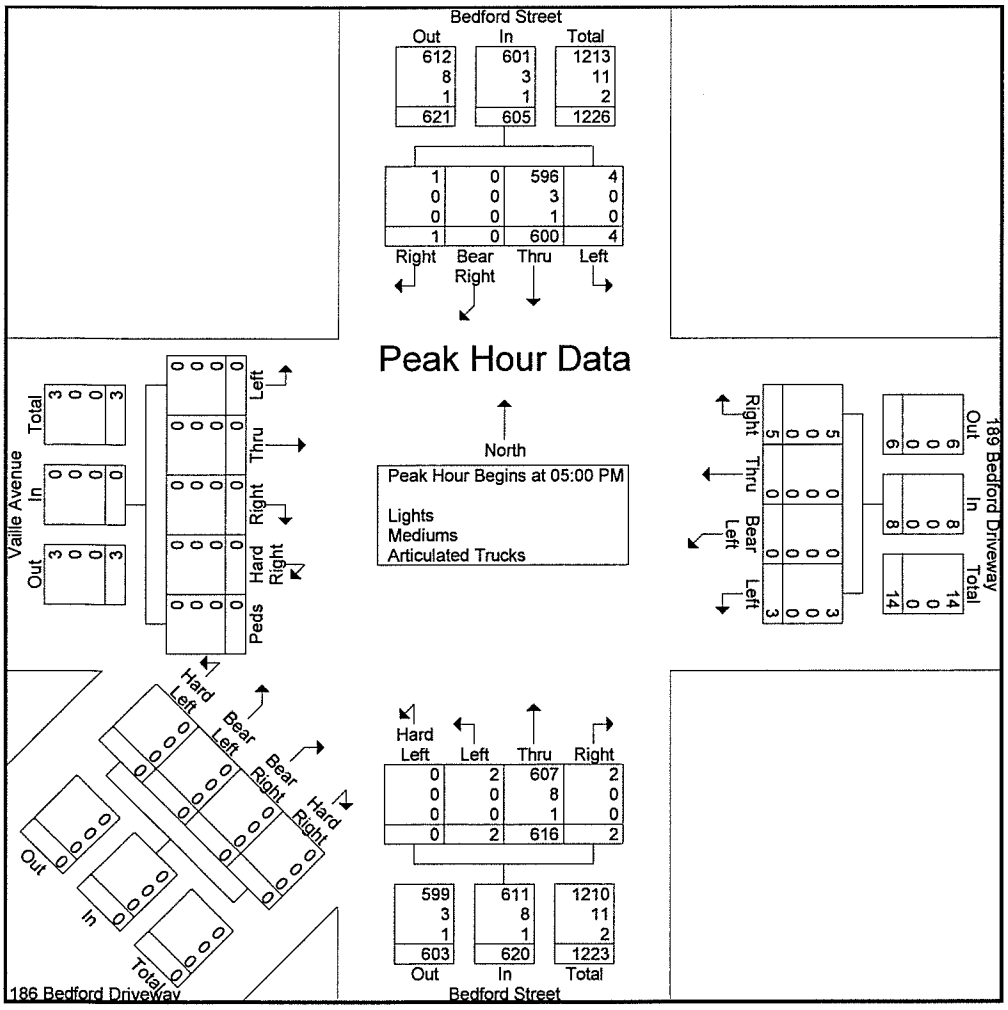


# MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

File Name : 960_Bedford_at_Vaille_494914_02-13-2018
Site Code : 960
Start Date : 2/13/2018
Page No : 3

| | Bedford Street From North | | | | | 189 Bedford Driveway From East | | | | | Bedford Street From South | | | | | 186 Bedford Driveway From Southwest | | | | | Vaille Avenue From West | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Bear Right | Thru | Left | App. Total | Right | Thru | Bear Left | Left | App. Total | Right | Thru | Left | Hard Left | App. Total | Hard Right | Bear Right | Bear Left | Hard Left | App. Total | Hard Right | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 136 | 0 | 136 | 1 | 0 | 0 | 0 | 1 | **1** | 177 | 0 | 0 | **178** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 315 |
| 05:15 PM | 0 | 0 | 152 | **2** | 154 | 1 | 0 | 0 | **1** | 2 | 0 | 160 | 0 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **316** |
| 05:30 PM | **1** | 0 | 187 | 1 | **189** | **2** | 0 | 0 | 1 | **3** | 0 | 123 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 315 |
| 05:45 PM | 0 | 0 | 125 | 1 | 126 | 1 | 0 | 0 | 1 | 2 | 1 | 156 | **2** | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 287 |
| Total Volume | 1 | 0 | 600 | 4 | 605 | 5 | 0 | 0 | 3 | 8 | 2 | 616 | 2 | 0 | 620 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1233 |
| % App. Total | 0.2 | 0 | 99.2 | 0.7 | | 62.5 | 0 | 0 | 37.5 | | 0.3 | 99.4 | 0.3 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | |
| PHF | .250 | .000 | .802 | .500 | .800 | .625 | .000 | .000 | .750 | .667 | .500 | .870 | .250 | .000 | .871 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .975 |
| Lights | 1 | 0 | 596 | 4 | 601 | 5 | 0 | 0 | 3 | 8 | 2 | 607 | 2 | 0 | 611 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1220 |
| % Lights | 100 | 0 | 99.3 | 100 | 99.3 | 100 | 0 | 0 | 100 | 100 | 100 | 98.5 | 100 | 0 | 98.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98.9 |
| Mediums | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| % Mediums | 0 | 0 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 1.3 | 0 | 0 | 1.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.9 |
| Articulated Trucks | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Articulated Trucks | 0 | 0 | 0.2 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |



# MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

N/S: Bedford Street
E/W: Vaille Avenue/Local Driveways
Lexington, MA

File Name : 960_Bedford_at_Vaille_494914_02-13-2018
Site Code : 960
Start Date : 2/13/2018
Page No : 1

Groups Printed- Lights - Mediums - Articulated Trucks

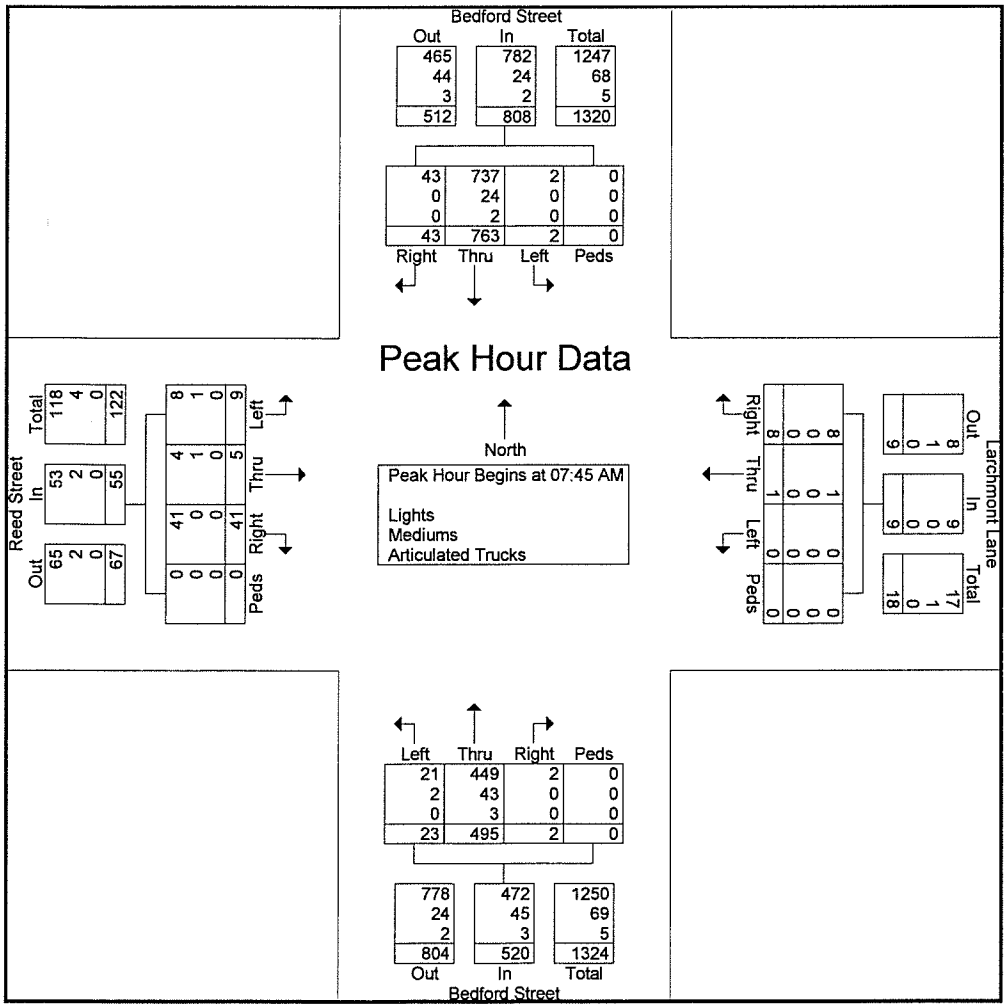
| | Bedford Street From North | | | | | 189 Bedford Driveway From East | | | | | Bedford Street From South | | | | | 186 Bedford Driveway From Southwest | | | | | Vaille Avenue From West | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Bear Right | Thru | Left | App. Total | Right | Thru | Bear Left | Left | App. Total | Right | Thru | Left | Hard Left | App. Total | Hard Right | Bear Right | Bear Left | Hard Left | App. Total | Hard Right | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 116 | 0 | 116 | 0 | 0 | 0 | 1 | 1 | 0 | 54 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 07:15 AM | 0 | 0 | 143 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 233 |
| 07:30 AM | 0 | 0 | 162 | 0 | 162 | 1 | 0 | 0 | 0 | 1 | 0 | 99 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 262 |
| 07:45 AM | 0 | 0 | 197 | 0 | 197 | 1 | 0 | 0 | 0 | 1 | 1 | 129 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 328 |
| Total | 0 | 0 | 618 | 0 | 618 | 2 | 0 | 0 | 1 | 3 | 1 | 372 | 0 | 0 | 373 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 994 |
| 08:00 AM | 0 | 0 | 205 | 1 | 206 | 0 | 0 | 0 | 1 | 1 | 1 | 97 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 305 |
| 08:15 AM | 0 | 0 | 199 | 0 | 199 | 1 | 0 | 0 | 0 | 1 | 1 | 142 | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 343 |
| 08:30 AM | 0 | 0 | 223 | 1 | 224 | 0 | 0 | 0 | 0 | 0 | 2 | 137 | 0 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 364 |
| 08:45 AM | 0 | 1 | 182 | 3 | 186 | 0 | 0 | 0 | 2 | 2 | 3 | 112 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 305 |
| Total | 0 | 1 | 809 | 5 | 815 | 1 | 0 | 0 | 3 | 4 | 7 | 488 | 0 | 0 | 495 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 1317 |
| 04:00 PM | 0 | 0 | 137 | 2 | 139 | 1 | 0 | 0 | 3 | 4 | 2 | 169 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 314 |
| 04:15 PM | 0 | 0 | 124 | 0 | 124 | 3 | 0 | 0 | 1 | 4 | 2 | 140 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 270 |
| 04:30 PM | 0 | 0 | 120 | 1 | 121 | 0 | 0 | 0 | 1 | 1 | 1 | 127 | 0 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250 |
| 04:45 PM | 0 | 0 | 126 | 0 | 126 | 1 | 0 | 0 | 1 | 2 | 1 | 146 | 1 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 277 |
| Total | 0 | 0 | 507 | 3 | 510 | 5 | 0 | 0 | 6 | 11 | 6 | 582 | 1 | 0 | 589 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1111 |
| 05:00 PM | 0 | 0 | 136 | 0 | 136 | 1 | 0 | 0 | 0 | 1 | 1 | 177 | 0 | 0 | 178 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 315 |
| 05:15 PM | 0 | 0 | 152 | 2 | 154 | 1 | 0 | 0 | 1 | 2 | 0 | 160 | 0 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 316 |
| 05:30 PM | 1 | 0 | 187 | 1 | 189 | 2 | 0 | 0 | 1 | 3 | 0 | 123 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 315 |
| 05:45 PM | 0 | 0 | 125 | 1 | 126 | 1 | 0 | 0 | 1 | 2 | 1 | 156 | 2 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 287 |
| Total | 1 | 0 | 600 | 4 | 605 | 5 | 0 | 0 | 3 | 8 | 2 | 616 | 2 | 0 | 620 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1233 |
| Grand Total | 1 | 1 | 2534 | 12 | 2548 | 13 | 0 | 0 | 13 | 26 | 16 | 2058 | 3 | 0 | 2077 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 4655 |
| Apprch % | 0 | 0 | 99.5 | 0.5 | | 50 | 0 | 0 | 50 | | 0.8 | 99.1 | 0.1 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 25 | 75 | 0 | | |
| Total % | 0 | 0 | 54.4 | 0.3 | 54.7 | 0.3 | 0 | 0 | 0.3 | 0.6 | 0.3 | 44.2 | 0.1 | 0 | 44.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0.1 | |
| Lights | 1 | 1 | 2458 | 12 | 2472 | 13 | 0 | 0 | 13 | 26 | 16 | 1961 | 3 | 0 | 1980 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 4481 |
| % Lights | 100 | 100 | 97 | 100 | 97 | 100 | 0 | 0 | 100 | 100 | 100 | 95.3 | 100 | 0 | 95.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 66.7 | 0 | 75 | 96.3 |
| Mediums | 0 | 0 | 70 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 158 |
| % Mediums | 0 | 0 | 2.8 | 0 | 2.7 | 0 | 0 | 0 | 0 | 0 | 0 | 4.2 | 0 | 0 | 4.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33.3 | 0 | 25 | 3.4 |
| Articulated Trucks | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| % Articulated Trucks | 0 | 0 | 0.2 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 |

# MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

File Name : 960_Bedford_at_Reed_494896_02-13-2018
Site Code : 960
Start Date : 2/13/2018
Page No : 2

| | Bedford Street From North | | | | | Larchmont Lane From East | | | | | Bedford Street From South | | | | | Reed Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | **17** | 177 | 0 | 0 | 194 | **5** | **1** | 0 | 0 | **6** | 0 | 129 | **12** | 0 | **141** | 6 | **3** | 0 | 0 | 9 | 350 |
| 08:00 AM | 12 | 193 | **1** | 0 | 206 | 0 | 0 | 0 | 0 | 0 | **1** | 96 | 4 | 0 | 101 | **13** | 0 | **4** | 0 | **17** | 324 |
| 08:15 AM | 7 | 192 | 0 | 0 | 199 | 1 | 0 | 0 | 0 | 1 | 0 | **136** | 4 | 0 | 140 | 9 | 1 | 4 | 0 | 14 | 354 |
| 08:30 AM | 7 | **201** | 1 | 0 | **209** | 2 | 0 | 0 | 0 | 2 | 1 | 134 | 3 | 0 | 138 | 13 | 1 | 1 | 0 | 15 | **364** |
| Total Volume | 43 | 763 | 2 | 0 | 808 | 8 | 1 | 0 | 0 | 9 | 2 | 495 | 23 | 0 | 520 | 41 | 5 | 9 | 0 | 55 | 1392 |
| % App. Total | 5.3 | 94.4 | 0.2 | 0 | | 88.9 | 11.1 | 0 | 0 | | 0.4 | 95.2 | 4.4 | 0 | | 74.5 | 9.1 | 16.4 | 0 | | |
| PHF | .632 | .949 | .500 | .000 | .967 | .400 | .250 | .000 | .000 | .375 | .500 | .910 | .479 | .000 | .922 | .788 | .417 | .563 | .000 | .809 | .956 |
| Lights | 43 | 737 | 2 | 0 | 782 | 8 | 1 | 0 | 0 | 9 | 2 | 449 | 21 | 0 | 472 | 41 | 4 | 8 | 0 | 53 | 1316 |
| % Lights | 100 | 96.6 | 100 | 0 | 96.8 | 100 | 100 | 0 | 0 | 100 | 100 | 90.7 | 91.3 | 0 | 90.8 | 100 | 80.0 | 88.9 | 0 | 96.4 | 94.5 |
| Mediums | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 2 | 0 | 45 | 0 | 1 | 1 | 0 | 2 | 71 |
| % Mediums | 0 | 3.1 | 0 | 0 | 3.0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.7 | 8.7 | 0 | 8.7 | 0 | 20.0 | 11.1 | 0 | 3.6 | 5.1 |
| Articulated Trucks | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| % Articulated Trucks | 0 | 0.3 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6 | 0 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0.4 |

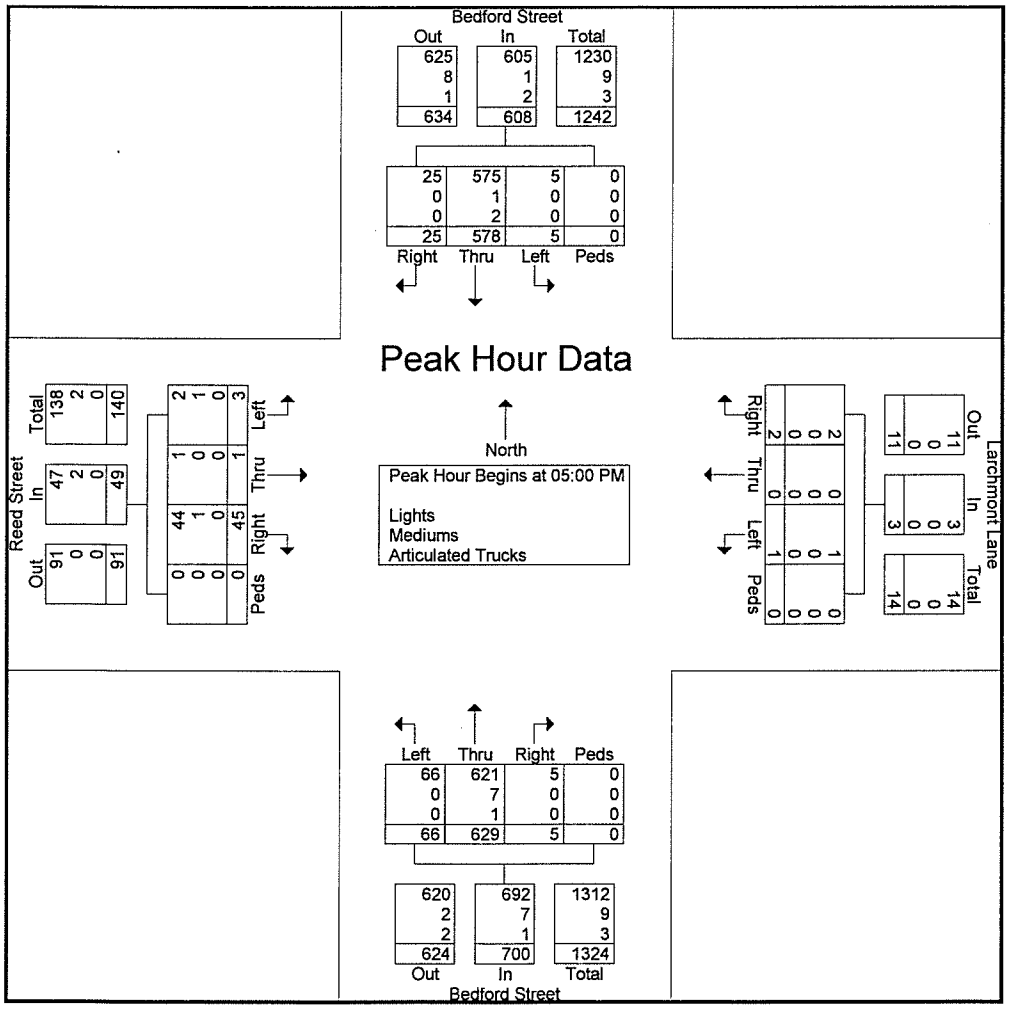


# MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

File Name : 960_Bedford_at_Reed_494896_02-13-2018
Site Code : 960
Start Date : 2/13/2018
Page No : 3

| | Bedford Street From North | | | | | Larchmont Lane From East | | | | | Bedford Street From South | | | | | Reed Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 3 | 137 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | **2** | **175** | 17 | 0 | **194** | 5 | 0 | **3** | 0 | 8 | 342 |
| 05:15 PM | 6 | 147 | 1 | 0 | 154 | **1** | 0 | 0 | 0 | **1** | 0 | 161 | 13 | 0 | 174 | 9 | 0 | 0 | 0 | 9 | 338 |
| 05:30 PM | **8** | **178** | **3** | 0 | **189** | 0 | 0 | **1** | 0 | 1 | 2 | 134 | 14 | 0 | 150 | 15 | **1** | 0 | 0 | **16** | **356** |
| 05:45 PM | 8 | 116 | 1 | 0 | 125 | 1 | 0 | 0 | 0 | 1 | 1 | 159 | **22** | 0 | 182 | **16** | 0 | 0 | 0 | 16 | 324 |
| Total Volume | 25 | 578 | 5 | 0 | 608 | 2 | 0 | 1 | 0 | 3 | 5 | 629 | 66 | 0 | 700 | 45 | 1 | 3 | 0 | 49 | 1360 |
| % App. Total | 4.1 | 95.1 | 0.8 | 0 | | 66.7 | 0 | 33.3 | 0 | | 0.7 | 89.9 | 9.4 | 0 | | 91.8 | 2 | 6.1 | 0 | | |
| PHF | .781 | .812 | .417 | .000 | .804 | .500 | .000 | .250 | .000 | .750 | .625 | .899 | .750 | .000 | .902 | .703 | .250 | .250 | .000 | .766 | .955 |
| Lights | 25 | 575 | 5 | 0 | 605 | 2 | 0 | 1 | 0 | 3 | 5 | 621 | 66 | 0 | 692 | 44 | 1 | 2 | 0 | 47 | 1347 |
| % Lights | 100 | 99.5 | 100 | 0 | 99.5 | 100 | 0 | 100 | 0 | 100 | 100 | 98.7 | 100 | 0 | 98.9 | 97.8 | 100 | 66.7 | 0 | 95.9 | 99.0 |
| Mediums | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 1 | 0 | 1 | 0 | 2 | 10 |
| % Mediums | 0 | 0.2 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 1.1 | 0 | 0 | 1.0 | 2.2 | 0 | 33.3 | 0 | 4.1 | 0.7 |
| Articulated Trucks | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Articulated Trucks | 0 | 0.3 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0.2 |



# MDM Transportation Consultants, INC.

28 Lord Road, Suite 280
Marlborough, MA

N/S: Bedford Street
E/W: Reed Street/Larchmont Lane
Lexington, MA

File Name : 960_Bedford_at_Reed_494896_02-13-2018
Site Code : 960
Start Date : 2/13/2018
Page No : 1

Groups Printed- Lights - Mediums - Articulated Trucks

| | Bedford Street From North | | | | | Larchmont Lane From East | | | | | Bedford Street From South | | | | | Reed Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 1 | 120 | 1 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 6 | 0 | 63 | 12 | 0 | 1 | 0 | 13 | 198 |
| 07:15 AM | 8 | 133 | 1 | 0 | 142 | 3 | 0 | 0 | 0 | 3 | 0 | 89 | 5 | 0 | 94 | 30 | 1 | 0 | 0 | 31 | 270 |
| 07:30 AM | 13 | 156 | 0 | 0 | 169 | 2 | 0 | 0 | 0 | 2 | 0 | 109 | 5 | 0 | 114 | 29 | 1 | 1 | 0 | 31 | 316 |
| 07:45 AM | 17 | 177 | 0 | 0 | 194 | 5 | 1 | 0 | 0 | 6 | 0 | 129 | 12 | 0 | 141 | 6 | 3 | 0 | 0 | 9 | 350 |
| Total | 39 | 586 | 2 | 0 | 627 | 10 | 1 | 0 | 0 | 11 | 0 | 384 | 28 | 0 | 412 | 77 | 5 | 2 | 0 | 84 | 1134 |
| 08:00 AM | 12 | 193 | 1 | 0 | 206 | 0 | 0 | 0 | 0 | 0 | 1 | 96 | 4 | 0 | 101 | 13 | 0 | 4 | 0 | 17 | 324 |
| 08:15 AM | 7 | 192 | 0 | 0 | 199 | 1 | 0 | 0 | 0 | 1 | 0 | 136 | 4 | 0 | 140 | 9 | 1 | 4 | 0 | 14 | 354 |
| 08:30 AM | 7 | 201 | 1 | 0 | 209 | 2 | 0 | 0 | 0 | 2 | 1 | 134 | 3 | 0 | 138 | 13 | 1 | 1 | 0 | 15 | 364 |
| 08:45 AM | 2 | 180 | 1 | 0 | 183 | 1 | 0 | 0 | 0 | 1 | 0 | 118 | 4 | 0 | 122 | 17 | 2 | 2 | 0 | 21 | 327 |
| Total | 28 | 766 | 3 | 0 | 797 | 4 | 0 | 0 | 0 | 4 | 2 | 484 | 15 | 0 | 501 | 52 | 4 | 11 | 0 | 67 | 1369 |
| 04:00 PM | 5 | 130 | 2 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 14 | 0 | 190 | 13 | 0 | 0 | 0 | 13 | 340 |
| 04:15 PM | 1 | 116 | 2 | 0 | 119 | 2 | 0 | 0 | 0 | 2 | 0 | 137 | 16 | 0 | 153 | 2 | 0 | 0 | 0 | 2 | 276 |
| 04:30 PM | 2 | 119 | 2 | 0 | 123 | 3 | 0 | 1 | 0 | 4 | 0 | 123 | 11 | 0 | 134 | 5 | 0 | 2 | 0 | 7 | 268 |
| 04:45 PM | 0 | 122 | 1 | 0 | 123 | 2 | 0 | 0 | 0 | 2 | 2 | 150 | 12 | 0 | 164 | 6 | 0 | 0 | 0 | 6 | 295 |
| Total | 8 | 487 | 7 | 0 | 502 | 7 | 0 | 1 | 0 | 8 | 2 | 586 | 53 | 0 | 641 | 26 | 0 | 2 | 0 | 28 | 1179 |
| 05:00 PM | 3 | 137 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 2 | 175 | 17 | 0 | 194 | 5 | 0 | 3 | 0 | 8 | 342 |
| 05:15 PM | 6 | 147 | 1 | 0 | 154 | 1 | 0 | 0 | 0 | 1 | 0 | 161 | 13 | 0 | 174 | 9 | 0 | 0 | 0 | 9 | 338 |
| 05:30 PM | 8 | 178 | 3 | 0 | 189 | 0 | 0 | 1 | 0 | 1 | 2 | 134 | 14 | 0 | 150 | 15 | 1 | 0 | 0 | 16 | 356 |
| 05:45 PM | 8 | 116 | 1 | 0 | 125 | 1 | 0 | 0 | 0 | 1 | 1 | 159 | 22 | 0 | 182 | 16 | 0 | 0 | 0 | 16 | 324 |
| Total | 25 | 578 | 5 | 0 | 608 | 2 | 0 | 1 | 0 | 3 | 5 | 629 | 66 | 0 | 700 | 45 | 1 | 3 | 0 | 49 | 1360 |
| Grand Total | 100 | 2417 | 17 | 0 | 2534 | 23 | 1 | 2 | 0 | 26 | 9 | 2083 | 162 | 0 | 2254 | 200 | 10 | 18 | 0 | 228 | 5042 |
| Apprch % | 3.9 | 95.4 | 0.7 | 0 | | 88.5 | 3.8 | 7.7 | 0 | | 0.4 | 92.4 | 7.2 | 0 | | 87.7 | 4.4 | 7.9 | 0 | | |
| Total % | 2 | 47.9 | 0.3 | 0 | 50.3 | 0.5 | 0 | 0 | 0 | 0.5 | 0.2 | 41.3 | 3.2 | 0 | 44.7 | 4 | 0.2 | 0.4 | 0 | 4.5 | |
| Lights | 99 | 2341 | 16 | 0 | 2456 | 23 | 1 | 2 | 0 | 26 | 9 | 1989 | 159 | 0 | 2157 | 197 | 9 | 15 | 0 | 221 | 4860 |
| % Lights | 99 | 96.9 | 94.1 | 0 | 96.9 | 100 | 100 | 100 | 0 | 100 | 100 | 95.5 | 98.1 | 0 | 95.7 | 98.5 | 90 | 83.3 | 0 | 96.9 | 96.4 |
| Mediums | 1 | 71 | 1 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 3 | 0 | 92 | 3 | 1 | 3 | 0 | 7 | 172 |
| % Mediums | 1 | 2.9 | 5.9 | 0 | 2.9 | 0 | 0 | 0 | 0 | 0 | 0 | 4.3 | 1.9 | 0 | 4.1 | 1.5 | 10 | 16.7 | 0 | 3.1 | 3.4 |
| Articulated Trucks | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 10 |
| % Articulated Trucks | 0 | 0.2 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0.2 |

□ Seasonal/Yearly 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** | **-0.54%** |

### 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 |
| | *-3%* | *-7%* | *2%* | *1%* | *-2%* | *1%* | *-7%* | *-11%* | *-7%* | *-2%* | *-53%* | *-49%* | *-3%* |
| 11 | *65,832* | 63,700 | 73,806 | 74,943 | 76,854 | 78,716 | 67,618 | *65,162* | *68,462* | 77,505 | 34,855 | *34,241* | 71,063 |
| Seasonal Adjustment Factor | 1.08 | 1.09 | 0.99 | 0.97 | 0.93 | 0.92 | 1.03 | 1.05 | 1.02 | 0.92 | 1.51 | 1.58 | |
| | | | | | | | | | | | | **Growth** | **-3.01%** |

| Average | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Seasonal Adjustment Factor (to average month) | *1.06* | *1.07* | *1.00* | *0.97* | *0.96* | *0.94* | *1.01* | *1.01* | *1.00* | *0.95* | *1.18* | *1.23* |

Average Yearly Growth Calculated -1.10%
**Yearly Growth Factor Used 0.5%**

- Speed Data

# MDM Transportation Consultants, Inc.

28 Lord Road, Suite 280
Marlborough, MA 01752
508-303-0370
www.mdmtrans.com

N/S: Bedford Street
South of Sunny Knoll Avenue
Lexington, MA

Date Start: 13-Feb-18
Site Code: 960
Station ID:

Date Start: 13-Feb-18

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 02/13/18 | 0 | 0 | 0 | 0 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 40 |
| 01:00 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 38 |
| 02:00 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 42 |
| 03:00 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 42 |
| 04:00 | 0 | 0 | 1 | 1 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 42 |
| 05:00 | 0 | 0 | 2 | 7 | 28 | 29 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 42 |
| 06:00 | 1 | 1 | 9 | 45 | 142 | 123 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 347 | 38 |
| 07:00 | 1 | 1 | 10 | 101 | 308 | 150 | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 599 | 37 |
| 08:00 | 5 | 25 | 97 | 308 | 280 | 79 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 807 | 34 |
| 09:00 | 1 | 4 | 24 | 104 | 254 | 176 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 584 | 38 |
| 10:00 | 0 | 0 | 7 | 64 | 219 | 148 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 466 | 38 |
| 11:00 | 0 | 2 | 9 | 92 | 246 | 127 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 486 | 37 |
| 12 PM | 0 | 1 | 32 | 112 | 255 | 117 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 537 | 37 |
| 13:00 | 1 | 0 | 9 | 79 | 195 | 120 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 427 | 38 |
| 14:00 | 2 | 0 | 35 | 116 | 257 | 95 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 524 | 36 |
| 15:00 | 1 | 1 | 15 | 119 | 234 | 106 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 488 | 37 |
| 16:00 | 1 | 0 | 13 | 121 | 251 | 105 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 509 | 37 |
| 17:00 | 34 | 23 | 34 | 202 | 197 | 76 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 571 | 34 |
| 18:00 | 1 | 1 | 26 | 154 | 261 | 78 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 523 | 35 |
| 19:00 | 1 | 2 | 10 | 87 | 204 | 90 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 408 | 37 |
| 20:00 | 0 | 0 | 3 | 41 | 101 | 86 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 38 |
| 21:00 | 0 | 0 | 2 | 15 | 65 | 34 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 39 |
| 22:00 | 0 | 0 | 1 | 7 | 43 | 24 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 39 |
| 23:00 | 0 | 0 | 0 | 7 | 14 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 40 |

| Statistics | | |
|---|---|---|
| | 10 MPH Pace Speed : | 31-40 MPH |
| | 85th Percentile : | 37 MPH |
| | 95th Percentile : | 39 MPH |
| | Number of Vehicles > 35 MPH : | 2106 |
| | Percent of Vehicles > 35 MPH : | 26.6% |
| | Mean Speed(Average) : | 33 MPH |

# MDM Transportation Consultants, Inc.

28 Lord Road, Suite 280
Marlborough, MA 01752
508-303-0370
www.mdmtrans.com

N/S: Bedford Street
South of Sunny Knoll Avenue
Lexington, MA

Date Start: 13-Feb-18
Site Code: 960
Station ID:

Date Start: 13-Feb-18

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 02/14/18 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 38 |
| 01:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 37 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 42 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 39 |
| 04:00 | 0 | 0 | 1 | 2 | 2 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 42 |
| 05:00 | 0 | 0 | 5 | 12 | 27 | 27 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 39 |
| 06:00 | 0 | 0 | 5 | 37 | 111 | 136 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 320 | 39 |
| 07:00 | 0 | 3 | 24 | 135 | 246 | 103 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 528 | 36 |
| 08:00 | 103 | 30 | 108 | 282 | 186 | 44 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 755 | 33 |
| 09:00 | 16 | 9 | 27 | 97 | 202 | 136 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 502 | 37 |
| 10:00 | 2 | 0 | 17 | 93 | 196 | 134 | 26 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 472 | 38 |
| 11:00 | 0 | 2 | 7 | 86 | 213 | 130 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 469 | 38 |
| 12 PM | 1 | 2 | 36 | 128 | 210 | 124 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 521 | 37 |
| 13:00 | 2 | 1 | 22 | 102 | 207 | 112 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 464 | 37 |
| 14:00 | 2 | 9 | 30 | 166 | 237 | 74 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 533 | 35 |
| 15:00 | 0 | 0 | 35 | 135 | 264 | 109 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 554 | 36 |
| 16:00 | 1 | 0 | 20 | 123 | 217 | 107 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 485 | 37 |
| 17:00 | 0 | 7 | 29 | 200 | 260 | 75 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 573 | 34 |
| 18:00 | 1 | 2 | 54 | 226 | 262 | 73 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 622 | 34 |
| 19:00 | 0 | 0 | 15 | 148 | 218 | 74 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 463 | 35 |
| 20:00 | 0 | 1 | 6 | 33 | 92 | 77 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 222 | 38 |
| 21:00 | 0 | 0 | 1 | 19 | 68 | 50 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 149 | 38 |
| 22:00 | 0 | 0 | 0 | 8 | 30 | 40 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 39 |
| 23:00 | 0 | 0 | 1 | 2 | 15 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 39 |

| Statistics | | |
|---|---|---|
| | 10 MPH Pace Speed : | 26-35 MPH |
| | 85th Percentile : | 37 MPH |
| | 95th Percentile : | 39 MPH |
| | Number of Vehicles > 35 MPH : | 1931 |
| | Percent of Vehicles > 35 MPH : | 24.5% |
| | Mean Speed(Average) : | 32 MPH |

# MDM Transportation Consultants, Inc.

28 Lord Road, Suite 280
Marlborough, MA 01752
508-303-0370
www.mdmtrans.com

N/S: Bedford Street
South of Sunny Knoll Avenue
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Date Start: 13-Feb-18
Site Code: 960
Station ID:

Date Start: 13-Feb-18

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 02/15/18 | 0 | 0 | 0 | 1 | 6 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 41 |
| 01:00 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 33 |
| 02:00 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 44 |
| 03:00 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 45 |
| 04:00 | 0 | 0 | 0 | 2 | 3 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 43 |
| 05:00 | 0 | 0 | 2 | 9 | 25 | 22 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 41 |
| 06:00 | 0 | 0 | 2 | 62 | 127 | 119 | 19 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 331 | 38 |
| 07:00 | 96 | 18 | 59 | 127 | 169 | 92 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 565 | 35 |
| 08:00 | 40 | 20 | 122 | 243 | 217 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 689 | 33 |
| 09:00 | 3 | 1 | 23 | 106 | 246 | 136 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 532 | 37 |
| 10:00 | 0 | 5 | 31 | 124 | 191 | 109 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 481 | 37 |
| 11:00 | 0 | 1 | 35 | 132 | 217 | 96 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 494 | 36 |
| 12 PM | 11 | 16 | 40 | 166 | 269 | 75 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 589 | 34 |
| 13:00 | 0 | 8 | 33 | 129 | 231 | 96 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 510 | 36 |
| 14:00 | 0 | 4 | 36 | 164 | 255 | 96 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 564 | 36 |
| 15:00 | 2 | 5 | 37 | 157 | 215 | 85 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 508 | 35 |
| 16:00 | 0 | 1 | 23 | 143 | 250 | 98 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 526 | 36 |
| 17:00 | 5 | 22 | 59 | 288 | 212 | 59 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 652 | 34 |
| 18:00 | 1 | 2 | 31 | 169 | 241 | 66 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 517 | 34 |
| 19:00 | 0 | 0 | 4 | 104 | 181 | 78 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 375 | 36 |
| 20:00 | 0 | 0 | 3 | 21 | 96 | 75 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 38 |
| 21:00 | 0 | 0 | 2 | 12 | 76 | 46 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 154 | 39 |
| 22:00 | 0 | 1 | 1 | 7 | 40 | 24 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 39 |
| 23:00 | 0 | 0 | 0 | 5 | 19 | 14 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 41 |

| Statistics | | |
|---|---|---|
| | 10 MPH Pace Speed : | 26-35 MPH |
| | 85th Percentile : | 36 MPH |
| | 95th Percentile : | 39 MPH |
| | Number of Vehicles > 35 MPH : | 1672 |
| | Percent of Vehicles > 35 MPH : | 21.1% |
| | Mean Speed(Average) : | 31 MPH |

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Date Start: 13-Feb-18
Site Code: 960
Station ID:

Date Start: 13-Feb-18

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 02/16/18 | 0 | 0 | 1 | 1 | 11 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 38 |
| 01:00 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 40 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 47 |
| 03:00 | 0 | 0 | 0 | 0 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 40 |
| 04:00 | 0 | 0 | 1 | 2 | 5 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 39 |
| 05:00 | 1 | 0 | 5 | 9 | 28 | 32 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 39 |
| 06:00 | 0 | 0 | 3 | 48 | 136 | 108 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 316 | 38 |
| 07:00 | 11 | 17 | 47 | 140 | 238 | 106 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 578 | 36 |
| 08:00 | 36 | 41 | 95 | 173 | 257 | 74 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 682 | 34 |
| 09:00 | 1 | 1 | 7 | 95 | 214 | 145 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 479 | 38 |
| 10:00 | 0 | 0 | 22 | 81 | 179 | 134 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 433 | 38 |
| 11:00 | 11 | 4 | 17 | 89 | 212 | 118 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 467 | 37 |
| 12 PM | 1 | 1 | 10 | 95 | 232 | 149 | 23 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 514 | 38 |
| 13:00 | 0 | 0 | 17 | 96 | 198 | 106 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 444 | 38 |
| 14:00 | 1 | 0 | 18 | 141 | 243 | 96 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 511 | 36 |
| 15:00 | 0 | 3 | 19 | 109 | 202 | 124 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 471 | 37 |
| 16:00 | 0 | 0 | 12 | 110 | 206 | 108 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 455 | 37 |
| 17:00 | 1 | 2 | 11 | 117 | 223 | 110 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 480 | 37 |
| 18:00 | 2 | 2 | 15 | 122 | 200 | 71 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 416 | 35 |
| 19:00 | 0 | 0 | 1 | 36 | 145 | 83 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 279 | 38 |
| 20:00 | 0 | 0 | 2 | 31 | 110 | 50 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 38 |
| 21:00 | 0 | 0 | 0 | 17 | 60 | 41 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 38 |
| 22:00 | 0 | 0 | 1 | 9 | 37 | 31 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 92 | 40 |
| 23:00 | 0 | 0 | 2 | 9 | 16 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 39 |

| Statistics | | |
|---|---|---|
| | 10 MPH Pace Speed : | 31-40 MPH |
| | 85th Percentile : | 37 MPH |
| | 95th Percentile : | 39 MPH |
| | Number of Vehicles > 35 MPH : | 2029 |
| | Percent of Vehicles > 35 MPH : | 28.3% |
| | Mean Speed(Average) : | 33 MPH |

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Date Start: 13-Feb-18
Site Code: 960
Station ID:

Date Start: 13-Feb-18

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 02/17/18 | 0 | 0 | 0 | 0 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 39 |
| 01:00 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 42 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 39 |
| 03:00 | 0 | 0 | 0 | 1 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 41 |
| 04:00 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 39 |
| 05:00 | 0 | 0 | 1 | 1 | 10 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 41 |
| 06:00 | 0 | 0 | 2 | 1 | 24 | 37 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 79 | 41 |
| 07:00 | 0 | 0 | 0 | 8 | 36 | 85 | 34 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 42 |
| 08:00 | 0 | 0 | 1 | 32 | 111 | 126 | 44 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 315 | 39 |
| 09:00 | 0 | 0 | 3 | 71 | 183 | 115 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 403 | 38 |
| 10:00 | 0 | 1 | 22 | 118 | 225 | 118 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 502 | 37 |
| 11:00 | 2 | 4 | 26 | 101 | 199 | 102 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 453 | 37 |
| 12 PM | 2 | 3 | 24 | 134 | 208 | 91 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 479 | 36 |
| 13:00 | 0 | 1 | 32 | 101 | 237 | 124 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 505 | 37 |
| 14:00 | 3 | 0 | 21 | 132 | 172 | 85 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 424 | 36 |
| 15:00 | 0 | 0 | 1 | 54 | 221 | 153 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 457 | 38 |
| 16:00 | 0 | 1 | 1 | 49 | 166 | 140 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 382 | 38 |
| 17:00 | 0 | 0 | 13 | 52 | 158 | 82 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 320 | 37 |
| 18:00 | 0 | 0 | 5 | 47 | 149 | 71 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 284 | 37 |
| 19:00 | 0 | 0 | 1 | 31 | 115 | 64 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 222 | 38 |
| 20:00 | 1 | 0 | 3 | 22 | 74 | 39 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 38 |
| 21:00 | 0 | 5 | 16 | 31 | 68 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 34 |
| 22:00 | 0 | 2 | 10 | 26 | 42 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 35 |
| 23:00 | 1 | 9 | 19 | 23 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 33 |

| Statistics | | |
|---|---|---|
| | 10 MPH Pace Speed : | 31-40 MPH |
| | 85th Percentile : | 38 MPH |
| | 95th Percentile : | 40 MPH |
| | Number of Vehicles > 35 MPH : | 1814 |
| | Percent of Vehicles > 35 MPH : | 32.9% |
| | Mean Speed(Average) : | 34 MPH |

| Stats | | |
|---|---|---|
| | Mean Speed(Average) : | 32 MPH |
| | 85th Percentile : | 37 MPH |
| | 95th Percentile : | 39 MPH |
| | Number of Vehicles > 35 MPH : | 9552 |
| | Percent of Vehicles > 35 MPH : | 26.2% |

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N/S: Bedford Street
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Lexington, MA

Date Start: 13-Feb-18
Site Code: 960
Station ID:

Date Start: 13-Feb-18

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 02/13/18 | 0 | 0 | 0 | 2 | 7 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 37 |
| 01:00 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 37 |
| 02:00 | 0 | 0 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 38 |
| 03:00 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 55 |
| 04:00 | 0 | 0 | 0 | 0 | 4 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 42 |
| 05:00 | 0 | 0 | 0 | 5 | 17 | 22 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 41 |
| 06:00 | 0 | 2 | 3 | 48 | 55 | 38 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 38 |
| 07:00 | 6 | 5 | 26 | 47 | 150 | 100 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 352 | 38 |
| 08:00 | 10 | 25 | 60 | 102 | 212 | 79 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 497 | 35 |
| 09:00 | 3 | 6 | 19 | 74 | 145 | 101 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 366 | 38 |
| 10:00 | 4 | 0 | 7 | 61 | 158 | 125 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 375 | 38 |
| 11:00 | 7 | 12 | 43 | 104 | 210 | 79 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 459 | 35 |
| 12 PM | 4 | 14 | 36 | 108 | 309 | 96 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 571 | 35 |
| 13:00 | 1 | 7 | 22 | 96 | 227 | 116 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 479 | 37 |
| 14:00 | 5 | 14 | 29 | 148 | 246 | 108 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 563 | 36 |
| 15:00 | 49 | 33 | 34 | 156 | 283 | 111 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 669 | 35 |
| 16:00 | 26 | 32 | 43 | 123 | 257 | 113 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 604 | 36 |
| 17:00 | 10 | 17 | 52 | 139 | 272 | 92 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 589 | 35 |
| 18:00 | 11 | 14 | 34 | 161 | 257 | 95 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 580 | 35 |
| 19:00 | 1 | 6 | 14 | 88 | 219 | 78 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 417 | 36 |
| 20:00 | 0 | 0 | 3 | 42 | 180 | 121 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 361 | 38 |
| 21:00 | 0 | 0 | 2 | 39 | 121 | 105 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 287 | 38 |
| 22:00 | 0 | 0 | 0 | 11 | 48 | 40 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 114 | 39 |
| 23:00 | 0 | 1 | 0 | 6 | 5 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 40 |

| Statistics | | |
|---|---|---|
| | 10 MPH Pace Speed : | 31-40 MPH |
| | 85th Percentile : | 37 MPH |
| | 95th Percentile : | 39 MPH |
| | Number of Vehicles > 35 MPH : | 1872 |
| | Percent of Vehicles > 35 MPH : | 24.7% |
| | Mean Speed(Average) : | 32 MPH |

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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 02/14/18 | 0 | 0 | 0 | 3 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 38 |
| 01:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 46 |
| 02:00 | 0 | 0 | 0 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 39 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 38 |
| 04:00 | 0 | 0 | 0 | 1 | 3 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 42 |
| 05:00 | 0 | 0 | 0 | 4 | 18 | 19 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 52 | 41 |
| 06:00 | 0 | 0 | 0 | 21 | 65 | 50 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 38 |
| 07:00 | 15 | 13 | 35 | 69 | 153 | 80 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 384 | 37 |
| 08:00 | 34 | 21 | 73 | 110 | 162 | 55 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 462 | 34 |
| 09:00 | 2 | 6 | 17 | 93 | 216 | 106 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 451 | 37 |
| 10:00 | 8 | 8 | 18 | 74 | 166 | 104 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 391 | 37 |
| 11:00 | 1 | 11 | 25 | 105 | 201 | 114 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 471 | 37 |
| 12 PM | 7 | 8 | 23 | 107 | 205 | 125 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 487 | 37 |
| 13:00 | 32 | 39 | 45 | 104 | 236 | 80 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 542 | 35 |
| 14:00 | 32 | 47 | 59 | 130 | 209 | 79 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 560 | 34 |
| 15:00 | 30 | 39 | 75 | 183 | 242 | 100 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 682 | 35 |
| 16:00 | 29 | 51 | 69 | 151 | 205 | 83 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 603 | 35 |
| 17:00 | 24 | 25 | 56 | 167 | 228 | 79 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 587 | 34 |
| 18:00 | 2 | 12 | 32 | 143 | 253 | 65 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 513 | 34 |
| 19:00 | 6 | 6 | 20 | 90 | 219 | 67 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 421 | 36 |
| 20:00 | 0 | 1 | 11 | 67 | 232 | 126 | 13 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 453 | 37 |
| 21:00 | 0 | 0 | 5 | 31 | 121 | 86 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 261 | 38 |
| 22:00 | 0 | 0 | 0 | 6 | 48 | 40 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 39 |
| 23:00 | 0 | 0 | 0 | 2 | 19 | 15 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 42 |

| Statistics | | |
|---|---|---|
| | 10 MPH Pace Speed : | 26-35 MPH |
| | 85th Percentile : | 36 MPH |
| | 95th Percentile : | 39 MPH |
| | Number of Vehicles > 35 MPH : | 1723 |
| | Percent of Vehicles > 35 MPH : | 22.5% |
| | Mean Speed(Average) : | 31 MPH |

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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 02/15/18 | 0 | 0 | 3 | 4 | 10 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 42 |
| 01:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 52 |
| 02:00 | 0 | 0 | 1 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 43 |
| 03:00 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 41 |
| 04:00 | 0 | 0 | 2 | 0 | 4 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 43 |
| 05:00 | 0 | 0 | 1 | 4 | 14 | 16 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 39 |
| 06:00 | 0 | 0 | 1 | 24 | 70 | 51 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 38 |
| 07:00 | 16 | 13 | 46 | 91 | 128 | 42 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 344 | 34 |
| 08:00 | 37 | 55 | 59 | 111 | 111 | 52 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 436 | 34 |
| 09:00 | 2 | 8 | 23 | 74 | 181 | 90 | 18 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 401 | 37 |
| 10:00 | 8 | 6 | 29 | 96 | 171 | 100 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 424 | 37 |
| 11:00 | 7 | 20 | 31 | 104 | 211 | 93 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 473 | 36 |
| 12 PM | 13 | 37 | 65 | 131 | 217 | 88 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 554 | 35 |
| 13:00 | 29 | 36 | 80 | 167 | 193 | 71 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 579 | 34 |
| 14:00 | 30 | 29 | 62 | 116 | 204 | 93 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 543 | 36 |
| 15:00 | 91 | 90 | 92 | 162 | 192 | 44 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 675 | 33 |
| 16:00 | 18 | 21 | 47 | 147 | 303 | 98 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 641 | 35 |
| 17:00 | 26 | 42 | 89 | 150 | 228 | 69 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 609 | 34 |
| 18:00 | 18 | 18 | 50 | 153 | 178 | 66 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 494 | 35 |
| 19:00 | 1 | 4 | 20 | 96 | 227 | 96 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 455 | 37 |
| 20:00 | 0 | 2 | 5 | 58 | 196 | 114 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 387 | 37 |
| 21:00 | 0 | 0 | 1 | 25 | 106 | 89 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 38 |
| 22:00 | 0 | 0 | 3 | 5 | 70 | 48 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 38 |
| 23:00 | 0 | 0 | 1 | 7 | 14 | 20 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 50 | 40 |

| Statistics | | |
|---|---|---|
| | 10 MPH Pace Speed : | 26-35 MPH |
| | 85th Percentile : | 36 MPH |
| | 95th Percentile : | 39 MPH |
| | Number of Vehicles > 35 MPH : | 1538 |
| | Percent of Vehicles > 35 MPH : | 20.0% |
| | Mean Speed(Average) : | 30 MPH |

# MDM Transportation Consultants, Inc.

28 Lord Road, Suite 280
Marlborough, MA 01752
508-303-0370
www.mdmtrans.com

N/S: Bedford Street
South of Sunny Knoll Avenue
Lexington, MA

Date Start: 13-Feb-18
Site Code: 960
Station ID:

Date Start: 13-Feb-18

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 02/16/18 | 0 | 0 | 0 | 3 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 43 |
| 01:00 | 0 | 0 | 1 | 2 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 43 |
| 02:00 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 38 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 39 |
| 04:00 | 0 | 0 | 0 | 3 | 0 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 41 |
| 05:00 | 0 | 0 | 0 | 12 | 23 | 15 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 57 | 39 |
| 06:00 | 1 | 0 | 3 | 26 | 67 | 48 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 38 |
| 07:00 | 3 | 9 | 10 | 53 | 168 | 93 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 348 | 37 |
| 08:00 | 40 | 53 | 52 | 111 | 137 | 52 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 456 | 34 |
| 09:00 | 6 | 3 | 33 | 88 | 180 | 93 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 424 | 37 |
| 10:00 | 6 | 6 | 25 | 88 | 206 | 101 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 448 | 37 |
| 11:00 | 4 | 8 | 37 | 104 | 199 | 113 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 471 | 37 |
| 12 PM | 21 | 28 | 37 | 118 | 214 | 93 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 523 | 36 |
| 13:00 | 9 | 8 | 25 | 90 | 267 | 101 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 515 | 36 |
| 14:00 | 12 | 26 | 41 | 147 | 269 | 94 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 604 | 35 |
| 15:00 | 11 | 28 | 54 | 142 | 228 | 114 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 591 | 36 |
| 16:00 | 6 | 16 | 39 | 94 | 236 | 117 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 518 | 37 |
| 17:00 | 5 | 3 | 25 | 134 | 235 | 98 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 517 | 36 |
| 18:00 | 2 | 3 | 24 | 97 | 275 | 91 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 504 | 36 |
| 19:00 | 2 | 1 | 3 | 61 | 176 | 80 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 336 | 37 |
| 20:00 | 0 | 0 | 10 | 32 | 105 | 76 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 236 | 38 |
| 21:00 | 0 | 0 | 0 | 14 | 101 | 78 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 209 | 39 |
| 22:00 | 0 | 0 | 5 | 16 | 54 | 42 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 130 | 39 |
| 23:00 | 0 | 0 | 1 | 3 | 41 | 29 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 38 |

Statistics

| | |
|---|---|
| 10 MPH Pace Speed : | 31-40 MPH |
| 85th Percentile : | 37 MPH |
| 95th Percentile : | 39 MPH |
| Number of Vehicles > 35 MPH : | 1802 |
| Percent of Vehicles > 35 MPH : | 25.1% |
| Mean Speed(Average) : | 32 MPH |

# MDM Transportation Consultants, Inc.

28 Lord Road, Suite 280
Marlborough, MA 01752
508-303-0370
www.mdmtrans.com

N/S: Bedford Street
South of Sunny Knoll Avenue
Lexington, MA

Date Start: 13-Feb-18
Site Code: 960
Station ID:

Date Start: 13-Feb-18

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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 02/17/18 | 0 | 0 | 1 | 1 | 11 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 41 |
| 01:00 | 0 | 0 | 0 | 0 | 3 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 42 |
| 02:00 | 0 | 0 | 0 | 1 | 3 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 39 |
| 03:00 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 41 |
| 04:00 | 0 | 0 | 1 | 1 | 1 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 41 |
| 05:00 | 0 | 0 | 0 | 2 | 7 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 39 |
| 06:00 | 0 | 0 | 0 | 6 | 12 | 20 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 42 |
| 07:00 | 0 | 0 | 2 | 7 | 43 | 53 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 39 |
| 08:00 | 1 | 1 | 3 | 35 | 108 | 88 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 258 | 39 |
| 09:00 | 4 | 6 | 23 | 58 | 135 | 86 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 333 | 38 |
| 10:00 | 2 | 1 | 19 | 78 | 209 | 103 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 421 | 37 |
| 11:00 | 8 | 15 | 49 | 148 | 237 | 75 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 539 | 35 |
| 12 PM | 15 | 23 | 60 | 137 | 244 | 76 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 567 | 35 |
| 13:00 | 8 | 16 | 53 | 138 | 252 | 95 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 572 | 36 |
| 14:00 | 34 | 24 | 63 | 140 | 219 | 66 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 556 | 34 |
| 15:00 | 3 | 16 | 26 | 71 | 224 | 136 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 491 | 37 |
| 16:00 | 2 | 6 | 18 | 60 | 213 | 107 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 419 | 37 |
| 17:00 | 2 | 3 | 19 | 74 | 205 | 96 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 417 | 37 |
| 18:00 | 0 | 0 | 5 | 67 | 185 | 91 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 357 | 37 |
| 19:00 | 0 | 0 | 4 | 37 | 98 | 68 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 222 | 38 |
| 20:00 | 1 | 0 | 2 | 28 | 82 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 37 |
| 21:00 | 0 | 5 | 12 | 55 | 49 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 34 |
| 22:00 | 0 | 0 | 12 | 50 | 55 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 33 |
| 23:00 | 1 | 7 | 26 | 36 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 33 |

| Statistics | | |
|---|---|---|
| | 10 MPH Pace Speed : | 31-40 MPH |
| | 85th Percentile : | 37 MPH |
| | 95th Percentile : | 39 MPH |
| | Number of Vehicles > 35 MPH : | 1494 |
| | Percent of Vehicles > 35 MPH : | 25.1% |
| | Mean Speed(Average) : | 32 MPH |

| Stats | | |
|---|---|---|
| | Mean Speed(Average) : | 31 MPH |
| | 85th Percentile : | 37 MPH |
| | 95th Percentile : | 39 MPH |
| | Number of Vehicles > 35 MPH : | 8429 |
| | Percent of Vehicles > 35 MPH : | 23.4% |

□ Crash Data

Moving Massachusetts Forward. massDOT Highway

# INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Lexington COUNT DATE : Feb-18

DISTRICT : 4 UNSIGNALIZED : X SIGNALIZED :

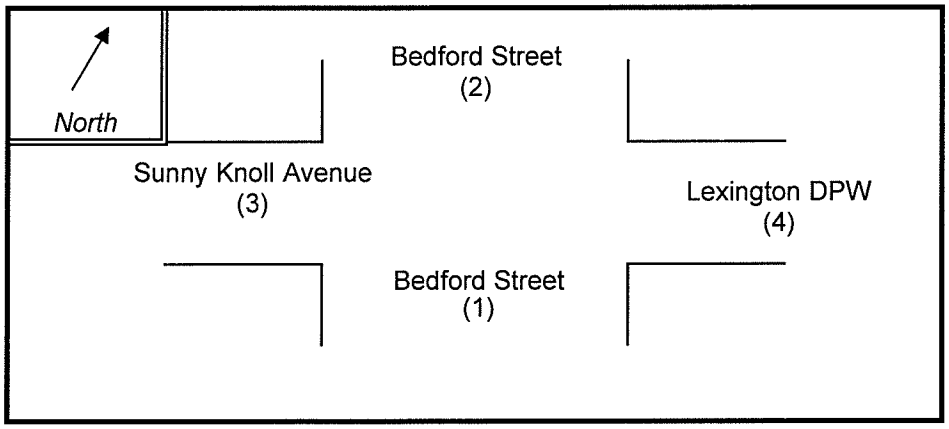
## ~ INTERSECTION DATA ~

MAJOR STREET : Bedford Street (Route 4)

MINOR STREET(S) : Sunny Knoll Avenue

Lexington DPW Driveway

**INTERSECTION DIAGRAM (Label Approaches)**




**PEAK HOUR VOLUMES**

| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
|---|---|---|---|---|---|---|
| DIRECTION : | NB | SB | EB | WB | | |
| PEAK HOURLY VOLUMES (PM) : | 651 | 671 | 26 | 2 | | 1,350 |

" K " FACTOR : **0.081** INTERSECTION ADT ( **V** ) = TOTAL DAILY APPROACH VOLUME : **16,667**

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

**CRASH RATE CALCULATION : 0.16** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : District 4 Averages: Signalized = 0.73, Unsignalized = 0.57

Project Title & Date: 960 - Lexington

Moving Massachusetts Forward. massDOT Highway

# INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Lexington COUNT DATE : Feb-18

DISTRICT : 4 UNSIGNALIZED : X SIGNALIZED :

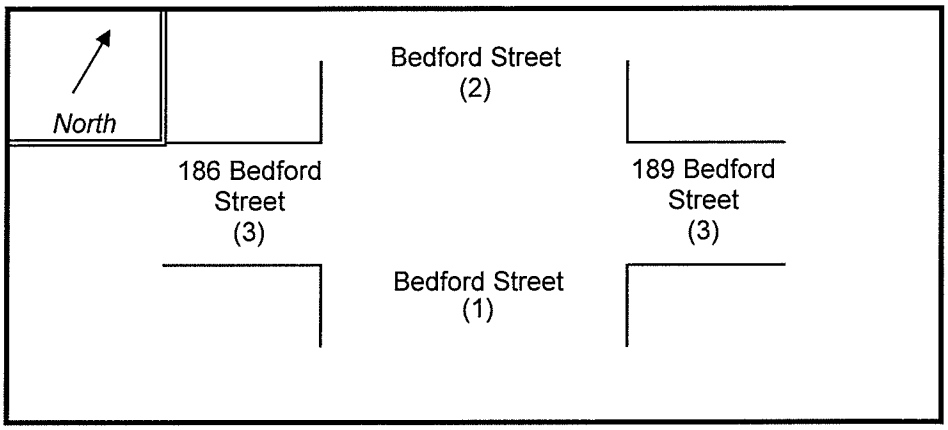
~ INTERSECTION DATA ~

MAJOR STREET : Bedford Street (Route 4)

MINOR STREET(S) : 186 Bedford Street

189 Bedford Street

**INTERSECTION DIAGRAM**
**(Label Approaches)**




**PEAK HOUR VOLUMES**

| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
|---|---|---|---|---|---|---|
| DIRECTION : | NB | SB | EB | WB | | |
| PEAK HOURLY VOLUMES (PM) : | 663 | 646 | 0 | 8 | | 1,317 |

" K " FACTOR : **0.081** INTERSECTION ADT ( **V** ) = TOTAL DAILY APPROACH VOLUME : **16,259**

TOTAL # OF CRASHES : 1 # OF YEARS : 3 AVERAGE # OF CRASHES PER YEAR ( **A** ) : **0.33**

**CRASH RATE CALCULATION : 0.06** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : District 4 Averages: Signalized = 0.73, Unsignalized = 0.57

Project Title & Date: 960 - Lexington

Moving Massachusetts Forward. massDOT Highway

# INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Lexington COUNT DATE : Feb-18

DISTRICT : 4 UNSIGNALIZED : X SIGNALIZED :

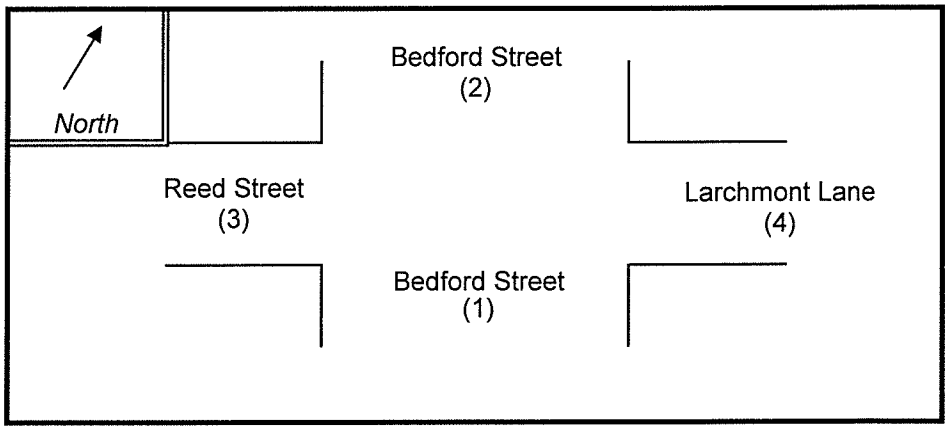
~ INTERSECTION DATA ~

MAJOR STREET : Bedford Street (Route 4)

MINOR STREET(S) : Reed Street

Larchmont Lane

**INTERSECTION DIAGRAM (Label Approaches)**




**PEAK HOUR VOLUMES**

| APPROACH : | 1 | 2 | 3 | 4 | 5 | Total Peak Hourly Approach Volume |
|---|---|---|---|---|---|---|
| DIRECTION : | NB | SB | EB | WB | | |
| PEAK HOURLY VOLUMES (PM) : | 749 | 650 | 52 | 3 | | 1,454 |

" K " FACTOR : **0.081** INTERSECTION ADT ( **V** ) = TOTAL DAILY APPROACH VOLUME : **17,951**

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

**CRASH RATE CALCULATION : 0.25** RATE = $\frac{(A * 1{,}000{,}000)}{(V * 365)}$

Comments : District 4 Averages: Signalized = 0.73, Unsignalized = 0.57

Project Title & Date: 960 - Lexington

massDOT

# MassDOT Crash Report for LEXINGTON for the year 2014

| Crash Number | City/Town Name | Crash Date | Crash Time | Crash Severity | Number of Vehicles | Total Nonfatal Injuries | Total Fatal Injuries | Manner of Collision | Vehicle Action Prior to Crash | Vehicle Travel Directions | Most Harmful Events | Vehicle Configuration | Road Surface Condition | Ambient Light | Weather Condition | At Roadway Intersection | Distance from Nearest Roadway Intersection | Distance from Nearest Milemarker | Distance from Nearest Exit | Distance from Nearest Landmark | Non Motorist Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3845780 | LEXINGTON | 20-Mar-2014 | 6:12 AM | Property damage only (none injured) | 2 | 0 | 0 | Angle | V1: Travelling straight ahead / V2:Turning left | V1:Southbound / V2:Eastbound | V1: Collision with motor vehicle in traffic / V2: Not reported | V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Passenger car | Wet | Daylight | Cloudy | BEDFORD STREET / SUNNY KNOLL AVENUE | | | | | |
| 3867648 | LEXINGTON | 16-May-2014 | 3:47 PM | Property damage only (none injured) | 2 | 0 | 0 | Angle | V1: Turning left / V2:Travelling straight ahead | V1:Southbound / V2:Not reported | V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic | V1: Passenger car / V2:Not reported | Wet | Daylight | Cloudy | | 154 BEDFORD STREET | | | | |
| 3886885 | LEXINGTON | 23-May-2014 | 3:19 PM | 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: Passenger car / V2:Passenger car | Dry | Daylight | Clear | | 100 feet W from Intersection BEDFORD STREET / REED STREET | | | | |
| 3998942 | LEXINGTON | 28-Dec-2014 | 1:56 PM | Non-fatal injury | 2 | 1 | 0 | Angle | V1: Travelling straight ahead / V2:Entering traffic lane | V1:Westbound / V2:Northbound | V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic | V1: Passenger car / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires | Dry | Daylight | Cloudy | BEDFORD STREET / REED STREET | | | | | |

massDOT

# MassDOT Crash Report for LEXINGTON for the year 2015

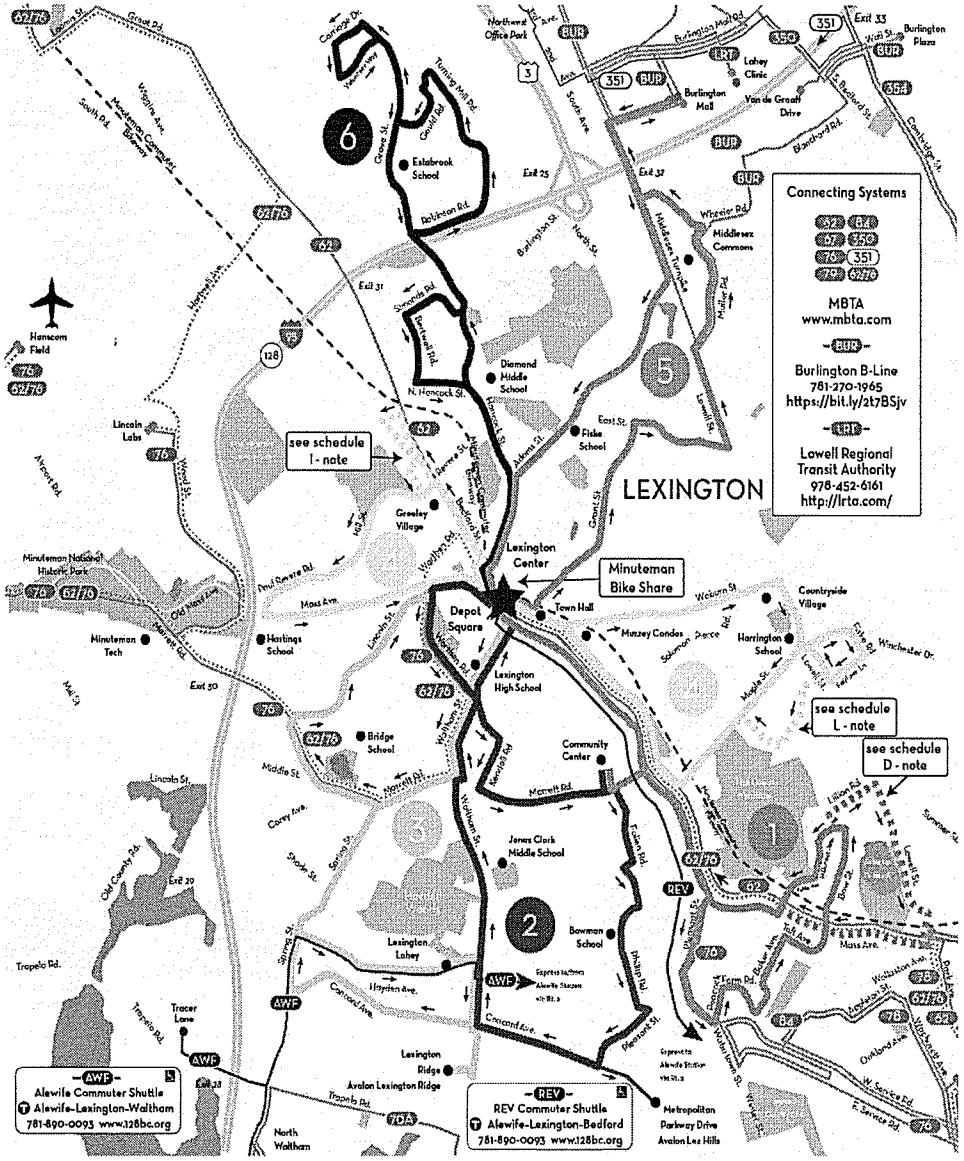
| Crash Number | City/Town Name | Crash Date | Crash Time | Crash Severity | Number of Vehicles | Total Nonfatal Injuries | Total Fatal Injuries | Manner of Collision | Vehicle Action Prior to Crash | Vehicle Travel Directions | Most Harmful Events | Vehicle Configuration | Road Surface Condition | Ambient Light | Weather Condition | At Roadway Intersection | Distance from Nearest Roadway Intersection | Distance from Nearest Milemarker | Distance from Nearest Exit | Distance from Nearest Landmark | Non Motorist Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4017657 | LEXINGTON | 15-Jan-2015 | 9:31 AM | Property damage only (none injured) | 3 | 0 | 0 | Rear-end | V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic / V3:Traveling straight ahead | V1:Southbound / V2:Southbound / V3:Southbound | V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic / V3: Collision with motor vehicle in traffic | V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Passenger car / V3:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires | Wet | Daylight | Cloudy | BEDFORD STREET / SUNNY KNOLL AVENUE | | | | | |
| 4081137 | LEXINGTON | 29-May-2015 | 8:58 AM | Non-fatal injury | 2 | 1 | 0 | Rear-end | V1: Slowing or stopped in traffic / V2:Traveling straight ahead | V1:Eastbound / V2:Eastbound | V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic | V1: Passenger car / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires | Dry | Daylight | Clear | BEDFORD STREET Rte 4 / Rte 225 / REED STREET | | | | | |
| 4124107 | LEXINGTON | 06-Oct-2015 | 10:22 PM | Property damage only (none injured) | 2 | 0 | 0 | Angle | V1: Turning left / V2:Overtaking/passing | V1:Westbound / V2:Westbound | V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic | V1: Passenger car / V2:Passenger car | Dry | Dark - lighted roadway | Clear | BEDFORD STREET / LARCHMONT LANE | | | | | |
| 4157166 | LEXINGTON | 02-Dec-2015 | 12:31 PM | Property damage only (none injured) | 2 | 0 | 0 | Rear-end | V1: Traveling straight ahead / V2:Turning left | V1:Southbound / V2:Southbound | V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic | V1: Passenger car / V2:Light truck(van, mini-van, panel, pickup, sport utility) with only four tires | Dry | Daylight | Cloudy | | 189 BEDFORD STREET | | | | |

massDOT

# MassDOT Crash Report for LEXINGTON for the year 2016

| 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 Milemarker | Distance from Nearest Exit | Distance from Nearest Landmark | Non Motorist Type |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4238911 | LEXINGTON | 19-Aug-2016 | 1:14 PM | Property damage only (none injured) | 2 | 0 | 0 | Angle | V1: Turning left / V2:Slowing or stopped in traffic | V1:Eastbound / V2:Southbound | V1: Collision with motor vehicle in traffic / V2: Collision with motor vehicle in traffic | V1: Light truck(van, mini-van, panel, pickup, sport utility) with only four tires / V2:Passenger car | Dry | Daylight | Clear | BEDFORD STREET / SUNNY KNOLL AVENUE | | | | | |

□ Public Transportation Information




## 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

** One Month Pass begins 1st of month

**FLEXPASS** for after school transportation available through Lexington Public Schools

***Funded by Town of Lexington and MBTA***

## LEXINGTON'S NEIGHBORHOOD BUS

LEXPRESS

# July 1, 2018

- NEW! 7:30AM Service Year-Round
- New pull-in to Emerson Gardens during 10AM-2PM routes
- 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

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

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

## 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** | **5:53** | **5:55** |

## 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

Bus Pulls into Village & Emerson Garden

## 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** |

Ⓐ - 6:35AM service on Routes 1, 3 and 5; school year only. Drop-off at Lexington High School at end of route

Ⓑ - **NEW! 7:30AM service Year Round on Routes 1, 3 & 5**

Ⓒ - Service to Hillcrest Ave & Fottler Ave only during listed times

Ⓓ - Service to Lillian Rd, Lowell St, Arlington Heights only during listed times

Ⓔ - 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

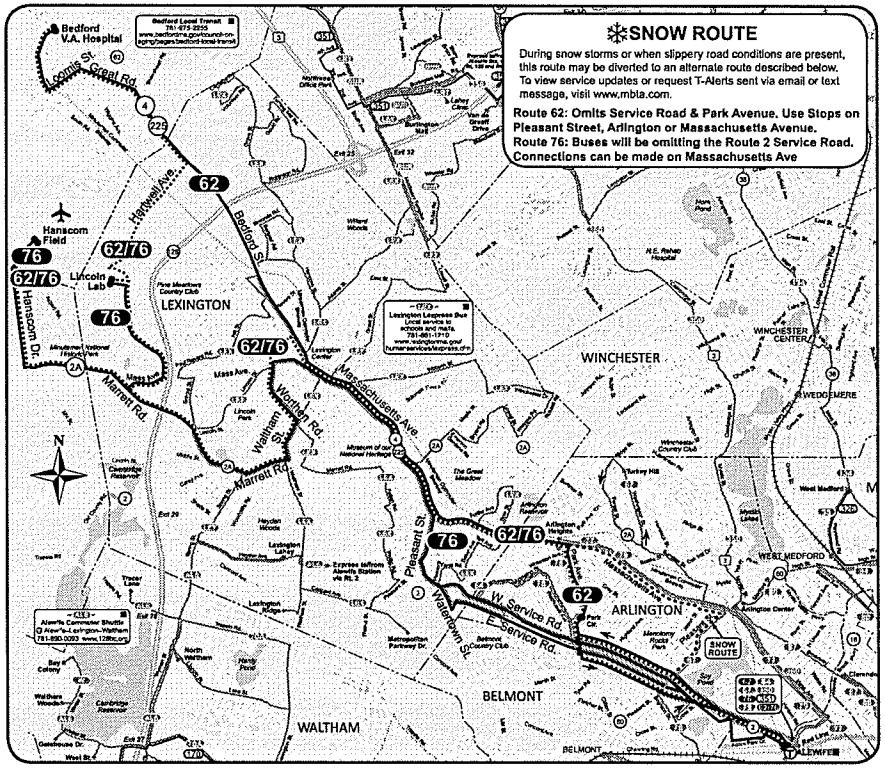
Ⓕ - Service to Sunny Knoll, Reed St, Carley Rd, Milk St only during listed times

Ⓓ -Market Basket – Connect to Burlington B-Line buses. At 6:35AM bus will turn left on Lowell St and proceed directly to the Burlington Mall

Ⓚ - By mall entrance between Nordstrom & Primark

Ⓛ - Bus pulls into Countryside Village & Emerson Gardens during the 10AM-2PM runs

# Route 62 Bedford VA Hospital - Alewife Station
# Route 76 Hanscom/Lincoln Lab - Alewife Station




# 62•76

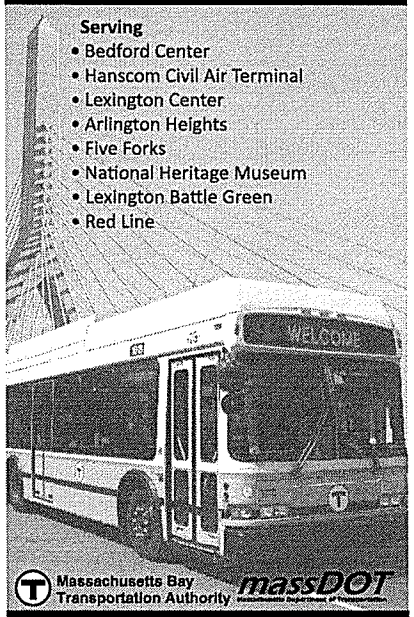
## Effective September 2, 2018

**62** Bedford VA Hospital-Alewife Station

**76** Hanscom/Lincoln Lab-Alewife Sta.

**Serving**

- Bedford Center
- Hanscom Civil Air Terminal
- Lexington Center
- Arlington Heights
- Five Forks
- National Heritage Museum
- Lexington Battle Green
- Red Line




Massachusetts Bay Transportation Authority

massDOT

Information 617-222-3200 • 1-800-392-6100
(TTY) 617-222-5146 • www.mbta.com

## 62 & 76 Weekday

**Inbound**

| | Leave VA Hospital | Leave Lincoln Lab | Arrive Civil Air Terminal | Lv/Arrive Lexington Center | Arrive Alewife Station |
|---|---|---|---|---|---|
| 76 | ..... | 6:00A | 6:07A | 6:22A | 6:37A |
| 62 | b 6:24A | ..... | ..... | 6:38 | 6:56 |
| 62 | ..... | ..... | ..... | 6:50 | 7:13 |
| 76 | ..... | 6:40 | 6:47 | 7:03 | 7:25 |
| 62 | 6:52 | ..... | ..... | 7:11 | 7:36 |
| 76 | ..... | 7:00 | 7:08 | 7:26 | 7:48 |
| 62 | ..... | ..... | ..... | 7:30 | 7:58 |
| 62 | 7:20 | ..... | ..... | 7:39 | 8:04 |
| 62 | ..... | ..... | ..... | 7:50 | 8:18 |
| 76 | ..... | 7:35 | 7:43 | 8:01 | 8:23 |
| 62 | 7:55 | ..... | ..... | 8:14 | 8:39 |
| 76 | ..... | 8:11 | 8:19 | 8:37 | 8:59 |
| 62 | 8:32 | ..... | ..... | 8:51 | 9:10 |
| 76 | ..... | 8:41 | 8:49 | 9:05 | 9:20 |
| 62 | 9:05 | ..... | ..... | 9:23 | 9:42 |
| 76 | ..... | 9:11 | 9:18 | 9:33 | 9:48 |
| 62 | 9:45 | ..... | ..... | 10:04 | 10:24 |
| 76 | ..... | 10:11 | 10:18 | 10:33 | 10:48 |
| 62 | 10:45 | ..... | ..... | 11:05 | 11:25 |
| 76 | ..... | 11:11 | 11:18 | 11:33 | 11:48 |
| 62 | 11:45 | ..... | ..... | 12:05P | 12:25P |
| 76 | ..... | 12:11P | 12:18P | 12:33P | 12:47P |
| 62 | 12:45P | ..... | ..... | 1:05 | 1:25 |
| 76 | ..... | 1:18 | ..... | 1:32 | 1:47 |
| 62 | 1:45 | ..... | ..... | 2:05 | 2:25 |
| 76 | ..... | 2:20 | ..... | 2:35 | 2:53 |
| 62 | 2:45 | ..... | ..... | 3:05 | 3:26 |
| 76 | ..... | 3:23 | ..... | 3:38 | 3:58 |
| 62 | 3:50 | ..... | ..... | 4:08 | 4:29 |
| 76 | ..... | 4:33 | ..... | 4:48 | 5:11 |
| 62 | 4:35 | ..... | ..... | 4:53 | 5:19 |
| 76 | ..... | 5:05 | ..... | 5:20 | 5:39 |
| 62 | 5:05 | ..... | ..... | 5:23 | 5:50 |
| 62 | ..... | ..... | ..... | 5:47 | 6:05 |
| 76 | ..... | 5:40 | ..... | 5:55 | 6:14 |
| 62 | 5:55 | ..... | ..... | 6:11 | 6:28 |
| 76 | ..... | 6:10 | ..... | 6:25 | 6:40 |
| 62 | 6:25 | ..... | ..... | 6:41 | 6:58 |
| 76 | ..... | 6:36 | ..... | 6:47 | 7:01 |
| 62 | 6:44 | ..... | ..... | 7:00 | 7:17 |
| 76 | ..... | 7:03 | ..... | 7:14 | 7:28 |
| 62 | 7:15 | ..... | ..... | 7:31 | 7:43 |
| 76 | ..... | 7:35 | ..... | 7:46 | 8:00 |
| 62 | b 7:55 | ..... | ..... | 8:05 | 8:19 |
| 76 | ..... | f 8:05 | ..... | 8:11 | 8:25 |
| 62 | b 8:40 | ..... | ..... | 8:50 | 9:04 |
| 76 | ..... | f 9:05 | ..... | 9:11 | 9:25 |
| 76 | ..... | 10:15 | ..... | 10:26 | 10:39 |

**Outbound**

| | Leave Alewife Station | Arrive Lexington Center | Arrive Civil Air Terminal | Arrive Lincoln Lab | Arrive VA Hospital |
|---|---|---|---|---|---|
| 62 | b 5:47A | 6:03A | ..... | ..... | ..... |
| 76 | 6:05 | 6:20 | ..... | 6:34A | ..... |
| 62 | 6:10 | 6:29 | ..... | ..... | 6:45A |
| 76 | 6:20 | 6:35 | ..... | 6:49 | ..... |
| 62 | 6:40 | 6:59 | ..... | ..... | 7:15 |
| 76 | 7:00 | 7:15 | ..... | 7:29 | ..... |
| 62 | 7:10 | 7:29 | ..... | ..... | 7:48 |
| 76 | 7:30 | 7:45 | ..... | 7:59 | ..... |
| 62 | 7:45 | 8:06 | ..... | ..... | 8:25 |
| 76 | 8:00 | 8:18 | ..... | 8:34 | ..... |
| 62 | 8:15 | 8:37 | ..... | ..... | 8:55 |
| 76 | 8:30 | 8:48 | ..... | 9:04 | ..... |
| 62 | 9:00 | 9:19 | ..... | ..... | 9:37 |
| 76 | 9:30 | 9:46 | ..... | 10:00 | ..... |
| 62 | 9:55 | 10:14 | ..... | ..... | 10:32 |
| 76 | 10:30 | 10:46 | ..... | 11:00 | ..... |
| 62 | 10:55 | 11:14 | ..... | ..... | 11:32 |
| 76 | 11:30 | 11:46 | ..... | 12:00N | ..... |
| 62 | 11:55 | 12:14P | ..... | ..... | 12:32P |
| 76 | 12:30P | 12:46P | 1:00P | 1:10P | ..... |
| 62 | 12:55 | 1:14 | ..... | ..... | 1:33P |
| 76 | 1:30 | 1:46 | 2:00 | 2:10 | ..... |
| 62 | 1:55 | 2:15 | ..... | ..... | 2:36 |
| 76 | 2:30 | 2:47 | 3:06 | 3:18 | ..... |
| 62 | 3:00 | 3:25 | ..... | ..... | 3:45 |
| 76 | 3:30 | 3:48 | 4:09 | 4:24 | ..... |
| 62 | 3:44 | 4:09 | ..... | ..... | 4:32 |
| 76 | 4:05 | 4:25 | 4:46 | 5:00 | ..... |
| 62 | 4:10 | 4:35 | ..... | ..... | 4:58 |
| 76 | 4:40 | 4:59 | 5:16 | 5:28 | ..... |
| 62 | 4:50 | 5:14 | ..... | ..... | 5:35 |
| 76 | 5:05 | 5:28 | 5:45 | 5:57 | ..... |
| 62 | c 5:15 | 5:42 | ..... | ..... | ..... |
| 62 | 5:25 | 5:49 | ..... | ..... | 6:10 |
| 76 | 5:35 | 5:58 | 6:12 | 6:21 | ..... |
| 62 | 5:47 | 6:10 | ..... | ..... | 6:30 |
| 62 | c 5:59 | 6:21 | ..... | ..... | ..... |
| 76 | 6:10 | 6:30 | 6:44 | 6:53 | ..... |
| 62 | 6:20 | 6:41 | ..... | ..... | 7:01 |
| 76 | 6:45 | 7:05 | 7:19 | 7:28 | ..... |
| 62 | b 7:10 | 7:30 | ..... | ..... | ..... |
| 76 | f 7:35 | 7:53 | ..... | ..... | ..... |
| 62 | b 8:05 | 8:23 | ..... | ..... | ..... |
| 76 | f 8:35 | 8:53 | ..... | ..... | ..... |
| 76 | 9:35 | 9:50 | 10:01 | 10:10 | ..... |

Route 76 indicated by shaded areas

## 62 & 76 Saturday

**Inbound**

| Leave VA Hospital | Arrive Civil Air Terminal | Arrive Lexington Center | Arrive Alewife Station |
|---|---|---|---|
| 8:00A | 8:19A | 8:37A | 8:52A |
| 9:10 | 9:29 | 9:47 | 10:02 |
| 10:20 | 10:39 | 10:57 | 11:12 |
| 11:30 | 11:49 | 12:07P | 12:26P |
| 12:40P | 12:59P | 1:16P | 1:34P |
| 1:50 | 2:09 | 2:26 | 2:44 |
| 3:00 | 3:19 | 3:36 | 3:53 |
| 4:00 | 4:19 | 4:35 | 4:54 |
| 5:00 | 5:19 | 5:34 | 5:50 |
| 6:00 | 6:17 | 6:32 | 6:47 |
| 7:00 | 7:17 | 7:31 | 7:47 |
| 8:00 | 8:18 | 8:31 | 8:47 |

**Outbound**

| Leave Alewife Station | Arrive Lexington Center | Arrive Civil Air Terminal | Arrive VA Hospital |
|---|---|---|---|
| 7:00A | 7:16A | 7:29A | 7:48A |
| 8:00 | 8:18 | 8:31 | 8:52 |
| 9:10 | 9:28 | 9:41 | 10:02 |
| 10:20 | 10:40 | 10:54 | 11:17 |
| 11:30 | 11:50 | 12:04P | 12:27P |
| 12:40P | 1:00P | 1:14P | 1:36P |
| 1:50 | 2:07 | 2:21 | 2:44 |
| 3:00 | 3:19 | 3:33 | 3:56 |
| 4:00 | 4:18 | 4:30 | 4:52 |
| 5:00 | 5:18 | 5:30 | 5:52 |
| 6:00 | 6:18 | 6:30 | 6:50 |
| 7:00 | 7:18 | 7:30 | 7:50 |

**No service on Sunday**

b - To/from Bedford Center. Does NOT serve VA Hospital.
c - To Lexington Center
f - Operates between Five Forks and Alewife Station and does NOT serve Lincoln Lab or Hanscom Civil Air Terminal.

**NOTE**: No Saturday service on Bedford Street between Lexington Center and Hartwell Avenue. All Saturday service operates via Arlington Heights.

**All buses are accessible to persons with disabilities**

**ROUTE 76 NOTE:**
For AM weekday outbound service to Hanscom Civil Air Terminal, stay on bus at Lincoln Lab. In the PM the bus will serve Hanscom then Lincoln Lab.

**Route 62 & 76 Bedford VA Hospital or Hanscom/ Lincoln Lab-Alewife Station**

| Fare | Local Bus | Bus + Bus | Rapid Transit | Bus + Rapid Transit |
|---|---|---|---|---|
| CharlieCard | $1.70 | $1.70 | $2.25 | $2.25 |
| CharlieTicket | $2.00 | $2.00 | $2.75 | $4.75 |
| Cash-on-Board | $2.00 | $4.00 | $2.75 | $4.75 |
| Student/Youth* | $0.85 | $0.85 | $1.10 | $1.10 |
| Senior/TAP** | $0.85 | $0.85 | $1.10 | $1.10 |

**VALID PASSES:** LinkPass ($84.50/mo.); Local Bus ($55/mo.); *Student/Youth LinkPass ($30.00/mo.); **Senior/TAP LinkPass ($30/mo.); and express bus, commuter rail, and boat passes.
**FREE FARES:** Children 11 and under ride free when accompanied by an adult; Blind Access CharlieCard holders ride free and if using a guide, the guide rides free.
* Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards are available to students through participating middle schools and high schools. Youth CharlieCards are available through community partners in the Boston metro area. Visit www.mbta.com/youthpass for details.
** Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.

**Fall 2018 & Winter 2019 Holidays**
**9/3/18: see Sunday 10/8/18: see Weekday**
**11/22/18, 12/25/18, 1/1/19: see Sunday 1/21/19 & 2/18/19: see Saturday**

□ Sight Distance Calculations

# *Stopping Sight Distance - Regulatory*

Bedford Street approaches to Site Driveway

| | | 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 | 128.625 | 117.4 | 246.0 |

| INPUTS | Direction 1 | Direction 2 |
|---|---|---|
| Travel Direction | NB | SB |
| Speed | 30 | 35 |
| Grade | 0 | 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)

# *Stopping Sight Distance - 85th Percentile*

Bedford Street approaches to Site Driveway

| | | SPEED (MPH) | BRAKE REACTION DISTANCE (FT) | BRAKING DISTANCE (FT) | CALCULATED STOPPING SIGHT DISTANCE (FT) |
|---|---|---|---|---|---|
| | | | | | |
| **Direction 1** | NB | 38 | 139.65 | 138.4 | 278.0 |
| | | | | | |
| **Direction 2** | SB | 38 | 139.65 | 138.4 | 278.0 |

| INPUTS | Direction 1 | Direction 2 |
|---|---|---|
| Travel Direction | NB | SB |
| Speed | 38 | 38 |
| Grade | 0 | 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.

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

**Bedford Street**

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

ISD = 1.47 * 35 * 6.5 = 334 ft **SAY 335 ft**
(right-turn from a stop)

# □ Trip Generation Calculations

# Institute of Transportation Engineers (ITE) 10th Edition
# Land Use Code (LUC) 710 - General Office Building

Average Vehicle Trips Ends vs: 1000 Sq. Feet Gross Floor Area
Independent Variable (X): 1.5

## AVERAGE WEEKDAY DAILY

T = 9.74 * (X)
T = 9.74 * 1.5
T = 14.61
T = 14 vehicle trips
with 50% ( **7** vpd) entering and 50% ( **7** vpd) exiting.

## WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 1.16 * (X)
T = 1.16 * 1.5
T = 1.74
T = 2 vehicle trips
with 86% ( **2** vph) entering and 14% ( **0** vph) exiting.

## WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 1.15 * (X)
T = 1.15 * 1.5
T = 1.73
T = 2 vehicle trips
with 16% ( **0** vph) entering and 84% ( **2** vph) exiting.

## SATURDAY DAILY

T = 2.21 * (x)
T = 2.21 * 1.5
T = 3.32
T = 4 vehicle trips
with 50% ( **2** vpd) entering and 50% ( **2** vpd) exiting.

## SATURDAY MIDDAY PEAK HOUR OF GENERATOR

T = 0.53 * (X)
T = 0.53 * 1.5
T = 0.80
T = 1 vehicle trips
with 54% ( **1** vph) entering and 46% ( **0** vph) exiting.

**Institute of Transportation Engineers (ITE) 10th Edition**
**Land Use Code (LUC) 221 - Multifamily Housing (Mid-Rise)**

Average Vehicle Trips Ends vs: Dwelling Units
Independent Variable (X): 16

### AVERAGE WEEKDAY DAILY

T = 5.44 * X
T = 5.44 * 16
T = 87.04
T = 88 vehicle trips
with 50% ( **44** vpd) entering and 50% ( **44** vpd) exiting.

### WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.36 * X
T = 0.36 * 16
T = 5.76
T = 6 vehicle trips
with 26% ( **2** vph) entering and 74% ( **4** vph) exiting.

### WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.44 * X
T = 0.44 * 16
T = 7.04
T = 7 vehicle trips
with 61% ( **4** vph) entering and 39% ( **3** vph) exiting.

### SATURDAY DAILY

T = 4.91 * X
T = 4.91 * 16
T = 78.56
T = 78 vehicle trips
with 50% ( **39** vpd) entering and 50% ( **39** vpd) exiting.

### SATURDAY MIDDAY PEAK HOUR OF GENERATOR

T = 0.44 * X
T = 0.44 * 16
T = 7.04
T = 7 vehicle trips
with 49% ( **3** vph) entering and 51% ( **4** vph) exiting.

**Institute of Transportation Engineers (ITE) 10th Edition**
**Land Use Code (LUC) 820 - Shopping Center**

Average Vehicle Trips Ends vs: 1,000 Sq. Feet Gross Leasable Area
Independent Variable (X): 14.200

### AVERAGE WEEKDAY DAILY

T = 37.75*(X)
T = 37.75* 14.20
T = 536.05
T = 536 vehicle trips
with 50% ( 268 vpd) entering and 50% ( 268 vpd) exiting.

### WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 0.94 * (X)
T = 0.94 * 14.20
T = 13.35
T = 13 vehicle trips
with 62% ( 8 vph) entering and 38% ( 5 vph) exiting.

### WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 3.81 *(X)
T = 3.81* 14.20
T = 54.10
T = 54 vehicle trips
with 48% ( 26 vph) entering and 52% ( 28 vph) exiting.

### SATURDAY DAILY

T = 46.12 *(X)
T = 46.12* 14.20
T = 654.90
T = 654 vehicle trips
with 50% ( 327 vpd) entering and 50% ( 327 vpd) exiting.

### SATURDAY MIDDAY PEAK HOUR OF GENERATOR

T = 4.50 *(X)
T = 4.50* 14.20
T = 63.90
T = 64 vehicle trips
with 52% ( 33 vph) entering and 48% ( 31 vph) exiting.

**Summary**

Pass-By: 0.26

| | Total | Pass-By | Net New |
|---|---|---|---|
| **AM** | | | |
| In | 8 | 2 | **6** |
| Out | 5 | 2 | **3** |
| Total | 13 | 4 | **9** |
| **PM** | | | |
| In | 26 | 7 | **19** |
| Out | 28 | 7 | **21** |
| Total | 54 | 14 | **40** |
| **Sat** | | | |
| In | 33 | 8 | **25** |
| Out | 31 | 8 | **23** |
| Total | 64 | 16 | **48** |
| **Daily** | | | |
| In | 268 | 70 | **198** |
| Out | 268 | 70 | **198** |
| Total | 536 | 140 | **396** |
| **Sat Daily** | | | |
| In | 327 | 85 | **242** |
| Out | 327 | 85 | **242** |
| Total | 654 | 170 | **484** |

## Institute of Transportation Engineers (ITE) 10th Edition
## Land Use Code (LUC) 630 - Medical Clinic

Average Vehicle Trips Ends vs: 1000 Sq. Feet Gross Floor Area
Independent Variable (X): 7.50

### AVERAGE WEEKDAY DAILY

T = 38.16 * (X)
T = 38.16 * 7.50
T = 286.20
T = 286 vehicle trips
with 50% ( 143 vpd) entering and 50% ( 143 vpd) exiting.

### WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

T = 3.69* (X)
T = 3.69* 7.50
T = 27.68
T = 28 vehicle trips
with 79% ( 22 vpd) entering and 21% ( 6 vpd) exiting.

### WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

Ln T = 0.72 Ln (X) + 1.97
Ln T = 0.72 Ln 7.50 + (1.97)
Ln T = 3.42
T = 30.59
T = 31 vehicle trips
with 29% ( 9 vpd) entering and 71% ( 22 vpd) exiting.

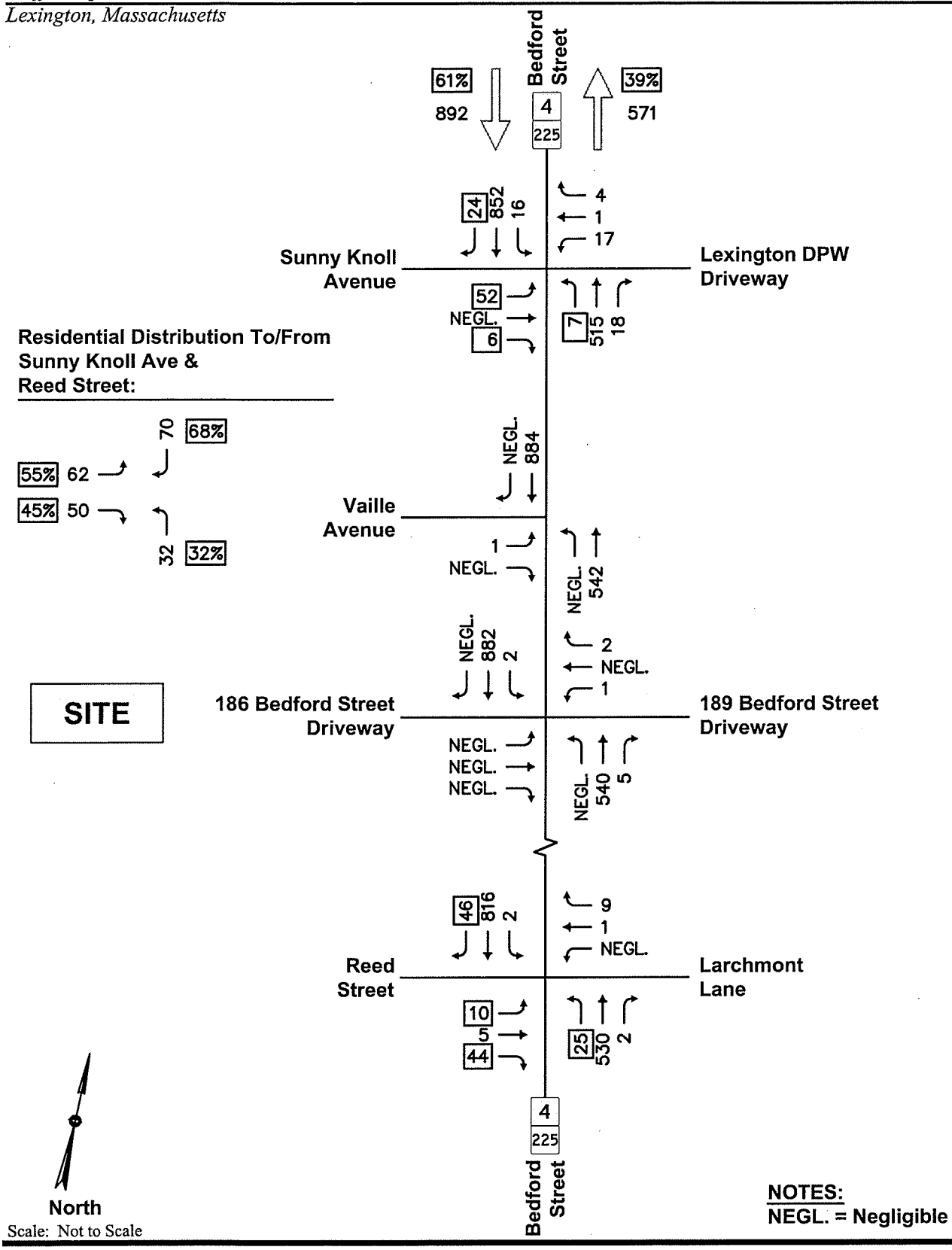
### SATURDAY DAILY

n/a

### SATURDAY MIDDAY PEAK HOUR OF GENERATOR

n/a

□ Trip Distribution Calculations




**NOTES:**
**NEGL. = Negligible**

MDM TRANSPORTATION CONSULTANTS, INC.
Planners & Engineers

# Attachments

## Trip Distribution Calculation
## 2018 Existing Condition
## Weekday Morning Peak Hour Volumes

Date: November 2018
Dwg No. 960 MR01.dwg
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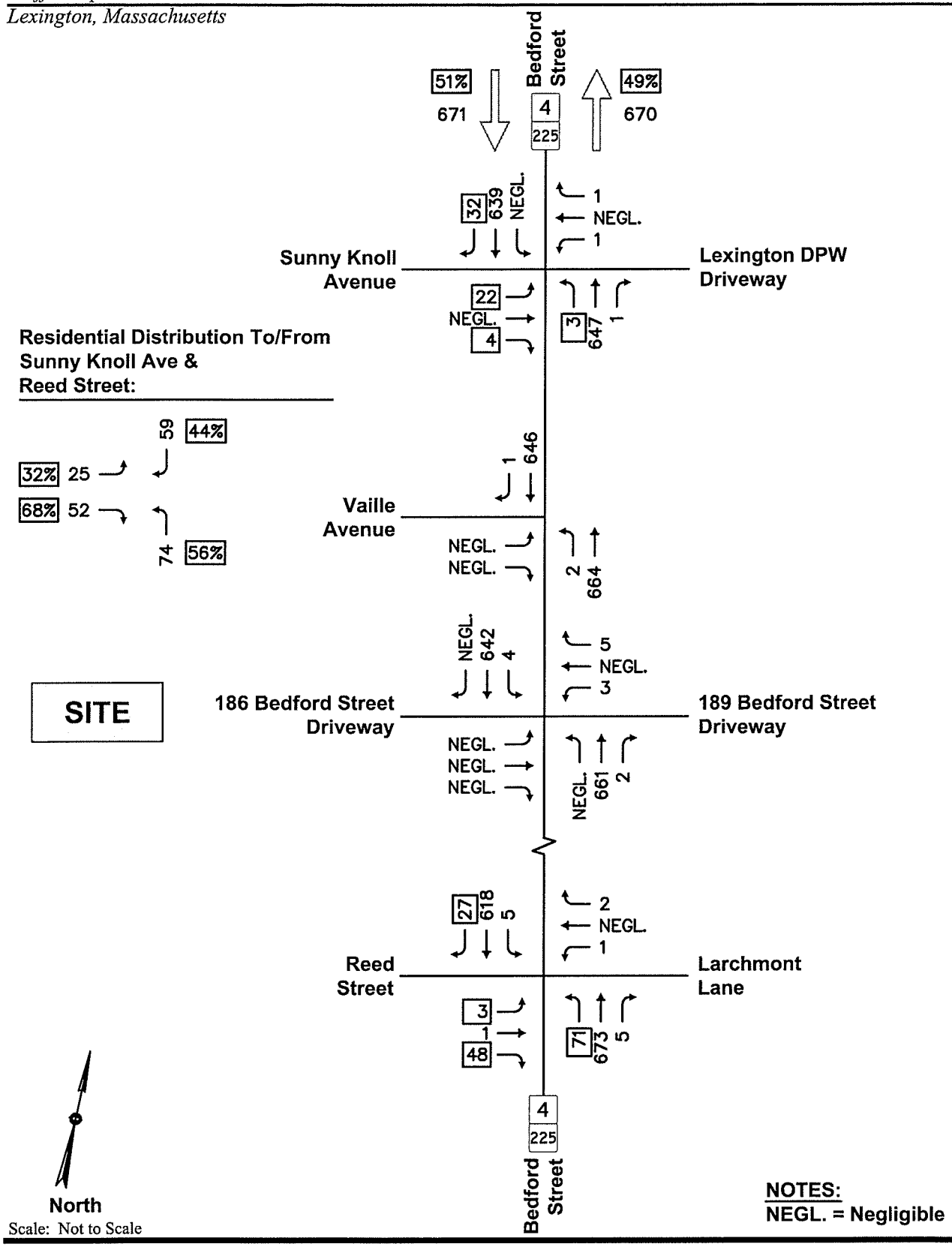


**NOTES:**
NEGL. = Negligible

MDM TRANSPORTATION CONSULTANTS, INC.
Planners & Engineers

# Attachments

## Trip Distribution Calculation
## 2018 Existing Condition
## Weekday Evening Peak Hour Volumes

Date: November 2018
Dwg No. 960 MR01.dwg
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