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MEMORANDUM

Date:	November 30, 2016	Job No.:	4162-093
To:	Paul Starratt, P.E. Town Engineer		
Cc:			
From:	Kien Ho, P.E., PTOE		
Subject:	Westford Town Center Study		

As requested, BETA Group, Inc. (BETA) has evaluated four potential improvements to the Town Center listed below:

1. 3-way stop control at the Boston Road and Main Street intersection
2. New crosswalk across Boston Road for pedestrian connectivity
3. Safety improvements for the J.V. Fletcher Library driveway at the Main Street intersection
4. Curb Extension in front of the Parish Center for Performance Arts

BETA notes that Proposed Improvement 4, which consists of the concept development for a curb extension in front of the Parish Center for the Performing Arts at the intersection of Boston Road and Lincoln Street, was performed separately and documented in a letter dated August 16, 2016.

EXISTING CONDITIONS

STUDY AREA

The following unsignalized intersections are included in the study area:

- Boston Road and Main Street
- Main Street and Lincoln Street / J.V. Fletcher Library Driveway / Fire Department Driveway
- Boston Road and Lincoln Street/Hildreth Street
- Boston Road and Hildreth Street

There are no posted speed limits on any of the main roads in the area of the Town Center; therefore these roadways are governed by the prima facie speed of 30 miles per hour (mph). A description of the existing geometric conditions of the study intersections and observations is provided below.

BOSTON ROAD AND MAIN STREET

Boston Road intersects Main Street from the south to form a three-legged T-type intersection and is STOP controlled. Boston Road serves as a north / south connector and is STOP controlled at the intersection. Sidewalks are provided at the intersection with the exception of the southeast corner. Boston Road consists of one lane in each direction. Main Street consists of one through and one exclusive right-turn lane approaching the intersection from the west and one through lane and one exclusive left-turn lane approaching from the east. A crosswalk is provided on the Main Street westbound approach.

Vehicles traveling on the uncontrolled eastbound approach on Main Street turning right onto Boston Road were observed traveling at high speeds due to the wide turning radius for the right turn lane at this intersection as shown in Picture 1.

Picture 1 : Main Street at Boston Road (Looking West)

MAIN STREET AND LINCOLN STREET / J.V. FLETCHER LIBRARY DRIVEWAY/ FIRE DEPT. DRIVEWAY

Lincoln Street intersects Main Street from the southwest to form a 3-legged intersection and is YIELD controlled. Main Street generally travels east to west and is uncontrolled at the intersection. Also feeding into the intersection are the J.V Fletcher Library driveway from the north and the Fire department / Municipal parking lot driveways from the south. Sidewalks are provided on the northern and southern sides of the intersection. Main Street consists of one shared use lane approaching the intersection on the east and west. Lincoln Street provides a single shared use lane. On-street parking is provided on both sides of Lincoln Street. Crosswalks are provided on the westbound Main Street approach, Lincoln Street approach and across the entrance to the Fire department and Municipal parking lot driveways.

Sight distance was observed to be obstructed for traffic entering Main Street from the J.V. Fletcher driveway. Overgrown vegetation to the east of the driveway obstructs the sight line for vehicles exiting the driveway, as shown in Picture 2. A roadside parking space was observed in close proximity to the driveway. A parked car in this space blocks the line of sight for vehicles exiting the driveway and vehicles travelling westbound on Main Street.

Picture 2: Sight Distance Concerns Exiting J.V. Fletcher Library

BOSTON ROAD AND LINCOLN STREET / HILDRETH STREET

Hildreth Street approaches Boston Road from the southwest and splits into two separate roadways divided by a landscaped island with a monument in the middle. The island creates two unsignalized intersections approximately 150 feet apart. Truck traffic is restricted from utilizing Hildreth Street.

At this intersection, Hildreth Street intersects Boston Road from the west while Lincoln Street intersects from the east to form a 4-legged intersection and is STOP controlled. Boston Road generally travels southeast to northwest and is uncontrolled at the intersection. Lincoln Street is a one way roadway traveling northeast away from the intersection. Boston Road and Hildreth Street are two lane roadways with a single shared use lane in both directions. Hildreth Street is a two lane roadway with a single shared use lane approaching from the east. Sidewalks are located on the eastern side of the intersection and a crosswalk is provided across Lincoln Street, as seen in Picture 3.

Picture 3: Boston Road at Lincoln Street/Hildreth Street (Looking South)

BOSTON ROAD AND HILDRETH STREET

This intersection is approximately 150 feet north of the Boston Road at Lincoln Street intersection. At this location, Hildreth Street intersects Boston Road from the west to form a 3-legged T-type intersection and is STOP controlled. Sidewalks are located on the eastern side of the roadway.

CRASH DATA

Crash data was collected from the MassDOT Crash Portal for the most recent available three years (2012-2014). Crash data for all intersections is shown in Table 1. It should be noted that no crashes were reported within the three years at the intersection of Boston Road and Hildreth Street. This intersection was not included in the crash summary table.

Table 1 : Crash Data Summary Table

Year	Collision Type							Crash Type				Ambient Light				Weather Condition					Total Crashes
	Rear End	Angle	Head On	Sideswipe	Pedestrian	Single Vehicle Crash	Unknown	Property Damage	Non-Fatal Injury	Fatal Injury	Not Reported	Daylight	Dawn/Dusk	Dark Lighted Roadway	Dark Roadway Not Lighted	Clear	Snow	Rain	Cloudy	Unknown	
Main Street at Lincoln Street																					Crash Rate = 0.65
2012	2	1	-	-	-	-	-	3	-	-	-	2	-	1	-	2	-	-	1	-	3
2013	3	1	-	-	-	-	-	3	1	-	-	3	1	-	-	3	-	1	-	-	4
2014	3	1	-	1	-	-	-	5	-	-	-	4	-	1	-	3	-	1	-	-	5
Total	8	3	0	1	0	0	0	11	1	0	0	9	1	2	0	8	0	2	1	0	12
Boston Road at Lincoln Street																					Crash Rate = 0.47
2012	2	1	-	-	-	-	-	3	-	-	-	2	-	1	-	2	-	-	1	-	3
2013	1	2	-	-	-	-	-	3	-	-	-	1	1	1	-	2	-	-	1	-	3
2014	1	2	-	-	-	1	-	3	1	-	-	3	-	-	1	4	-	-	-	-	4
Total	4	5	0	0	0	1	0	9	1	0	0	6	1	2	1	8	0	0	2	0	10
Boston Road at Main Street																					Crash Rate = 0.86
2012	1	1	-	-	-	-	-	2	-	-	-	1	-	1	-	1	-	-	-	-	2
2013	3	2	2	-	-	-	-	5	2	-	-	6	-	1	-	4	-	1	2	-	7
2014	2	5	-	1	-	-	-	8	-	-	-	5	-	3	-	6	-	2	-	-	8
Total	6	8	2	1	0	0	0	15	2	0	0	12	0	5	0	11	0	3	2	0	17

The crash summary for the Lincoln Street at Main Street intersection shows 12 crashes occurred over the most recent three available years, with a majority of the crashes occurring during clear, daylight hours. Rear end crashes were the most common collision type with eight occurring in three years. This type of crashes is likely due to the YIELD control and the long queues experienced on the Lincoln Street approach. The majority of the crashes resulted in property damage only, though one crash resulted in a non-fatal injury. None of the crashes at this intersection involved pedestrians. The crash rate at this location was calculated to be 0.65 which is comparable to the MasssDOT District 3 average crash rate of 0.65 for a high crash location.

The crash summary for the Boston Road and Lincoln Street intersection revealed 10 crashes occurred over the most recent three available years, with a majority of the crashes occurring during clear, daylight hours. Angle (five) and rear end (four) collisions were the most common collision types at this intersection. There was one single vehicle crash. The majority of the crashes resulted in property damage only, though one crash resulted in a non-fatal injury. None of the crashes at this intersection involved pedestrians. The crash rate for this location was calculated to be 0.47 which is lower than the MassDOT District 3 average crash rate of 0.65 for a high crash location.

The crash summary for the Boston Road and Main Street intersection shows 17 crashes occurred over the most recent three available years, with a majority of the crashes occurring during clear, daylight hours. Angle collisions were the most common collision type with eight occurring in three years. This type of crash is likely due to the high turning volumes and the insufficient gap times for vehicles entering the intersection.

Six rear ends also occurred during the three year period. The majority of the crashes resulted in property damage only, though two crashes resulted in non-fatal injuries. None of the crashes at this intersection involved pedestrians. The crash rate for this intersection was calculated to be 0.86, higher than the MassDOT District 3 average crash rate of 0.65.

EXISTING TRAFFIC VOLUMES

To assess existing traffic conditions, Turning Movements Counts (TMCs) were collected at all study intersections. The TMCs were conducted on June 16th, 2016 between 7:00-9:00AM and 4:00-6:00PM. A review of the data indicated that the weekday morning peak hour occurred between 7:15-8:15AM and the weekday evening peak occurred between 5:00-6:00PM.

Automatic Traffic Recorder counts (ATRs) were conducted for a 48-hour period from Wednesday June 15th through Thursday, June 16th, 2016. Existing peak hour TMC and ATR volumes are shown in Figure 1. Speed data was also collected and is shown in Figure 1.

The traffic volumes were examined to evaluate the need for seasonal adjustment. A review of historical traffic growth data for urban minor arterials maintained by the MassDOT Highway Division indicated that the average month traffic volumes in June are approximately 8% higher than the average-month traffic volume. Therefore, to maintain a more conservative analysis, the volume data was not adjusted.

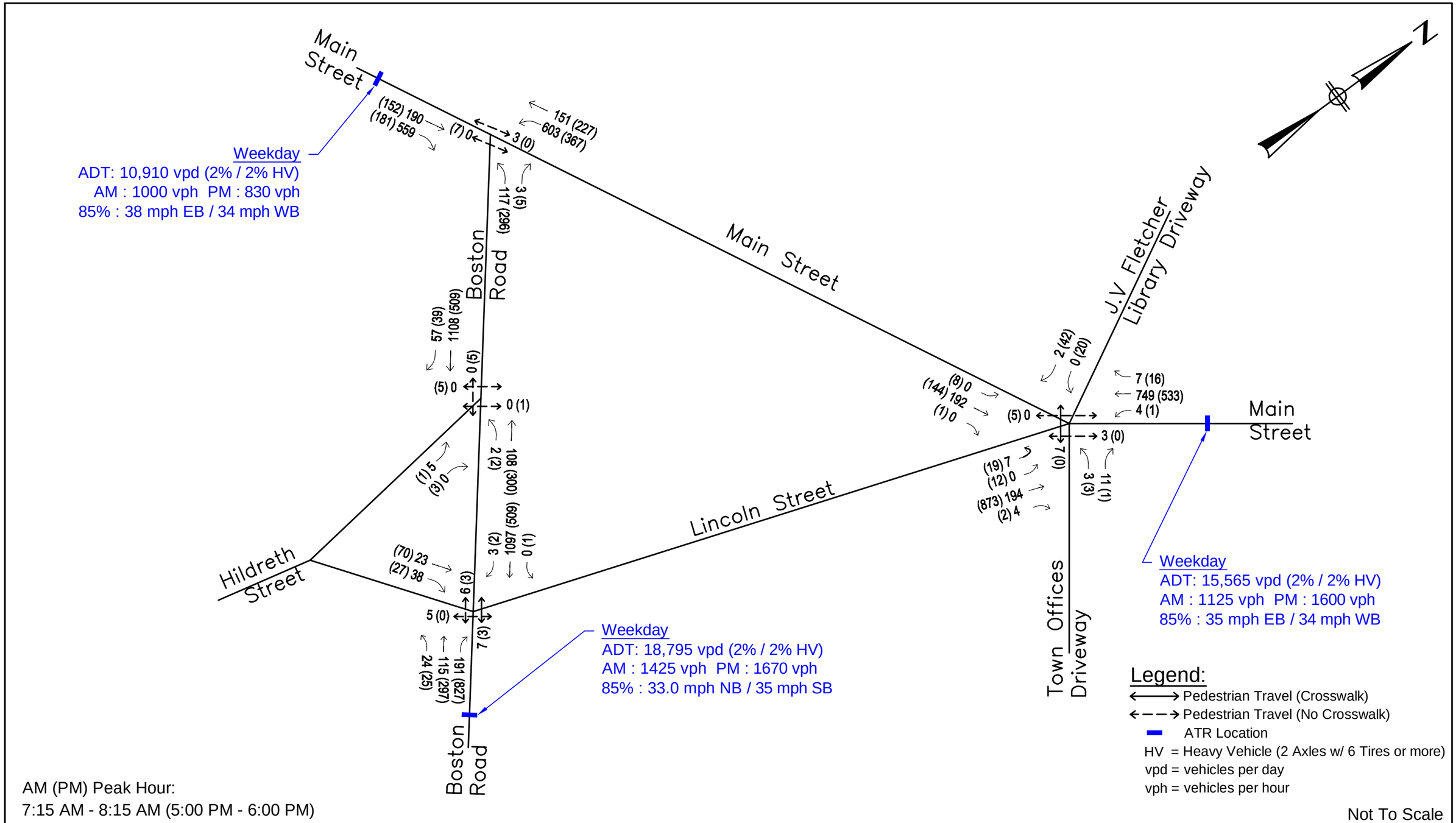
EXISTING LEVEL OF SERVICE ANALYSIS

In order to evaluate existing traffic conditions, a capacity (level of service) analysis was performed. This analysis was performed using methods of the Highway Capacity Manual published by the Transportation Research Board. For intersections, six levels of service, "A"-"F", have been established with "A" representing very good operation and "F" representing very poor operation. For intersections, level of service is defined in terms of delay and is computed for individual intersection turning movements. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time.

A delay and Level of Service (LOS) analysis was performed for the existing intersections using Synchro (Version 8) computer software. The evaluation criteria for unsignalized intersections are defined as shown in Table 2.

Table 2: Level of Service Criteria

LOS	Unsignalized Control Delay (Sec/Veh)	General Description
A	<= 10	Free flow
B	>10 and <=15	Stable flow (slight delays)
C	>15 and <=25	Stable flow (acceptable delays)
D	>25 and <=35	Approaching unstable flow (tolerable delay)
E	>35 and <=50	Unstable flow (intolerable delay)
F	>50	Forced flow (jammed)



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Westford Town Center
Westford, MA

Figure 1
Existing Volumes (2016)
Peak Hour
Turning Movement Counts

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Results of the existing capacity analysis are provided in Table 3. It should be noted that cells with the designation "Err" (error state) have exceedingly high values with operational problems and could not accurately be computed with "Synchro" software.

Table 3: Existing Level of Service Analysis Summary

INTERSECTION	2016 Existing							
	AM Peak Hour				PM Peak Hour			
	LOS	Delay (sec/veh)	v/c	95%ile Queue	LOS	Delay (sec/veh)	v/c	95%ile Queue
Boston Road & Hildreth / Lincoln Street [UNSIGNALIZED]								
Boston - NB	A	1.0	0.05	4	A	0.9	0.03	2
Hildreth - EB	E	43.6	0.47	56	F	185.7	1.05	165
Boston Road & Main Street [UNSIGNALIZED]								
Boston - NB	F	Err	4.35	Err	F	*	2.17	660
Main - WBL	C	20.6	0.74	171	A	9.3	0.32	34
Lincoln Street & Town Offices / J.V. Fletcher Library & Main Street [UNSIGNALIZED]								
Lincoln - NE	B	12.2	0.33	37	F	85.8	1.11	625
J.V. Fletcher Library - SB	C	16.7	0.01	1	F	Err	101.33	Err
Main - EB	A	0.0	0.00	0	A	0.5	0.01	1
Main- WB	A	0.0	0.48	0	A	0.0	0.00	0
Boston Road & Hildreth [UNSIGNALIZED]								
Boston Road - NB	A	0.2	0.00	0	A	0.1	0.00	0
Hildreth - EB	D	25.6	0.04	3	B	12.5	0.02	1

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after 2 cycles.
* Delay exceeds 300 seconds

As shown in the table, most intersection movements currently operate at LOS E or better. However, the following movements operate at LOS F:

- Boston Road northbound at Main Street (AM & PM)
  - This movement is STOP controlled. Main Street has such a significantly high volume of traffic (east and west) during the AM (1,500 vehicles) and PM (927 vehicles) peak periods that Boston Road traffic entering Main Street has a difficult time finding sufficient gaps in traffic.
  - Queuing issues were observed on this approach during both the AM and PM peak hours. The analysis program revealed 95th percentile queues to be in an error state in the AM peak hour, though significant queues were observed in the field. The program revealed a queue of 660 vehicles in length in the PM peak hour. Both AM and PM peak hour queues were observed to extend beyond Hildreth Street.

- Hildreth Street eastbound at Lincoln Street / Boston Road (PM)
  - The eastbound movement is STOP controlled. Boston Road has a significantly high volume of 1,745 total vehicles in the PM (for both the north and southbound directions), making it difficult for eastbound vehicles on Hildreth Street to find sufficient gaps in traffic.

- Lincoln Street at Main Street / Lincoln Street Intersection (PM)
  - This movement is YIELD controlled. Lincoln Street has a significantly high volume of 873 vehicles entering Main Street. Due to the high volumes on Lincoln Street and only 700

vehicles traveling on Main Street, Lincoln Street vehicles were observed rolling through the intersection during the PM peak hours without yielding to through traffic on Main Street.

- It should be noted that the volume of vehicles on Main Street are higher in the AM peak period, but LOS for the Lincoln Street approach was better during this time. This can be attributed to the sharp increase in traffic volume on the Lincoln Street approach between the AM (200 vehicles) and PM (910 vehicles) periods.
- Analysis shows 95th percentile queues to be 625 vehicles in length in the PM peak hour. Queues were observed to back up to the Lincoln Street and Boston Road intersection.

- J.V. Fletcher Library at Main / Lincoln Street Intersection (PM)
  - Traffic volumes from both Lincoln Street and Main Street combine for a significant volume of approximately 1,500 vehicles traveling through the intersection, making it especially difficult for vehicles trying to exit the driveway as they must cross two separate lanes of traffic (Main Street Eastbound, Main Street Westbound).

FUTURE CONDITIONS

To examine the Future conditions, a LOS analysis was performed for the study intersections with projected year (2026) volumes under existing geometry and traffic control. To provide a conservative analysis, a background growth rate of 0.5% per year over a 10-year horizon was used to generate the Future conditions. Future 2026 AM and PM peak hour traffic volumes are shown in Figure 2.

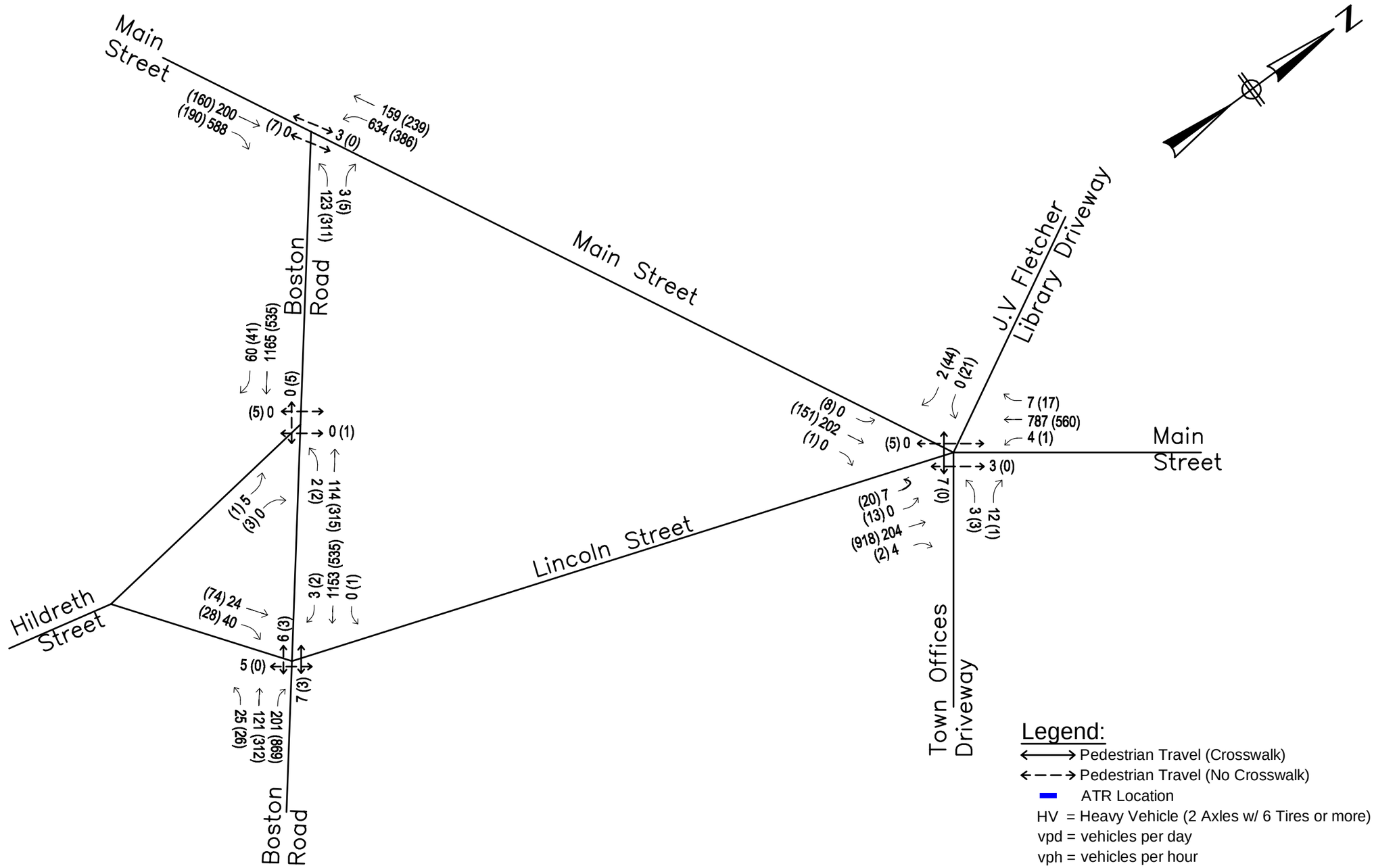
FUTURE CONDITIONS LEVEL-OF-SERVICE ANALYSIS

Results of the capacity analysis are provided in Table 4. Complete analysis results are provided in the Appendix.

Table 4: Future Level of Service Analysis Summary

INTERSECTIONS	2026 No-Build							
	AM Peak Hour				PM Peak Hour			
	LOS	Delay (sec/veh)	v/c	95%ile Queue	LOS	Delay (sec/veh)	v/c	95%ile Queue
Boston Road & Hildreth / Lincoln Street [UNSIGNALIZED]								
Boston - NB	A	1.5	0.05	4	A	1.0	0.03	2
Hildreth - EB	F	52.9	0.54	56	F	271.7	1.27	200
Boston Road & Main Street [UNSIGNALIZED]								
Boston - NB	F	Err	6.88	Err	F	*	2.56	752
Main - WBL	D	25.3	0.81	216	A	9.5	0.34	37
Lincoln Street & Town Offices / J.V. Fletcher Library & Main Street [UNSIGNALIZED]								
Lincoln - NE	B	12.6	0.36	37	F	114.7	1.18	769
J.V. Fletcher Library - SB	D	25.4	0.02	2	F	Err	Err	Err
Main - EB	A	0.0	0.00	0	A	0.5	0.01	1
Main- WB	A	0.0	0.00	0	A	0.0	0.00	0
Boston Road & Hildreth [UNSIGNALIZED]								
Boston Road - NB	A	0.2	0.00	0	A	0.1	0.00	0
Hildreth - EB	D	27.7	0.05	4	B	12.9	0.02	1

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after 2 cycles.
* Delay exceeds 300 seconds



Legend:

⟷ Pedestrian Travel (Crosswalk)

←– – –→ Pedestrian Travel (No Crosswalk)

▬ ATR Location

HV = Heavy Vehicle (2 Axles w/ 6 Tires or more)

vpd = vehicles per day

vph = vehicles per hour

AM (PM) Peak Hour:
7:15 AM - 8:15 AM (5:00 PM - 6:00 PM)

Not To Scale

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Westford Town Center
Westford, MA

Figure 2
Future Volumes (2026)
Peak Hour
Turning Movement Counts

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As shown in this table, the locations with STOP and YIELD controlled movements continue to experience LOS F, particularly in the PM peak period.

INTERSECTION EVALUATIONS

1. 3-WAY STOP CONTROL

It is our understanding that the Town would like to consider converting the intersection of Boston Road and Main Street into a 3-way stop. The Boston Road approach to Main Street is currently under STOP control and Main Street is free-flow. A 3-way STOP warrant analysis was performed using the guidelines established in the latest 2009 Manual on Uniform Traffic Control Devices (MUTCD).

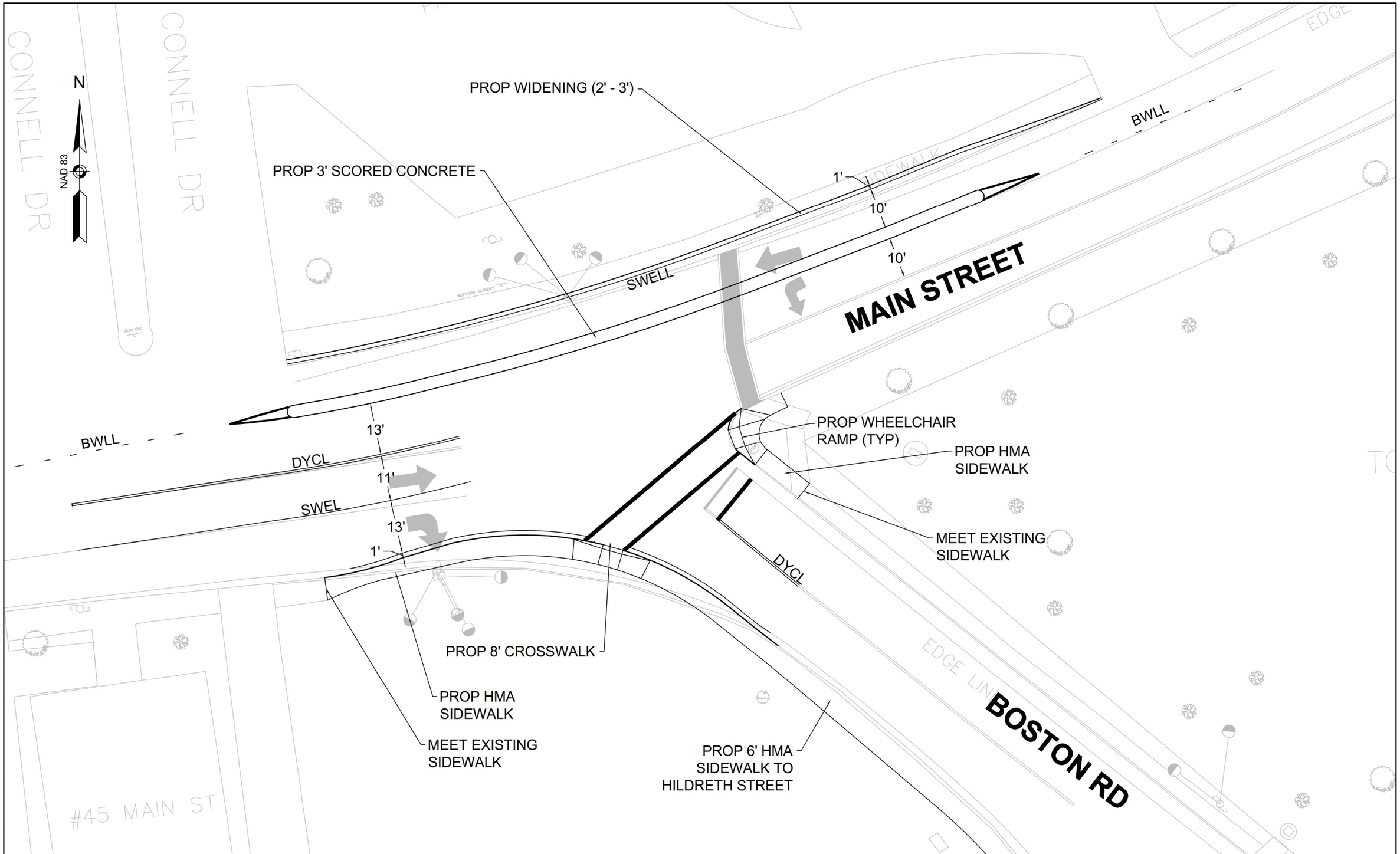
The standards for multiway stop applications, as stated in Section 2B.07 of the 2009 Manual on Uniform Traffic Control Devices (MUTCD), generally require intersecting streets to be approximately equal in volume. Based on the traffic volumes, seen in Table 5, these approaches are unbalanced with more vehicles traveling along Main Street.

Table 5: Main Street at Boston Road Volume Comparison

Time Period	Boston Road (NB)	Main Street (WB)	Main Street (EB)
AM	114 vehicles	754 vehicles	749 vehicles
PM	301 vehicles	594 vehicles	333 vehicles

Due to the uneven traffic volume distribution between Main Street and Boston Road approaches, the installation of a 3-way stop will create severe operational problems on Main Street. Based on the LOS analysis for a 3-way stop control, the Main Street westbound left-turn movement would degrade from a LOS C to LOS F in the AM Peak period due to the heavy left-turn volume (603 vehicles) that would be required to stop when they do not stop today. While the traffic analysis software for the 3-way stop does not provide detailed queueing information, based on the high traffic volumes and the uneven volume balance between the Main Street and Boston Road approaches, the intersection will experience severe operational problems related to delays and queues during the AM peak period. The Boston Road northbound approach; however, would improve from a LOS F during the AM and PM peak to a LOS B and C, respectively. The 3-way stop will provide sufficient gaps for traffic entering Main Street from Boston Road. While the Boston Road approach LOS will improve, the Main Street approaches will experience significant operational issues. As a result, the 3-way stop configuration is not recommended.

Based on the crash analysis, this intersection has a crash rate of 0.86 which exceeds the MassDOT District 3 rate of 0.65. To improve safety, we suggest separating the through and left turn lane for the Main Street westbound approach as shown in Figure 3. The lane separation will improve traffic operations and safety by providing more gaps for the left turning traffic from Boston Road as it eliminates one conflict point between the left turn vehicles and the westbound through vehicles from Main Street.



NUMBER	DATE	MADE BY	CHECKED BY	DESCRIPTION

REVISIONS

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DESIGNED BY: NJM
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PE STAMP: For Review Only

PREPARED BY: BETA www.BETA-Inc.com

SCALE: 10 0 10 20
SCALE IN FEET: 1"=10'

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FIGURE 3
INTERSECTION SAFETY IMPROVEMENTS
WESTFORD, MA
CONCEPT PLAN

BETA JOB No. 4162
PLOT DATE: 9/2/2016 11:16 AM
ISSUE DATE 8/5/2016 4:13 PM
SHEET No. 1 OF 1
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2. Boston Road Crosswalk

We understand that the Town would like to improve pedestrian connectivity to the common by proposing a crosswalk on Boston Road at an existing trail located approximately 120 feet south of the Boston Road / Main Street intersection. This proposed crosswalk location and the trail entrance location is shown in the photo. The proposed crosswalk location would be considered a mid-block crossing and it would be unsafe for pedestrians due to its close proximity to the intersection of Boston Road and Main Street. A mid-block crosswalk located less than 300 feet from an intersection is not MUTCD compliant and therefore undesirable. This location also has sight line issues particularly looking north with heavy right turn traffic volumes (over 500 vehicles during the morning peak hour) from Main Street to Boston Road approaching the proposed crosswalk. These vehicles also travel at high speed due to the wide radius at the right turn corner of the intersection. For safety reasons, we would not recommend a crosswalk at this trail location; instead we recommend that the crosswalk be located at the Boston Road approach to the Main Street intersection. Two concept scenarios for this location were developed as follows:

- Scenario 1- Create a “bumpout” while maintaining a turn radius for an SU-30 truck as shown in Figure 4.
- Scenario 2 - Create a “bumpout” while maintaining a turn radius for a WB-50 as shown in Figure 5.

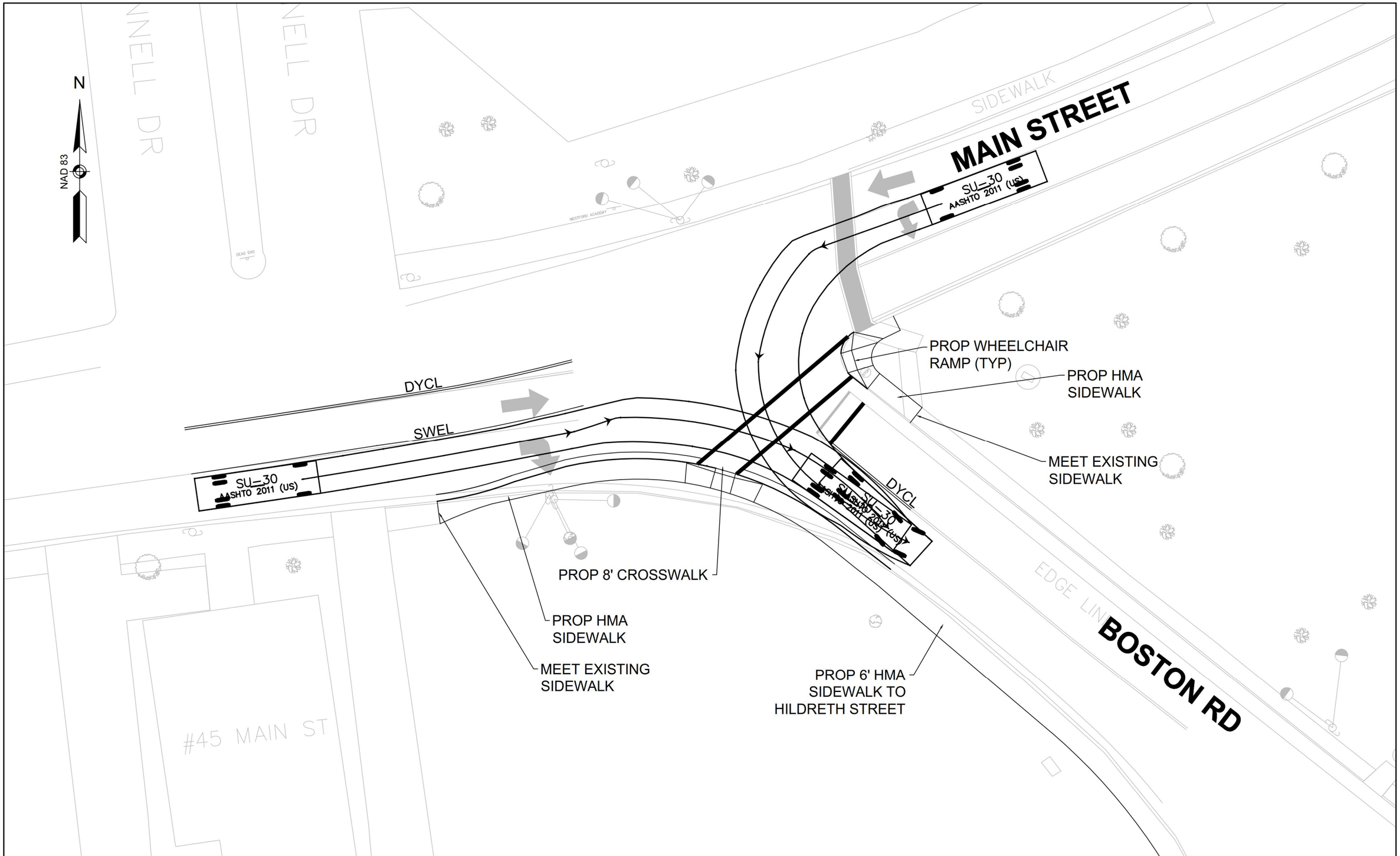
By bumping out the curb line at the intersection of Main Street and Boston Road would create a traffic calming effect that will require vehicles to slow down as they navigate a smaller turning radius when turning right from Main Street onto Boston Road. The bump out feature would also create a shorter crosswalk length and improve sight lines for pedestrians.

The difference between Scenario 1 and 2 is the design for two different truck turning radii. Scenario 1 utilizes a smaller truck (SU-30) which provides less of an impact to the corner property when compared to the larger truck (WB-50). The smaller radii in Scenario 1 also allows for a larger sidewalk “bumpout” area.

The proposed crosswalk at the Boston Road approach intersection coupled with the “bumpout,” will provide a safer crossing for pedestrians when compared to the mid-block location at the trail. The design will also encourage vehicles to slow down while making the right turn from Main Street to Boston Road and it provides a more uniform connectivity to the Common and other land uses within the area.

3. Safety Improvements at J.V. Fletcher Library Driveway

It is our understanding that there were safety concerns related to sight line limitation for traffic entering Main Street from the J.V. Fletcher Library Driveway. Based on our field investigation, we confirmed the limited sight line problem which is caused by both the overgrown vegetation and an on-street parking space located at the northeast corner of the intersection. To improve sight lines, we recommend the trimming of the overgrown vegetation at the driveway and the removal of one parking space on Main Street, as shown



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REVISIONS

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DESIGNED BY: NJM

CHECKED BY:

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SCALE: 10 0 10 20 SCALE IN FEET: 1"=10'

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FIGURE 4 - SCENARIO 1 SU-30
PROPOSED BOSTON ROAD CROSSWALK
WESTFORD, MA
CONCEPT PLAN

BETA JOB No. 4162

PLOT DATE: 9/1/2016 9:40 AM

ISSUE DATE 8/5/2016 4:13 PM

SHEET No. 1 OF 1

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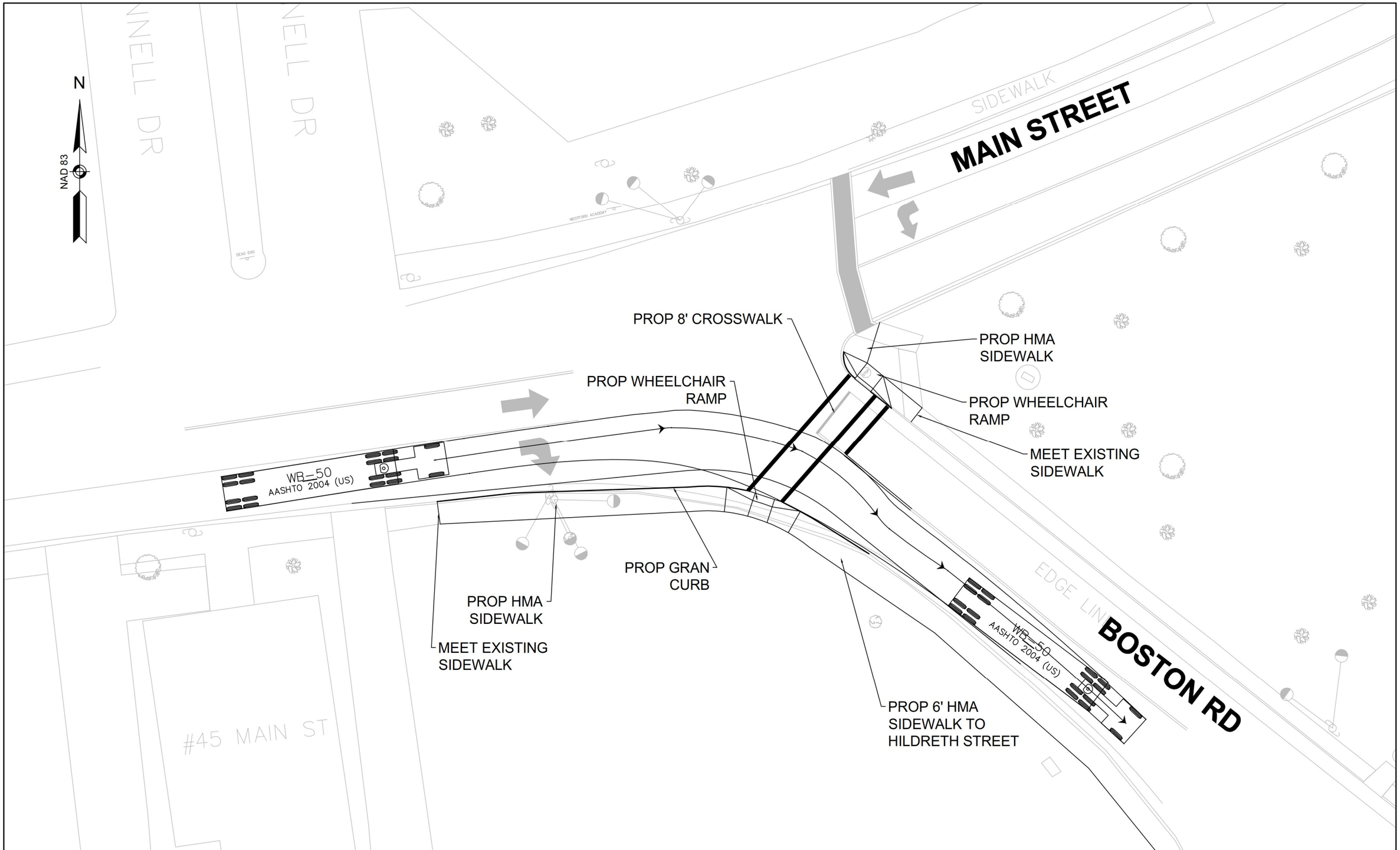

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FIGURE 5 - SCENARIO 2 WB-50
PROPOSED BOSTON ROAD CROSSWALK
WESTFORD, MA
CONCEPT PLAN

BETA JOB No. 4162
PLOT DATE: 9/1/2016 9:40 AM
ISSUE DATE 8/5/2016 4:13 PM
SHEET No. 1 OF 1
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in Picture 2 (on Page 3). The Town may also need to coordinate with abutters/neighboring residents to remove the overgrown vegetation since the vegetation appears to be within private property.

The crash analysis revealed that this intersection has a crash rate of 0.65, which is comparable to the MassDOT District 3 Unsignalized Intersection Average crash rate of 0.65. This intersection consists of a Yield control sign at the Lincoln Street approach. Consideration should be given to replace the YIELD sign to a STOP sign. The STOP sign will require vehicles to stop while the YIELD sign only requires vehicles to yield right of way to conflicting traffic and only requires vehicles to stop when necessary to avoid interfering with conflicting traffic. The STOP sign will provide added safety to left turning vehicles entering Main Street from the Library Driveway and pedestrians using the crosswalk on Lincoln Street. The STOP sign operation analysis results are comparable to the YIELD control with LOS F and delays of 85 seconds and queues of 625 feet.

CONCLUSIONS

1. 3-WAY STOP CONTROL AT THE BOSTON ROAD AND MAIN STREET INTERSECTION

Based on the traffic volumes at this intersection a 3-way stop is not recommended as it will greatly increase delays and queues for the Main Street approaches. Given the high crash rate, it is recommended that the Town examine separating the westbound through lane from the westbound left turn lane with a flush median island, as seen in Figure 3. This will improve operations by separating the through vehicles out of the traffic stream, thereby increasing the number of gaps for Boston Road traffic.

2. NEW CROSSWALK ACROSS BOSTON ROAD FOR PEDESTRIAN CONNECTIVITY

The proposed mid-block pedestrian crossing on Boston Road at the existing walking trail was found to be undesirable due to the close proximity to two intersections. It is recommended that a conventional crosswalk be installed at the intersection of Main Street and Boston Street. A narrowed curb radius for the southwest corner of the intersection is also recommended. This will provide a sidewalk connection from Main Street to Hildreth Street (the existing walking trail) on the southwest side of the intersection, while also requiring right turning vehicles to slow down as they make the right turn maneuver. The slowing of traffic and bumped out nature of the corner increases safety for pedestrians. Two different curb radii were proposed, seen in Figure 4 and Figure 5. These provide different turning radii for different sized trucks.

3. SAFETY IMPROVEMENTS FOR THE J.V. FLETCHER LIBRARY DRIVEWAY AT THE MAIN STREET INTERSECTION

To improve sight lines, we recommend the trimming of the overgrown vegetation at the driveway and the removal of one parking space on Main Street as shown in Picture 2. The Town may also need to coordinate with abutters/neighboring residents to remove the overgrown vegetation since the vegetation appears to be within private property.

APPENDIX:

TRAFFIC ANALYSIS BACKUP & DATA

HCM Unsignalized Intersection Capacity Analysis
2: Boston Road & Hildreth Street/Lincoln Street

8/8/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	23	38	0	0	0	24	115	191	0	1097	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.92	0.92	0.92	0.85	0.85	0.85	0.99	0.99	0.99
Hourly flow rate (vph)	0	30	50	0	0	0	28	135	225	0	1108	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1414	1526	1110	1479	1415	248	1111			360		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1414	1526	1110	1479	1415	248	1111			360		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	73	80	100	100	100	95			100		
cM capacity (veh/h)	110	111	252	64	131	791	621			1210		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	80	0	388	1111
Volume Left	0	0	28	0
Volume Right	50	0	225	3
cSH	171	1700	621	1210
Volume to Capacity	0.47	0.00	0.05	0.00
Queue Length 95th (ft)	56	0	4	0
Control Delay (s)	43.6	0.0	1.4	0.0
Lane LOS	E	A	A	
Approach Delay (s)	43.6	0.0	1.4	0.0
Approach LOS	E	A		

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	190	559	603	151	117	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.98	0.98	0.86	1.00
Hourly flow rate (vph)	200	588	615	154	136	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			788		1585	200
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			788		1585	200
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			26		0	100
cM capacity (veh/h)			831		31	846

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NW 1
Volume Total	200	588	615	154	139
Volume Left	0	0	615	0	136
Volume Right	0	588	0	0	3
cSH	1700	1700	831	1700	32
Volume to Capacity	0.12	0.35	0.74	0.09	4.35
Queue Length 95th (ft)	0	0	171	0	Err
Control Delay (s)	0.0	0.0	20.6	0.0	Err
Lane LOS			C		F
Approach Delay (s)	0.0		16.5		Err
Approach LOS					F

Intersection Summary			
Average Delay	826.8		
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	SBR2	NEL2	NEL	NER
Lane Configurations												
Volume (veh/h)	0	192	0	0	749	4	0	0	2	7	0	194
Sign Control		Free			Free		Stop				Yield	
Grade		0%			0%		0%				0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.89	0.50	0.50	0.50	0.80	0.80	0.80
Hourly flow rate (vph)	0	209	0	0	814	4	0	0	4	9	0	242
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	819			209			1268	1025	816	1029	1027	209
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	819			209			1268	1025	816	1029	1027	209
tC, single (s)	4.1			4.1			7.6	7.0	6.7	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			4.0	4.4	3.8	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	96	100	71
cM capacity (veh/h)	805			1362			82	194	312	208	233	829

Direction, Lane #	EB 1	WB 1	SB 1	NE 1
Volume Total	209	819	4	251
Volume Left	0	0	0	9
Volume Right	0	4	4	242
cSH	805	1700	312	751
Volume to Capacity	0.00	0.48	0.01	0.33
Queue Length 95th (ft)	0	0	1	37
Control Delay (s)	0.0	0.0	16.7	12.2
Lane LOS			C	B
Approach Delay (s)	0.0	0.0	16.7	12.2
Approach LOS			C	B

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (veh/h)	5	0	1108	57	2	108
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.63	0.50	0.98	0.98	0.89	0.89
Hourly flow rate (vph)	8	0	1131	58	2	121
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1286	1160			1189	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1286	1160			1189	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	100			100	
cM capacity (veh/h)	183	240			584	

Direction, Lane #	NB 1	SE 1	NW 1
Volume Total	8	1189	124
Volume Left	8	0	2
Volume Right	0	58	0
cSH	183	1700	584
Volume to Capacity	0.04	0.70	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	25.6	0.0	0.2
Lane LOS	D		A
Approach Delay (s)	25.6	0.0	0.2
Approach LOS	D		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	71.8%	ICU Level of Service	C
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
2: Hildreth Street/Lincoln Street

8/8/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	70	27	0	0	0	25	297	827	2	509	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.98	0.98	0.98	0.82	0.82	0.82
Hourly flow rate (vph)	0	75	29	0	0	0	26	303	844	2	621	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1402	1824	621	1469	1403	725	622			1147		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1402	1824	621	1469	1403	725	622			1147		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	0	94	100	100	100	97			100		
cM capacity (veh/h)	116	76	491	4	136	425	964			613		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	104	0	1172	624
Volume Left	0	0	26	2
Volume Right	29	0	844	1
cSH	99	1700	964	613
Volume to Capacity	1.05	0.00	0.03	0.00
Queue Length 95th (ft)	165	0	2	0
Control Delay (s)	185.7	0.0	0.9	0.1
Lane LOS	F	A	A	A
Approach Delay (s)	185.7	0.0	0.9	0.1
Approach LOS	F	A		

Intersection Summary			
Average Delay	10.8		
Intersection Capacity Utilization	98.5%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	152	181	367	227	296	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.95	0.95	0.93	0.93
Hourly flow rate (vph)	155	185	386	239	318	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			340		1167	155
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			340		1167	155
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			68		0	99
cM capacity (veh/h)			1225		147	893

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NW 1
Volume Total	155	185	386	239	324
Volume Left	0	0	386	0	318
Volume Right	0	185	0	0	5
cSH	1700	1700	1225	1700	149
Volume to Capacity	0.09	0.11	0.32	0.14	2.17
Queue Length 95th (ft)	0	0	34	0	660
Control Delay (s)	0.0	0.0	9.3	0.0	595.7
Lane LOS			A		F
Approach Delay (s)	0.0		5.7		595.7
Approach LOS					F

Intersection Summary			
Average Delay	152.4		
Intersection Capacity Utilization	55.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Lane Configurations											
Volume (veh/h)	8	144	0	0	533	16	20	40	19	12	873
Sign Control		Free			Free		Stop			Yield	
Grade		0%			0%		0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.89	0.89	0.89	0.86	0.86	0.98	0.98	0.98
Hourly flow rate (vph)	9	155	0	0	599	18	23	47	19	12	891
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type		None			None						
Median storage veh)											
Upstream signal (ft)											
pX, platoon unblocked											
vC, conflicting volume	617			155			1677	780	803	789	155
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	617			155			1677	780	803	789	155
tC, single (s)	4.1			4.1			7.1	6.5	7.1	6.5	6.2
tC, 2 stage (s)											
tF (s)	2.2			2.2			3.5	4.0	3.5	4.0	3.3
p0 queue free %	99			100			0	86	93	96	0
cM capacity (veh/h)	968			1432			0	326	268	321	894

Direction, Lane #	EB 1	WB 1	SB 1	NE 1
Volume Total	163	617	70	922
Volume Left	9	0	23	19
Volume Right	0	18	0	891
cSH	968	1432	1	833
Volume to Capacity	0.01	0.00	101.33	1.11
Queue Length 95th (ft)	1	0	Err	625
Control Delay (s)	0.5	0.0	Err	85.8
Lane LOS	A		F	F
Approach Delay (s)	0.5	0.0	Err	85.8
Approach LOS			F	F

Intersection Summary			
Average Delay	438.3		
Intersection Capacity Utilization	98.3%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (veh/h)	1	3	509	39	2	300
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.63	0.50	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	2	6	514	39	2	303
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	841	534			554	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	841	534			554	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	337	550			1022	

Direction, Lane #	NB 1	SE 1	NW 1
Volume Total	8	554	305
Volume Left	2	0	2
Volume Right	6	39	0
cSH	486	1700	1022
Volume to Capacity	0.02	0.33	0.00
Queue Length 95th (ft)	1	0	0
Control Delay (s)	12.5	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	12.5	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	39.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
2: Boston Road & Hildreth Street/Lincoln Street

8/8/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	24	40	0	0	0	25	121	201	0	1153	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.92	0.92	0.92	0.85	0.85	0.85	0.99	0.99	0.99
Hourly flow rate (vph)	0	32	53	0	0	0	29	142	236	0	1165	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1486	1604	1166	1554	1487	261	1168			379		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1486	1604	1166	1554	1487	261	1168			379		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	68	77	100	100	100	95			100		
cM capacity (veh/h)	98	99	234	52	118	778	591			1191		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	84	0	408	1168
Volume Left	0	0	29	0
Volume Right	53	0	236	3
cSH	155	1700	591	1191
Volume to Capacity	0.54	0.00	0.05	0.00
Queue Length 95th (ft)	68	0	4	0
Control Delay (s)	52.9	0.0	1.5	0.0
Lane LOS	F	A	A	
Approach Delay (s)	52.9	0.0	1.5	0.0
Approach LOS	F	A		

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	200	588	634	159	123	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.98	0.98	0.86	1.00
Hourly flow rate (vph)	211	619	647	162	143	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			829		1667	211
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			829		1667	211
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			19		0	100
cM capacity (veh/h)			802		21	835

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NW 1
Volume Total	211	619	647	162	146
Volume Left	0	0	647	0	143
Volume Right	0	619	0	0	3
cSH	1700	1700	802	1700	21
Volume to Capacity	0.12	0.36	0.81	0.10	6.88
Queue Length 95th (ft)	0	0	216	0	Err
Control Delay (s)	0.0	0.0	25.3	0.0	Err
Lane LOS			D		F
Approach Delay (s)	0.0		20.2		Err
Approach LOS					F

Intersection Summary			
Average Delay	827.3		
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Lane Configurations											
Volume (veh/h)	0	202	0	0	787	4	0	2	7	0	204
Sign Control		Free			Free		Stop			Yield	
Grade		0%			0%		0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.89	0.50	0.50	0.80	0.80	0.80
Hourly flow rate (vph)	0	220	0	0	855	4	0	4	9	0	255
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type		None			None						
Median storage veh)											
Upstream signal (ft)											
pX, platoon unblocked											
vC, conflicting volume	860			220			1332	1077	1079	1079	220
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	860			220			1332	1077	1079	1079	220
tC, single (s)	4.1			4.1			7.6	7.0	7.1	6.5	6.2
tC, 2 stage (s)											
tF (s)	2.2			2.2			4.0	4.4	3.5	4.0	3.3
p0 queue free %	100			100			100	98	95	100	69
cM capacity (veh/h)	777			1350			72	180	192	217	818

Direction, Lane #	EB 1	WB 1	SB 1	NE 1
Volume Total	220	860	4	264
Volume Left	0	0	0	9
Volume Right	0	4	0	255
cSH	777	1350	180	738
Volume to Capacity	0.00	0.00	0.02	0.36
Queue Length 95th (ft)	0	0	2	41
Control Delay (s)	0.0	0.0	25.4	12.6
Lane LOS			D	B
Approach Delay (s)	0.0	0.0	25.4	12.6
Approach LOS			D	B

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (veh/h)	5	0	1165	60	2	114
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.63	0.50	0.98	0.98	0.89	0.89
Hourly flow rate (vph)	8	0	1189	61	2	128
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1352	1219			1250	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1352	1219			1250	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	100			100	
cM capacity (veh/h)	166	222			553	

Direction, Lane #	NB 1	SE 1	NW 1
Volume Total	8	1250	130
Volume Left	8	0	2
Volume Right	0	61	0
cSH	166	1700	553
Volume to Capacity	0.05	0.74	0.00
Queue Length 95th (ft)	4	0	0
Control Delay (s)	27.7	0.0	0.2
Lane LOS	D		A
Approach Delay (s)	27.7	0.0	0.2
Approach LOS	D		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
2: Hildreth Street/Lincoln Street

8/8/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	74	28	0	0	0	26	312	869	2	535	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.98	0.98	0.98	0.82	0.82	0.82
Hourly flow rate (vph)	0	80	30	0	0	0	27	318	887	2	652	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1473	1916	653	1543	1473	762	654			1205		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1473	1916	653	1543	1473	762	654			1205		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	0	94	0	100	100	97			100		
cM capacity (veh/h)	103	66	471	0	123	405	938			583		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	110	0	1232	656
Volume Left	0	0	27	2
Volume Right	30	0	887	1
cSH	87	1700	938	583
Volume to Capacity	1.27	0.00	0.03	0.00
Queue Length 95th (ft)	200	0	2	0
Control Delay (s)	271.7	0.0	1.0	0.1
Lane LOS	F	A	A	A
Approach Delay (s)	271.7	0.0	1.0	0.1
Approach LOS	F	A		

Intersection Summary			
Average Delay	15.6		
Intersection Capacity Utilization	103.1%	ICU Level of Service	G
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	160	190	386	239	311	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.95	0.95	0.93	0.93
Hourly flow rate (vph)	163	194	406	252	334	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			357		1227	163
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			357		1227	163
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			66		0	99
cM capacity (veh/h)			1207		131	884

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NW 1
Volume Total	163	194	406	252	340
Volume Left	0	0	406	0	334
Volume Right	0	194	0	0	5
cSH	1700	1700	1207	1700	133
Volume to Capacity	0.10	0.11	0.34	0.15	2.56
Queue Length 95th (ft)	0	0	37	0	752
Control Delay (s)	0.0	0.0	9.5	0.0	773.8
Lane LOS			A		F
Approach Delay (s)	0.0		5.9		773.8
Approach LOS					F

Intersection Summary			
Average Delay	196.9		
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL2	NEL	NER
Lane Configurations											
Volume (veh/h)	8	151	0	0	560	17	21	44	20	13	918
Sign Control		Free			Free		Stop			Yield	
Grade		0%			0%		0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.89	0.89	0.89	0.86	0.86	0.98	0.98	0.98
Hourly flow rate (vph)	9	162	0	0	629	19	24	51	20	13	937
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type		None			None						
Median storage veh)											
Upstream signal (ft)											
pX, platoon unblocked											
vC, conflicting volume	648			162			1762	818	844	828	162
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	648			162			1762	818	844	828	162
tC, single (s)	4.1			4.1			7.1	6.5	7.1	6.5	6.2
tC, 2 stage (s)											
tF (s)	2.2			2.2			3.5	4.0	3.5	4.0	3.3
p0 queue free %	99			100			0	83	92	96	0
cM capacity (veh/h)	942			1423			0	310	247	305	885

Direction, Lane #	EB 1	WB 1	SB 1	NE 1
Volume Total	171	648	76	970
Volume Left	9	0	24	20
Volume Right	0	19	0	937
cSH	942	1423	0	819
Volume to Capacity	0.01	0.00	Err	1.18
Queue Length 95th (ft)	1	0	Err	769
Control Delay (s)	0.5	0.0	Err	114.7
Lane LOS	A		F	F
Approach Delay (s)	0.5	0.0	Err	114.7
Approach LOS			F	F

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	103.0%	ICU Level of Service	G
Analysis Period (min)	15		

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (veh/h)	1	3	535	41	2	315
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.63	0.50	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	2	6	540	41	2	318
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	883	561			582	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	883	561			582	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	318	531			997	

Direction, Lane #	NB 1	SE 1	NW 1
Volume Total	8	582	320
Volume Left	2	0	2
Volume Right	6	41	0
cSH	466	1700	997
Volume to Capacity	0.02	0.34	0.00
Queue Length 95th (ft)	1	0	0
Control Delay (s)	12.9	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	12.9	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	40.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	152	181	367	227	296	5
Peak Hour Factor	0.98	0.98	0.95	0.95	0.93	0.93
Hourly flow rate (vph)	155	185	386	239	318	5

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NW 1
Volume Total (vph)	155	185	386	239	324
Volume Left (vph)	0	0	386	0	318
Volume Right (vph)	0	185	0	0	5
Hadj (s)	0.02	-0.68	0.52	0.02	0.20
Departure Headway (s)	6.6	5.9	6.7	6.2	6.3
Degree Utilization, x	0.28	0.30	0.72	0.41	0.57
Capacity (veh/h)	517	579	529	569	543
Control Delay (s)	11.0	10.2	23.6	12.2	17.2
Approach Delay (s)	10.6		19.2		17.2
Approach LOS	B		C		C

Intersection Summary			
Delay	16.4		
Level of Service	C		
Intersection Capacity Utilization	55.0%	ICU Level of Service	B
Analysis Period (min)	15		

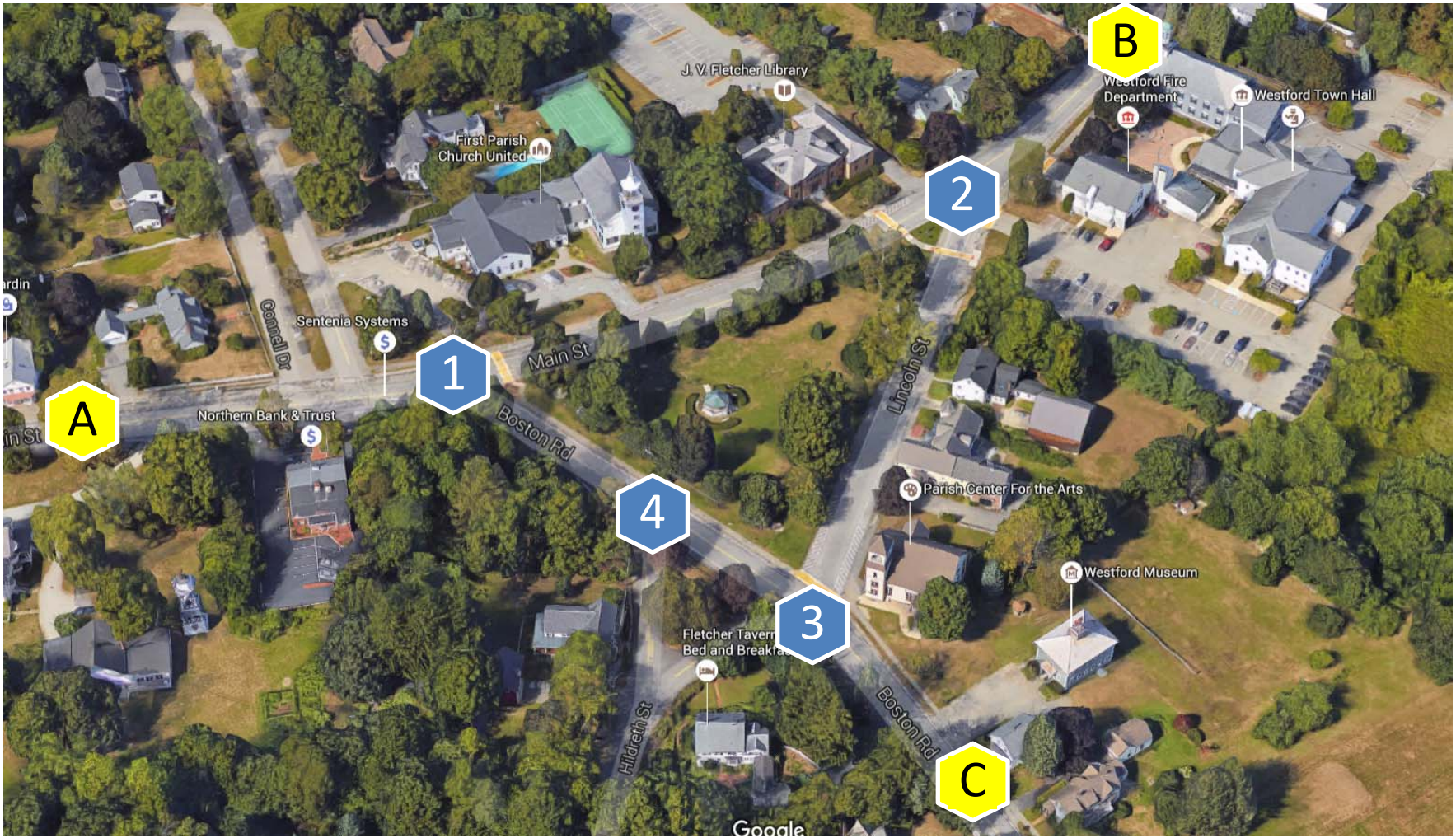
HCM Unsignalized Intersection Capacity Analysis
3: Boston Road & Main Street

8/31/2016

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	190	559	603	151	117	3
Peak Hour Factor	0.95	0.95	0.98	0.98	0.86	1.00
Hourly flow rate (vph)	200	588	615	154	136	3

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NW 1
Volume Total (vph)	200	588	615	154	139
Volume Left (vph)	0	0	615	0	136
Volume Right (vph)	0	588	0	0	3
Hadj (s)	0.03	-0.67	0.53	0.03	0.18
Departure Headway (s)	6.0	5.3	6.5	6.0	7.0
Degree Utilization, x	0.33	0.86	1.0	0.26	0.27
Capacity (veh/h)	589	677	563	584	500
Control Delay (s)	10.7	30.5	94.6	9.8	12.6
Approach Delay (s)	25.5		77.6		12.6
Approach LOS	D		F		B

Intersection Summary			
Delay	48.1		
Level of Service	E		
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		



Map Credit: Google.com

BOSTON TRAFFIC DATA	BTD ID: 0001_BETA BETA #4162	Westford, MA	# of TMC's: 04	Client: BETA Group, Inc.
		Collected June 15-16, 2016	# of ATR's: 03	Contact: Nicholas Millhollin, EIT

Client:	Millhollin, EIT (BETA)
Project #:	BETA 4162
BTD #:	0001_BETA
Location:	Westford, MA
Street 1:	Lincoln St
Street 2:	Main St
Count Date:	6/15/2016
Day of Week:	Wednesday
Weather:	Dry, High of 82 F

BOSTON TRAFFIC DATA
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TOTAL (CARS & TRUCKS)

	Lincoln St North-Eastbound					Town Hall Driveway Northbound				Library Driveway Southbound				Main St Eastbound				Main St Westbound		
Start Time	Hard Left	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	1	0	37	1	0	3	0	2	0	0	0	0	0	0	46	0	0	0	172	0
7:15 AM	1	0	35	1	0	2	0	2	0	0	0	0	0	0	50	0	0	3	199	4
7:30 AM	2	0	42	0	0	0	0	4	0	0	0	0	0	0	51	0	0	1	180	0
7:45 AM	2	0	56	2	0	1	0	2	0	0	0	1	0	0	52	0	0	0	190	1
8:00 AM	2	0	61	1	0	0	0	3	0	0	0	1	0	0	39	0	0	0	180	2
8:15 AM	1	0	58	1	0	0	0	2	0	0	0	0	0	0	38	0	0	0	195	2
8:30 AM	0	0	47	2	0	0	0	1	0	0	0	0	0	0	49	0	0	0	160	3
8:45 AM	1	0	51	2	0	1	0	1	0	0	0	1	0	0	50	0	0	0	174	2

	Lincoln St North-Eastbound					Town Hall Driveway Northbound				Library Driveway Southbound				Main St Eastbound				Main St Westbound		
Start Time	Hard Left	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
3:00 PM	5	3	106	0	0	2	0	2	0	9	0	11	0	3	32	1	0	0	128	3
3:15 PM	3	3	120	1	0	2	0	3	0	8	0	8	0	2	31	1	0	1	103	5
3:30 PM	2	4	126	0	0	3	0	2	0	1	0	9	0	2	27	0	0	0	150	7
3:45 PM	3	3	155	1	0	3	0	2	0	6	0	14	0	1	35	1	0	1	130	8
4:00 PM	3	2	160	0	0	1	0	0	0	5	0	13	0	0	37	0	0	1	110	5
4:15 PM	2	3	156	0	0	2	0	1	0	5	0	10	0	1	40	1	0	0	111	8
4:30 PM	2	3	218	1	0	0	0	2	0	4	0	7	0	1	39	0	0	1	112	7
4:45 PM	4	4	220	0	0	1	0	1	0	6	0	8	0	2	41	0	0	0	120	6
5:00 PM	6	3	219	0	0	2	0	0	0	6	0	6	0	1	34	1	0	0	122	3
5:15 PM	5	3	221	1	0	0	0	1	0	5	0	11	0	2	37	0	0	1	115	4
5:30 PM	5	4	217	1	0	0	0	0	0	5	0	13	0	3	38	0	0	0	149	5
5:45 PM	3	2	216	0	0	1	0	0	0	4	0	12	0	2	35	0	0	0	147	4

AM PEAK HOUR 7:15 AM to 8:15 AM	Lincoln St North-Eastbound				Town Hall Driveway Northbound				Library Driveway Southbound				Main St Eastbound				Main St Westbound			
	Hard Left	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	7	**0**	**194**	**4**	**0**	**3**	**0**	**11**	**0**	**0**	**0**	**2**	**0**	**0**	**192**	**0**	**0**	**4**	**749**	**7**
PHF	**0.80**				**0.88**				**0.50**				**0.92**				**0.92**			
HV %	**2.6%**				**0.0%**				**50.0%**				**2.8%**				**1.5%**			

PM PEAK HOUR 5:00 PM to 6:00 PM	Lincoln St North-Eastbound				Town Hall Driveway Northbound				Library Driveway Southbound				Main St Eastbound				Main St Westbound			
	Hard Left	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	19	**12**	**873**	**2**	**0**	**3**	**0**	**1**	**0**	**20**	**0**	**42**	**0**	**8**	**144**	**1**	**0**	**1**	**533**	**16**
PHF	**0.98**				**0.50**				**0.86**				**0.93**				**0.89**			
HV %	**1.0%**				**0.0%**				**0.0%**				**0.7%**				**0.7%**			

Client:	Millhollin, EIT (BETA)
Project #:	BETA 4162
BTD #:	0001_BETA
Location:	Westford, MA
Street 1:	Lincoln St
Street 2:	Main St
Count Date:	6/15/2016
Day of Week:	Wednesday
Weather:	Dry, High of 82 F

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TRUCKS

	Lincoln St North-Eastbound				Town Hall Driveway Northbound				Library Driveway Southbound				Main St Eastbound				Main St Westbound			
Start Time	Hard Left	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
7:15 AM	0	0	3	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0
7:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
7:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
8:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
8:15 AM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0

	Lincoln St North-Eastbound				Town Hall Driveway Northbound				Library Driveway Southbound				Main St Eastbound				Main St Westbound			
Start Time	Hard Left	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
3:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
3:15 PM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
3:30 PM	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
3:45 PM	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
4:00 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
4:30 PM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
5:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

AM PEAK HOUR 7:00 AM to 8:00 AM	Lincoln St North-Eastbound				Town Hall Driveway Northbound				Library Driveway Southbound				Main St Eastbound				Main St Westbound			
	Hard Left	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**9**	**0**
PHF	**0.92**								**0.25**				**0.75**				**0.56**			

PM PEAK HOUR 4:00 PM to 5:00 PM	Lincoln St North-Eastbound				Town Hall Driveway Northbound				Library Driveway Southbound				Main St Eastbound				Main St Westbound			
	Hard Left	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**9**	**0**
PHF	**0.92**												**0.25**				**0.75**			

Client:	Millhollin, EIT (BETA)
Project #:	BETA 4162
BTD #:	0001_BETA
Location:	Westford, MA
Street 1:	Lincoln St
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Count Date:	6/15/2016
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PEDESTRIANS & BICYCLES

	Lincoln St North-Eastbound					Town Hall Driveway Northbound					Library Driveway Southbound					Main St Eastbound					Main St Westbound				
Start Time	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
7:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1	0	0	
7:15 AM	0	0	0	2		0	0	0	0		0	0	0	0		0	0	0	0		0	1	0	1	
7:30 AM	0	0	0	2		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1	
7:45 AM	0	0	0	2		0	0	0	0		0	0	0	0		0	0	0	0		0	1	0	1	
8:00 AM	0	0	0	1		0	0	0	0		0	0	0	0		0	0	0	0		0	1	0	0	
8:15 AM	0	0	0	1		0	0	0	0		0	0	0	0		0	0	0	0		0	1	0	1	
8:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1	
8:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	

	Lincoln St North-Eastbound					Town Hall Driveway Northbound					Library Driveway Southbound					Main St Eastbound					Main St Westbound				
Start Time	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
3:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	2		0	0	0	0	
3:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	2		0	0	0	0	
3:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	0	
3:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	2		0	0	0	0	
4:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	2		0	0	0	0	
4:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	2		0	0	0	0	
4:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	0	
4:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	0	
5:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
5:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	2		0	0	0	0	
5:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	3		0	0	0	0	
5:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	

AM PEAK HOUR[1] 7:15 AM to 8:15 AM	Lincoln St Northbound					Town Hall Driveway Southbound					Library Driveway Southbound					Main St Eastbound					Main St Westbound				
	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
	0	0	0	7		0	0	0	0		0	0	0	0		0	0	0	0		0	3	0	3	

PM PEAK HOUR[1] 5:00 PM to 6:00 PM	Lincoln St Northbound					Town Hall Driveway Southbound					Library Driveway Southbound					Main St Eastbound					Main St Westbound				
	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	5		0	0	0	0	

[1] *Peak hours corresponds to vehicular peak hours.*

Client:	Millhollin, EIT (BETA)
Project #:	BETA 4162
BTD #:	0001_BETA
Location:	Westford, MA
Street 1:	Lincoln St
Street 2:	Main St
Count Date:	6/15/2016
Day of Week:	Wednesday
Weather:	Dry, High of 82 F

BOSTON TRAFFIC DATA
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TOTAL (CARS & TRUCKS)

	Lincoln St North-Eastbound					Town Hall Driveway Northbound				Library Driveway Southbound				Main St Eastbound				Main St Westbound		
Start Time	Hard Left	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	1	0	37	1	0	3	0	2	0	0	0	0	0	0	46	0	0	0	172	0
7:15 AM	1	0	35	1	0	2	0	2	0	0	0	0	0	0	50	0	0	3	199	4
7:30 AM	2	0	42	0	0	0	0	4	0	0	0	0	0	0	51	0	0	1	180	0
7:45 AM	2	0	56	2	0	1	0	2	0	0	0	1	0	0	52	0	0	0	190	1
8:00 AM	2	0	61	1	0	0	0	3	0	0	0	1	0	0	39	0	0	0	180	2
8:15 AM	1	0	58	1	0	0	0	2	0	0	0	0	0	0	38	0	0	0	195	2
8:30 AM	0	0	47	2	0	0	0	1	0	0	0	0	0	0	49	0	0	0	160	3
8:45 AM	1	0	51	2	0	1	0	1	0	0	0	1	0	0	50	0	0	0	174	2

	Lincoln St North-Eastbound					Town Hall Driveway Northbound				Library Driveway Southbound				Main St Eastbound				Main St Westbound		
Start Time	Hard Left	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
3:00 PM	5	3	106	0	0	2	0	2	0	9	0	11	0	3	32	1	0	0	128	3
3:15 PM	3	3	120	1	0	2	0	3	0	8	0	8	0	2	31	1	0	1	103	5
3:30 PM	2	4	126	0	0	3	0	2	0	1	0	9	0	2	27	0	0	0	150	7
3:45 PM	3	3	155	1	0	3	0	2	0	6	0	14	0	1	35	1	0	1	130	8
4:00 PM	3	2	160	0	0	1	0	0	0	5	0	13	0	0	37	0	0	1	110	5
4:15 PM	2	3	156	0	0	2	0	1	0	5	0	10	0	1	40	1	0	0	111	8
4:30 PM	2	3	218	1	0	0	0	2	0	4	0	7	0	1	39	0	0	1	112	7
4:45 PM	4	4	220	0	0	1	0	1	0	6	0	8	0	2	41	0	0	0	120	6
5:00 PM	6	3	219	0	0	2	0	0	0	6	0	6	0	1	34	1	0	0	122	3
5:15 PM	5	3	221	1	0	0	0	1	0	5	0	11	0	2	37	0	0	1	115	4
5:30 PM	5	4	217	1	0	0	0	0	0	5	0	13	0	3	38	0	0	0	149	5
5:45 PM	3	2	216	0	0	1	0	0	0	4	0	12	0	2	35	0	0	0	147	4

AM PEAK HOUR 7:15 AM to 8:15 AM	Lincoln St North-Eastbound				Town Hall Driveway Northbound				Library Driveway Southbound				Main St Eastbound				Main St Westbound			
	Hard Left	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	7	**0**	**194**	**4**	**0**	**3**	**0**	**11**	**0**	**0**	**0**	**2**	**0**	**0**	**192**	**0**	**0**	**4**	**749**	**7**
PHF	**0.80**				**0.88**				**0.50**				**0.92**				**0.92**			
HV %	**2.6%**				**0.0%**				**50.0%**				**2.8%**				**1.5%**			

PM PEAK HOUR 5:00 PM to 6:00 PM	Lincoln St North-Eastbound				Town Hall Driveway Northbound				Library Driveway Southbound				Main St Eastbound				Main St Westbound			
	Hard Left	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	19	**12**	**873**	**2**	**0**	**3**	**0**	**1**	**0**	**20**	**0**	**42**	**0**	**8**	**144**	**1**	**0**	**1**	**533**	**16**
PHF	**0.98**				**0.50**				**0.86**				**0.93**				**0.89**			
HV %	**1.0%**				**0.0%**				**0.0%**				**0.7%**				**0.7%**			

Client:	Millhollin, EIT (BETA)
Project #:	BETA 4162
BTD #:	0001_BETA
Location:	Westford, MA
Street 1:	Lincoln St
Street 2:	Main St
Count Date:	6/15/2016
Day of Week:	Wednesday
Weather:	Dry, High of 82 F

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TRUCKS

	Lincoln St North-Eastbound				Town Hall Driveway Northbound				Library Driveway Southbound				Main St Eastbound				Main St Westbound			
Start Time	Hard Left	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
7:15 AM	0	0	3	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0
7:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
7:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
8:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
8:15 AM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0

	Lincoln St North-Eastbound				Town Hall Driveway Northbound				Library Driveway Southbound				Main St Eastbound				Main St Westbound			
Start Time	Hard Left	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
3:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
3:15 PM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
3:30 PM	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
3:45 PM	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
4:00 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
4:30 PM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
5:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

AM PEAK HOUR 7:00 AM to 8:00 AM	Lincoln St North-Eastbound				Town Hall Driveway Northbound				Library Driveway Southbound				Main St Eastbound				Main St Westbound			
	Hard Left	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**9**	**0**
PHF	**0.92**								**0.25**				**0.75**				**0.56**			

PM PEAK HOUR 4:00 PM to 5:00 PM	Lincoln St North-Eastbound				Town Hall Driveway Northbound				Library Driveway Southbound				Main St Eastbound				Main St Westbound			
	Hard Left	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**9**	**0**
PHF	**0.92**												**0.25**				**0.75**			

Client:	Millhollin, EIT (BETA)
Project #:	BETA 4162
BTD #:	0001_BETA
Location:	Westford, MA
Street 1:	Lincoln St
Street 2:	Main St
Count Date:	6/15/2016
Day of Week:	Wednesday
Weather:	Dry, High of 82 F

BOSTON TRAFFIC DATA
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PEDESTRIANS & BICYCLES

	Lincoln St North-Eastbound					Town Hall Driveway Northbound					Library Driveway Southbound					Main St Eastbound					Main St Westbound				
Start Time	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
7:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	1	0	0	
7:15 AM	0	0	0	2		0	0	0	0		0	0	0	0		0	0	0	0		0	1	0	1	
7:30 AM	0	0	0	2		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1	
7:45 AM	0	0	0	2		0	0	0	0		0	0	0	0		0	0	0	0		0	1	0	1	
8:00 AM	0	0	0	1		0	0	0	0		0	0	0	0		0	0	0	0		0	1	0	0	
8:15 AM	0	0	0	1		0	0	0	0		0	0	0	0		0	0	0	0		0	1	0	1	
8:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1	
8:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	

	Lincoln St North-Eastbound					Town Hall Driveway Northbound					Library Driveway Southbound					Main St Eastbound					Main St Westbound				
Start Time	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
3:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	2		0	0	0	0	
3:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	2		0	0	0	0	
3:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	0	
3:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	2		0	0	0	0	
4:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	2		0	0	0	0	
4:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	2		0	0	0	0	
4:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	0	
4:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	0	
5:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
5:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	2		0	0	0	0	
5:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	3		0	0	0	0	
5:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	

AM PEAK HOUR[1] 7:15 AM to 8:15 AM	Lincoln St Northbound					Town Hall Driveway Southbound					Library Driveway Southbound					Main St Eastbound					Main St Westbound				
	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
	0	0	0	7		0	0	0	0		0	0	0	0		0	0	0	0		0	3	0	3	

PM PEAK HOUR[1] 5:00 PM to 6:00 PM	Lincoln St Northbound					Town Hall Driveway Southbound					Library Driveway Southbound					Main St Eastbound					Main St Westbound				
	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	5		0	0	0	0	

[1] *Peak hours corresponds to vehicular peak hours.*

Client:	Millhollin, EIT (BETA)
Project #:	BETA 4162
BTD #:	0001_BETA
Location:	Westford, MA
Street 1:	Lincoln St/Hildreth St
Street 2:	Boston Rd
Count Date:	6/15/2016
Day of Week:	Wednesday
Weather:	Dry, High of 82 F

BOSTON TRAFFIC DATA
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TOTAL (CARS & TRUCKS)

	Boston Rd Northbound				Boston Rd Southbound				Hildreth St Eastbound				Lincoln St Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	7	33	35	0	0	234	0	0	0	2	6	0	0	0	0
7:15 AM	0	7	30	37	0	0	270	1	0	0	3	8	0	0	0	0
7:30 AM	0	5	22	38	0	0	276	1	0	0	3	9	0	0	0	0
7:45 AM	0	6	32	56	0	0	275	0	0	0	8	10	0	0	0	0
8:00 AM	0	6	31	60	0	0	276	1	0	0	9	11	0	0	0	0
8:15 AM	0	2	20	44	0	1	245	1	0	0	7	10	0	0	0	0
8:30 AM	0	1	21	42	0	2	238	0	0	0	8	7	0	0	0	0
8:45 AM	0	5	32	45	0	1	210	1	0	0	8	8	0	0	0	0

	Boston Rd Northbound				Boston Rd Southbound				Hildreth St Eastbound				Lincoln St Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
3:00 PM	0	11	55	97	0	2	131	0	0	1	15	0	0	0	0	0
3:15 PM	0	11	57	120	0	4	106	1	0	0	16	2	0	0	0	0
3:30 PM	0	12	48	121	0	4	171	1	0	0	13	2	0	0	0	0
3:45 PM	0	10	64	134	0	3	138	1	0	1	15	5	0	0	0	0
4:00 PM	0	4	63	131	0	2	124	1	0	0	16	7	0	0	0	0
4:15 PM	0	6	60	180	0	3	120	1	0	0	14	6	0	0	0	0
4:30 PM	0	7	61	196	0	3	97	0	0	0	10	5	0	0	0	0
4:45 PM	0	7	75	210	0	2	136	0	0	0	15	7	0	0	0	0
5:00 PM	0	6	78	208	0	0	118	0	0	0	20	6	0	0	0	0
5:15 PM	0	5	77	211	0	1	119	1	0	0	18	7	0	0	0	0
5:30 PM	0	5	77	208	0	0	115	1	0	0	17	3	0	0	0	0
5:45 PM	0	9	65	200	0	0	157	0	0	0	15	11	0	0	0	0

AM PEAK HOUR 7:15 AM to 8:15 AM	Boston Rd Northbound				Boston Rd Southbound				Hildreth St Eastbound				Lincoln St Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**24**	**115**	**191**	**0**	**0**	**1097**	**3**	**0**	**0**	**23**	**38**	**0**	**0**	**0**	**0**
PHF	**0.85**				**0.99**				**0.76**							
HV %	**3.6%**				**0.4%**				**4.4%**							

PM PEAK HOUR 5:00 PM to 6:00 PM	Boston Rd Northbound				Boston Rd Southbound				Hildreth St Eastbound				Lincoln St Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**25**	**297**	**827**	**0**	**1**	**509**	**2**	**0**	**0**	**70**	**27**	**0**	**0**	**0**	**0**
PHF	**0.98**				**0.82**				**0.93**							
HV %	**1.2%**				**0.6%**				**0.0%**							

Client:	Millhollin, EIT (BETA)
Project #:	BETA 4162
BTD #:	0001_BETA
Location:	Westford, MA
Street 1:	Lincoln St/Hildreth St
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Count Date:	6/15/2016
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TRUCKS

	Boston Rd Northbound				Boston Rd Southbound				Hildreth St Eastbound				Lincoln St Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	3	0	0	2	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	2	0	0	3	0	0	0	0	1	0	0	0	0
7:30 AM	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	3	0	0	2	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	2	0	0	1	0	0	0	0	1	0	0	0	0
8:15 AM	0	1	1	2	0	0	0	0	0	0	0	1	0	0	0	0
8:30 AM	0	1	1	1	0	0	2	0	0	0	0	1	0	0	0	0
8:45 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0

	Boston Rd Northbound				Boston Rd Southbound				Hildreth St Eastbound				Lincoln St Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
3:00 PM	0	1	1	1	0	0	4	0	0	0	1	0	0	0	0	0
3:15 PM	0	0	2	5	0	0	3	0	0	0	1	1	0	0	0	0
3:30 PM	0	0	3	7	0	0	0	0	0	0	0	2	0	0	0	0
3:45 PM	0	1	2	5	0	0	2	0	0	0	0	1	0	0	0	0
4:00 PM	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	5	0	0	1	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	4	0	0	3	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	2	5	0	0	1	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:00 AM to 8:00 AM	Boston Rd Northbound				Boston Rd Southbound				Hildreth St Eastbound				Lincoln St Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**1**	**10**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
PHF	**0.92**				**0.83**				**0.25**							

PM PEAK HOUR 4:15 PM to 5:15 PM	Boston Rd Northbound				Boston Rd Southbound				Hildreth St Eastbound				Lincoln St Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**5**	**16**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.75**				**0.50**											

Client:	Millhollin, EIT (BETA)
Project #:	BETA 4162
BTD #:	0001_BETA
Location:	Westford, MA
Street 1:	Lincoln St/Hildreth St
Street 2:	Boston Rd
Count Date:	6/15/2016
Day of Week:	Wednesday
Weather:	Dry, High of 82 F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
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PEDESTRIANS & BICYCLES

	Boston Rd Northbound					Boston Rd Southbound					Hildreth St Eastbound					Lincoln St Westbound				
Start Time	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
7:00 AM	0	0	0	0		0	1	0	0		0	0	0	0		0	0	0	0	
7:15 AM	0	0	0	1		0	1	0	1		0	0	0	0		0	0	0	0	
7:30 AM	0	0	0	1		0	0	0	1		0	0	0	0		0	0	0	0	
7:45 AM	0	0	0	1		0	1	0	1		0	0	0	0		0	0	0	0	
8:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
8:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
8:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
8:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	

	Boston Rd Northbound					Boston Rd Southbound					Hildreth St Eastbound					Lincoln St Westbound				
Start Time	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
3:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:45 PM	0	0	0	0		0	0	0	1		0	0	0	0		0	0	0	0	
4:00 PM	0	0	0	3		0	0	0	0		0	0	0	0		0	0	0	0	
4:15 PM	0	0	0	3		0	0	0	3		0	0	0	0		0	0	0	0	
4:30 PM	0	0	0	0		0	0	0	6		0	0	0	0		0	0	0	0	
4:45 PM	0	0	0	4		0	0	0	5		0	0	0	1		0	0	0	0	
5:00 PM	0	0	0	5		0	0	0	1		0	0	0	3		0	0	0	0	
5:15 PM	0	0	0	2		0	0	0	2		0	0	0	2		0	0	0	0	
5:30 PM	0	0	0	0		0	0	0	2		0	0	0	0		0	0	0	0	
5:45 PM	0	0	0	0		0	0	0	1		0	0	0	0		0	0	0	0	

AM PEAK HOUR[1] 7:15 AM to 8:15 AM	Boston Rd Northbound					Boston Rd Southbound					Hildreth St Eastbound					Lincoln St Westbound				
	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
	0	0	0	3		0	2	0	3		0	0	0	0		0	0	0	0	

PM PEAK HOUR[1] 5:00 PM to 6:00 PM	Boston Rd Northbound					Boston Rd Southbound					Hildreth St Eastbound					Lincoln St Westbound				
	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
	0	0	0	7		0	0	0	6		0	0	0	5		0	0	0	0	

[1] *Peak hours corresponds to vehicular peak hours.*

Client:	Millhollin, EIT (BETA)
Project #:	BETA 4162
BTD #:	0001_BETA
Location:	Westford, MA
Street 1:	Hildreth St
Street 2:	Boston Rd
Count Date:	6/15/2016
Day of Week:	Wednesday
Weather:	Dry, High of 82 F

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TOTAL (CARS & TRUCKS)

	Boston Rd Northbound				Boston Rd Southbound				Hildreth St Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	31	0	0	0	219	9	0	1	0	0	0	0	0	0
7:15 AM	0	1	30	0	0	0	274	15	0	1	0	0	0	0	0	0
7:30 AM	0	0	22	0	0	0	273	17	0	1	0	0	0	0	0	0
7:45 AM	0	0	29	0	0	0	280	16	0	2	0	0	0	0	0	0
8:00 AM	0	1	27	0	0	0	281	9	0	1	0	0	0	0	0	0
8:15 AM	0	1	28	0	0	0	267	14	0	1	0	0	0	0	0	0
8:30 AM	0	0	23	0	0	0	225	24	0	1	0	0	0	0	0	0
8:45 AM	0	0	22	0	0	0	230	22	0	1	0	0	0	0	0	0

	Boston Rd Northbound				Boston Rd Southbound				Hildreth St Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
3:00 PM	0	1	51	0	0	0	127	12	0	1	0	1	0	0	0	0
3:15 PM	0	1	50	0	0	0	130	15	0	1	0	1	0	0	0	0
3:30 PM	0	0	44	0	0	0	176	13	0	1	0	0	0	0	0	0
3:45 PM	0	0	55	0	0	0	140	12	0	2	0	0	0	0	0	0
4:00 PM	0	0	62	0	0	0	134	8	0	3	0	1	0	0	0	0
4:15 PM	0	0	69	0	0	0	120	10	0	2	0	1	0	0	0	0
4:30 PM	0	0	75	0	0	0	121	11	0	3	0	1	0	0	0	0
4:45 PM	0	0	78	0	0	0	120	10	0	2	0	1	0	0	0	0
5:00 PM	0	0	76	0	0	0	125	11	0	0	0	1	0	0	0	0
5:15 PM	0	1	74	0	0	0	125	13	0	1	0	1	0	0	0	0
5:30 PM	0	1	75	0	0	0	130	8	0	0	0	0	0	0	0	0
5:45 PM	0	0	75	0	0	0	129	7	0	0	0	1	0	0	0	0

AM PEAK HOUR 7:15 AM to 8:15 AM	Boston Rd Northbound				Boston Rd Southbound				Hildreth St Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**2**	**108**	**0**	**0**	**0**	**1108**	**57**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.89**				**0.98**				**0.63**							
HV %	**2.9%**				**0.9%**				**0.0%**							

PM PEAK HOUR 5:00 PM to 6:00 PM	Boston Rd Northbound				Boston Rd Southbound				Hildreth St Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**2**	**300**	**0**	**0**	**0**	**509**	**39**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**
PHF	**0.99**				**0.99**				**0.50**							
HV %	**0.7%**				**0.2%**				**0.0%**							

Client:	Millhollin, EIT (BETA)
Project #:	BETA 4162
BTD #:	0001_BETA
Location:	Westford, MA
Street 1:	Hildreth St
Street 2:	Boston Rd
Count Date:	6/15/2016
Day of Week:	Wednesday
Weather:	Dry, High of 82 F

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TRUCKS

	Boston Rd Northbound				Boston Rd Southbound				Hildreth St Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	3	1	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0

	Boston Rd Northbound				Boston Rd Southbound				Hildreth St Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
3:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM	Boston Rd Northbound				Boston Rd Southbound				Hildreth St Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**2**	**2**	**0**	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.50**				**0.75**											

PM PEAK HOUR 4:15 PM to 5:15 PM	Boston Rd Northbound				Boston Rd Southbound				Hildreth St Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**2**	**0**	**0**	**0**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.25**				**0.55**											

Client:	Millhollin, EIT (BETA)
Project #:	BETA 4162
BTD #:	0001_BETA
Location:	Westford, MA
Street 1:	Hildreth St
Street 2:	Boston Rd
Count Date:	6/15/2016
Day of Week:	Wednesday
Weather:	Dry, High of 82 F

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PEDESTRIANS & BICYCLES

	Boston Rd Northbound					Boston Rd Southbound					Hildreth St Eastbound					Westbound				
Start Time	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
7:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1	
7:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1	
7:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
7:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
8:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
8:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
8:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
8:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	

	Boston Rd Northbound					Boston Rd Southbound					Hildreth St Eastbound					Westbound				
Start Time	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
3:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:15 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
3:30 PM	0	0	0	0		0	0	1	0		0	0	0	1		0	0	0	0	
3:45 PM	0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	0	
4:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
4:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
4:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
4:45 PM	0	0	0	0		0	0	0	2		0	0	0	0		0	0	0	0	
5:00 PM	0	0	0	0		0	0	0	3		0	0	0	0		0	0	0	0	
5:15 PM	0	0	0	0		0	0	0	1		0	0	0	2		0	0	0	0	
5:30 PM	0	0	0	0		0	0	0	0		0	0	0	2		0	0	0	0	
5:45 PM	0	0	0	0		0	0	0	1		0	0	0	1		0	0	0	0	

AM PEAK HOUR[1] 7:15 AM to 8:15 AM	Boston Rd Northbound					Boston Rd Southbound					Hildreth St Eastbound					Westbound				
	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1	

PM PEAK HOUR[1] 5:00 PM to 6:00 PM	Boston Rd Northbound					Boston Rd Southbound					Hildreth St Eastbound					Westbound				
	Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED		Left	Thru	Right	PED	
	0	0	0	0		0	0	0	5		0	0	0	5		0	0	0	0	

[1] *Peak hours corresponds to vehicular peak hours.*

Volume Report

Job 0001_BETA, #4162, Location A
Area Westford, MA
Location Main Street, west of Boston Rd

BOSTON TRAFFIC DATA
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Wednesday, June 15, 2016

Time	Total		EB		WB	
0000	14		3		11	
0015	11		2		9	
0030	6		1		5	
0045	11	42	1	7	10	35
0100	8		3		5	
0115	0		0		0	
0130	3		1		2	
0145	4	15	0	4	4	11
0200	2		1		1	
0215	2		0		2	
0230	1		0		1	
0245	4	9	3	4	1	5
0300	3		0		3	
0315	7		3		4	
0330	4		4		0	
0345	4	18	3	10	1	8
0400	6		5		1	
0415	6		6		0	
0430	9		9		0	
0445	18	39	16	36	2	3
0500	18		15		3	
0515	22		13		9	
0530	42		32		10	
0545	63	145	51	111	12	34
0600	71		58		13	
0615	76		58		18	
0630	127		97		30	
0645	163	437	113	326	50	111
0700	201		132		69	
0715	251		180		71	
0730	250		202		48	
0745	242	944	183	697	59	247
0800	269		188		81	
0815	236		171		65	
0830	191		152		39	
0845	164	860	117	628	47	232
0900	162		113		49	
0915	135		94		41	
0930	121		70		51	
0945	148	566	103	380	45	186
1000	139		88		51	
1015	118		63		55	
1030	123		69		54	
1045	135	515	86	306	49	209
1100	121		70		51	
1115	103		53		50	
1130	128		62		66	
1145	170	522	60	245	110	277

Time	Total		EB		WB	
1200	237		151		86	
1215	201		127		74	
1230	208		101		107	
1245	185	831	81	460	104	371
1300	127		43		84	
1315	140		69		71	
1330	154		81		73	
1345	146	567	75	268	71	299
1400	182		116		66	
1415	169		88		81	
1430	195		99		96	
1445	189	735	111	414	78	321
1500	170		80		90	
1515	164		69		95	
1530	184		95		89	
1545	195	713	86	330	109	383
1600	171		81		90	
1615	188		82		106	
1630	175		81		94	
1645	194	728	90	334	104	394
1700	200		75		125	
1715	191		80		111	
1730	208		83		125	
1745	198	797	88	326	110	471
1800	218		90		128	
1815	174		69		105	
1830	184		59		125	
1845	194	770	72	290	122	480
1900	172		67		105	
1915	158		54		104	
1930	137		49		88	
1945	138	605	60	230	78	375
2000	109		39		70	
2015	136		55		81	
2030	72		28		44	
2045	122	439	60	182	62	257
2100	92		37		55	
2115	80		24		56	
2130	65		18		47	
2145	53	290	16	95	37	195
2200	50		14		36	
2215	30		14		16	
2230	31		13		18	
2245	18	129	5	46	13	83
2300	27		11		16	
2315	11		5		6	
2330	13		5		8	
2345	23	74	5	26	18	48
Total	**10790**		**5755**		**5035**	

Volume Report

Job 0001_BETA, #4162, Location A
Area Westford, MA
Location Main Street, west of Boston Rd

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Thursday, June 16, 2016

Time	Total		EB		WB		Time	Total		EB		WB	
0000	10		4		6		1200	234		144		90	
0015	12		3		9		1215	222		147		75	
0030	7		4		3		1230	157		93		64	
0045	9	38	2	13	7	25	1245	161	774	83	467	78	307
0100	7		2		5		1300	146		80		66	
0115	6		0		6		1315	137		61		76	
0130	3		0		3		1330	143		69		74	
0145	4	20	1	3	3	17	1345	149	575	71	281	78	294
0200	3		2		1		1400	203		118		85	
0215	4		3		1		1415	205		120		85	
0230	5		2		3		1430	175		88		87	
0245	0	12	0	7	0	5	1445	196	779	102	428	94	351
0300	0		0		0		1500	167		78		89	
0315	5		2		3		1515	175		85		90	
0330	3		3		0		1530	173		85		88	
0345	4	12	2	7	2	5	1545	172	687	84	332	88	355
0400	9		7		2		1600	199		90		109	
0415	10		9		1		1615	170		61		109	
0430	8		7		1		1630	179		77		102	
0445	15	42	14	37	1	5	1645	199	747	84	312	115	435
0500	18		16		2		1700	210		106		104	
0515	33		30		3		1715	234		111		123	
0530	39		28		11		1730	206		98		108	
0545	49	139	43	117	6	22	1745	194	844	79	394	115	450
0600	73		61		12		1800	206		80		126	
0615	99		71		28		1815	196		77		119	
0630	136		107		29		1830	153		59		94	
0645	171	479	105	344	66	135	1845	198	753	70	286	128	467
0700	211		147		64		1900	178		87		91	
0715	251		172		79		1915	171		88		83	
0730	257		208		49		1930	147		60		87	
0745	238	957	167	694	71	263	1945	144	640	65	300	79	340
0800	258		181		77		2000	150		73		77	
0815	254		194		60		2015	115		41		74	
0830	185		142		43		2030	97		41		56	
0845	197	894	143	660	54	234	2045	125	487	34	189	91	298
0900	163		120		43		2100	92		43		49	
0915	148		103		45		2115	84		24		60	
0930	138		86		52		2130	52		16		36	
0945	118	567	77	386	41	181	2145	70	298	26	109	44	189
1000	117		82		35		2200	46		18		28	
1015	129		82		47		2215	35		12		23	
1030	123		71		52		2230	37		11		26	
1045	137	506	73	308	64	198	2245	24	142	11	52	13	90
1100	110		51		59		2300	20		7		13	
1115	134		72		62		2315	27		6		21	
1130	140		76		64		2330	13		3		10	
1145	180	564	80	279	100	285	2345	17	77	6	22	11	55
							Total	**11033**		**6027**		**5006**	

Volume Report

Job 0001_BETA, #4162, Location B
Area Westford, MA
Location Main Street, east of Lincoln St

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Wednesday, June 15, 2016

Time	Total		EB		WB	
0000	13		6		7	
0015	10		7		3	
0030	9		3		6	
0045	6	38	6	22	0	16
0100	3		1		2	
0115	1		0		1	
0130	4		4		0	
0145	8	16	5	10	3	6
0200	3		2		1	
0215	0		0		0	
0230	0		0		0	
0245	1	4	1	3	0	1
0300	2		0		2	
0315	3		2		1	
0330	7		5		2	
0345	1	13	1	8	0	5
0400	2		1		1	
0415	5		1		4	
0430	12		1		11	
0445	13	32	1	4	12	28
0500	16		6		10	
0515	46		9		37	
0530	36		3		33	
0545	55	153	7	25	48	128
0600	96		19		77	
0615	138		28		110	
0630	189		36		153	
0645	195	618	47	130	148	488
0700	255		85		170	
0715	274		79		195	
0730	254		88		166	
0745	287	1070	102	354	185	716
0800	277		96		181	
0815	307		95		212	
0830	262		102		160	
0845	280	1126	98	391	182	735
0900	255		93		162	
0915	207		65		142	
0930	176		59		117	
0945	179	817	88	305	91	512
1000	184		89		95	
1015	165		76		89	
1030	192		77		115	
1045	175	716	77	319	98	397
1100	175		85		90	
1115	176		85		91	
1130	182		60		122	
1145	188	721	74	304	114	417

Time	Total		EB		WB	
1200	218		116		102	
1215	230		145		85	
1230	226		111		115	
1245	215	889	107	479	108	410
1300	193		99		94	
1315	187		105		82	
1330	190		95		95	
1345	195	765	110	409	85	356
1400	216		114		102	
1415	234		132		102	
1430	278		142		136	
1445	282	1010	165	553	117	457
1500	271		141		130	
1515	252		152		100	
1530	314		152		162	
1545	334	1171	182	627	152	544
1600	313		211		102	
1615	321		204		117	
1630	383		265		118	
1645	410	1427	289	969	121	458
1700	378		263		115	
1715	405		290		115	
1730	411		258		153	
1745	407	1601	255	1066	152	535
1800	399		261		138	
1815	328		215		113	
1830	277		180		97	
1845	283	1287	175	831	108	456
1900	237		140		97	
1915	204		116		88	
1930	189		109		80	
1945	170	800	104	469	66	331
2000	146		83		63	
2015	162		99		63	
2030	108		73		35	
2045	147	563	106	361	41	202
2100	126		83		43	
2115	109		75		34	
2130	84		63		21	
2145	66	385	45	266	21	119
2200	72		54		18	
2215	59		48		11	
2230	46		25		21	
2245	47	224	36	163	11	61
2300	32		23		9	
2315	18		10		8	
2330	19		16		3	
2345	21	90	13	62	8	28
Total	**15536**		**8130**		**7406**	

Volume Report

Job 0001_BETA, #4162, Location B
Area Westford, MA
Location Main Street, east of Lincoln St

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Thursday, June 16, 2016

Time	Total		EB		WB	
0000	14		10		4	
0015	26		18		8	
0030	14		11		3	
0045	12	66	5	44	7	22
0100	10		5		5	
0115	8		6		2	
0130	1		1		0	
0145	3	22	3	15	0	7
0200	3		3		0	
0215	4		3		1	
0230	2		0		2	
0245	3	12	2	8	1	4
0300	1		1		0	
0315	3		2		1	
0330	2		1		1	
0345	4	10	2	6	2	4
0400	5		2		3	
0415	6		1		5	
0430	9		2		7	
0445	17	37	4	9	13	28
0500	21		7		14	
0515	31		5		26	
0530	45		12		33	
0545	66	163	8	32	58	131
0600	94		16		78	
0615	136		26		110	
0630	165		41		124	
0645	244	639	52	135	192	504
0700	240		76		164	
0715	249		80		169	
0730	270		120		150	
0745	340	1099	149	425	191	674
0800	323		140		183	
0815	263		96		167	
0830	267		108		159	
0845	318	1171	143	487	175	684
0900	267		95		172	
0915	232		97		135	
0930	188		77		111	
0945	174	861	67	336	107	525
1000	175		77		98	
1015	171		87		84	
1030	136		68		68	
1045	207	689	78	310	129	379
1100	164		69		95	
1115	177		91		86	
1130	160		68		92	
1145	188	689	90	318	98	371

Time	Total		EB		WB	
1200	208		108		100	
1215	246		147		99	
1230	244		140		104	
1245	214	912	103	498	111	414
1300	168		78		90	
1315	175		85		90	
1330	182		106		76	
1345	184	709	96	365	88	344
1400	204		112		92	
1415	223		130		93	
1430	244		131		113	
1445	252	923	142	515	110	408
1500	305		163		142	
1515	278		151		127	
1530	293		163		130	
1545	283	1159	154	631	129	528
1600	310		196		114	
1615	298		197		101	
1630	347		223		124	
1645	389	1344	244	860	145	484
1700	379		252		127	
1715	431		277		154	
1730	396		268		128	
1745	406	1612	230	1027	176	585
1800	363		253		110	
1815	331		229		102	
1830	278		181		97	
1845	249	1221	140	803	109	418
1900	209		117		92	
1915	204		114		90	
1930	163		94		69	
1945	207	783	126	451	81	332
2000	181		117		64	
2015	161		109		52	
2030	153		99		54	
2045	160	655	113	438	47	217
2100	154		113		41	
2115	119		85		34	
2130	97		68		29	
2145	83	453	45	311	38	142
2200	80		59		21	
2215	63		45		18	
2230	55		39		16	
2245	47	245	31	174	16	71
2300	39		32		7	
2315	38		30		8	
2330	25		16		9	
2345	18	120	13	91	5	29
Total	**15594**		**8289**		**7305**	

Volume Report

Job 0001_BETA, #4162, Location C
Area Westford, MA
Location Boston Rd, south of Lincoln St

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Wednesday, June 15, 2016

Time	Total		NB		SB		Time	Total		NB		SB	
0000	21		16		5		1200	276		127		149	
0015	15		10		5		1215	279		139		140	
0030	14		9		5		1230	297		148		149	
0045	16	66	15	50	1	16	1245	275	1127	149	563	126	564
0100	9		6		3		1300	225		138		87	
0115	2		1		1		1315	248		130		118	
0130	10		8		2		1330	247		130		117	
0145	12	33	9	24	3	9	1345	245	965	129	527	116	438
0200	4		3		1		1400	259		111		148	
0215	2		2		0		1415	264		147		117	
0230	2		1		1		1430	312		161		151	
0245	4	12	2	8	2	4	1445	293	1128	152	571	141	557
0300	6		4		2		1500	303		169		134	
0315	6		3		3		1515	300		192		108	
0330	8		4		4		1530	352		177		175	
0345	7	27	2	13	5	14	1545	355	1310	210	748	145	562
0400	5		1		4		1600	356		211		145	
0415	9		0		9		1615	351		236		115	
0430	20		1		19		1630	380		284		96	
0445	25	59	1	3	24	56	1645	453	1540	309	1040	144	500
0500	32		7		25		1700	419		304		115	
0515	61		12		49		1715	418		299		119	
0530	71		11		60		1730	410		279		131	
0545	103	267	12	42	91	225	1745	424	1671	261	1143	163	528
0600	140		21		119		1800	412		283		129	
0615	183		26		157		1815	388		260		128	
0630	226		34		192		1830	350		243		107	
0645	285	834	64	145	221	689	1845	338	1488	243	1029	95	459
0700	305		76		229		1900	305		203		102	
0715	333		72		261		1915	269		183		86	
0730	360		68		292		1930	247		152		95	
0745	359	1357	95	311	264	1046	1945	207	1028	125	663	82	365
0800	371		93		278		2000	200		131		69	
0815	321		66		255		2015	200		127		73	
0830	300		59		241		2030	141		91		50	
0845	305	1297	90	308	215	989	2045	175	716	120	469	55	247
0900	272		67		205		2100	167		108		59	
0915	249		69		180		2115	135		95		40	
0930	227		83		144		2130	108		86		22	
0945	261	1009	104	323	157	686	2145	103	513	74	363	29	150
1000	223		84		139		2200	97		76		21	
1015	211		90		121		2215	65		50		15	
1030	219		87		132		2230	60		41		19	
1045	238	891	91	352	147	539	2245	47	269	38	205	9	64
1100	213		86		127		2300	46		33		13	
1115	191		89		102		2315	24		14		10	
1130	231		93		138		2330	29		24		5	
1145	242	877	127	395	115	482	2345	24	123	19	90	5	33
							Total	**18607**		**9385**		**9222**	

Volume Report

Job 0001_BETA, #4162, Location C
Area Westford, MA
Location Boston Rd, south of Lincoln St

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Thursday, June 16, 2016

Time	Total		NB		SB		Time	Total		NB		SB	
0000	19		13		6		1200	284		127		157	
0015	30		26		4		1215	291		134		157	
0030	13		9		4		1230	252		125		127	
0045	12	74	7	55	5	19	1245	271	1098	129	515	142	583
0100	8		6		2		1300	213		106		107	
0115	10		9		1		1315	263		141		122	
0130	4		4		0		1330	224		120		104	
0145	6	28	5	24	1	4	1345	237	937	133	500	104	437
0200	5		3		2		1400	269		128		141	
0215	9		5		4		1415	297		144		153	
0230	4		0		4		1430	288		155		133	
0245	5	23	4	12	1	11	1445	298	1152	161	588	137	564
0300	4		4		0		1500	301		157		144	
0315	8		5		3		1515	345		181		164	
0330	4		0		4		1530	324		177		147	
0345	8	24	4	13	4	11	1545	343	1313	196	711	147	602
0400	11		4		7		1600	337		202		135	
0415	12		0		12		1615	348		244		104	
0430	17		3		14		1630	397		260		137	
0445	26	66	4	11	22	55	1645	423	1505	275	981	148	524
0500	37		6		31		1700	398		263		135	
0515	56		6		50		1715	428		289		139	
0530	72		13		59		1730	431		289		142	
0545	102	267	8	33	94	234	1745	390	1647	243	1084	147	563
0600	142		20		122		1800	411		296		115	
0615	192		34		158		1815	403		283		120	
0630	236		51		185		1830	312		222		90	
0645	340	910	87	192	253	718	1845	335	1461	224	1025	111	436
0700	297		72		225		1900	282		173		109	
0715	326		81		245		1915	286		157		129	
0730	357		96		261		1930	254		151		103	
0745	372	1352	123	372	249	980	1945	265	1087	170	651	95	436
0800	355		114		241		2000	249		158		91	
0815	336		87		249		2015	196		125		71	
0830	362		96		266		2030	163		102		61	
0845	339	1392	109	406	230	986	2045	205	813	158	543	47	270
0900	310		70		240		2100	177		110		67	
0915	281		97		184		2115	140		106		34	
0930	239		80		159		2130	123		87		36	
0945	223	1053	73	320	150	733	2145	107	547	64	367	43	180
1000	223		85		138		2200	95		70		25	
1015	215		89		126		2215	77		61		16	
1030	188		87		101		2230	67		53		14	
1045	260	886	105	366	155	520	2245	51	290	33	217	18	73
1100	191		90		101		2300	49		39		10	
1115	228		109		119		2315	57		44		13	
1130	214		89		125		2330	26		21		5	
1145	261	894	133	421	128	473	2345	29	161	23	127	6	34
							Total	**18980**		**9534**		**9446**	

Classification Report

Job 0001_BETA, #4162, Location A
Area Westford, MA
Location Main Street, west of Boston Rd
Dir Eastbound
Wednesday, June 15, 2016

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequests@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0100	4	0	2	1	0	1	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	10	0	6	4	0	0	0	0	0	0	0	0	0	0
0400	36	0	26	10	0	0	0	0	0	0	0	0	0	0
0500	111	2	81	25	0	2	1	0	0	0	0	0	0	0
0600	326	2	248	65	9	2	0	0	0	0	0	0	0	0
0700	697	4	561	115	9	7	1	0	0	0	0	0	0	0
0800	628	3	519	99	1	4	1	1	0	0	0	0	0	0
0900	380	2	295	73	1	8	0	0	0	1	0	0	0	0
1000	306	2	242	55	1	3	3	0	0	0	0	0	0	0
1100	245	1	187	47	2	5	2	0	0	1	0	0	0	0
1200	460	3	371	73	2	10	0	1	0	0	0	0	0	0
1300	268	1	225	32	4	5	1	0	0	0	0	0	0	0
1400	414	0	337	53	16	6	0	0	0	2	0	0	0	0
1500	330	1	265	50	3	10	0	0	0	1	0	0	0	0
1600	334	3	264	61	0	4	1	0	0	1	0	0	0	0
1700	326	4	276	41	1	4	0	0	0	0	0	0	0	0
1800	290	2	248	36	0	2	1	0	0	0	0	0	0	1
1900	230	5	187	36	0	2	0	0	0	0	0	0	0	0
2000	182	1	139	40	0	2	0	0	0	0	0	0	0	0
2100	95	2	78	12	1	1	1	0	0	0	0	0	0	0
2200	46	0	42	3	0	1	0	0	0	0	0	0	0	0
2300	26	0	20	4	1	1	0	0	0	0	0	0	0	0
00-00	**5755**	**38**	**4628**	**937**	**51**	**80**	**12**	**2**	**0**	**6**	**0**	**0**	**0**	**1**
	100.00%	**0.66%**	**80.42%**	**16.28%**	**0.89%**	**1.39%**	**0.21%**	**0.03%**	**0.00%**	**0.10%**	**0.00%**	**0.00%**	**0.00%**	**0.02%**

Classification Report

Job 0001_BETA, #4162, Location A
Area Westford, MA
Location Main Street, west of Boston Rd
Dir Eastbound
Thursday, June 16, 2016

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequests@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0300	7	0	4	2	0	1	0	0	0	0	0	0	0	0
0400	37	0	28	8	0	1	0	0	0	0	0	0	0	0
0500	117	4	85	26	0	1	1	0	0	0	0	0	0	0
0600	344	1	261	66	10	6	0	0	0	0	0	0	0	0
0700	694	5	560	114	6	8	1	0	0	0	0	0	0	0
0800	660	4	544	103	2	5	2	0	0	0	0	0	0	0
0900	386	1	317	57	4	6	0	0	0	1	0	0	0	0
1000	308	3	239	56	0	8	2	0	0	0	0	0	0	0
1100	279	3	219	44	2	9	2	0	0	0	0	0	0	0
1200	467	2	387	75	3	0	0	0	0	0	0	0	0	0
1300	281	2	224	46	2	6	1	0	0	0	0	0	0	0
1400	428	2	348	57	14	4	3	0	0	0	0	0	0	0
1500	332	1	265	52	5	6	1	1	0	1	0	0	0	0
1600	312	5	253	49	1	4	0	0	0	0	0	0	0	0
1700	394	1	336	51	0	5	1	0	0	0	0	0	0	0
1800	286	1	239	40	1	5	0	0	0	0	0	0	0	0
1900	300	1	252	45	0	2	0	0	0	0	0	0	0	0
2000	189	3	156	28	1	1	0	0	0	0	0	0	0	0
2100	109	1	93	14	0	1	0	0	0	0	0	0	0	0
2200	52	0	41	10	0	1	0	0	0	0	0	0	0	0
2300	22	0	21	1	0	0	0	0	0	0	0	0	0	0
00-00	**6027**	**40**	**4893**	**946**	**51**	**80**	**14**	**1**	**0**	**2**	**0**	**0**	**0**	**0**
	100.00%	**0.66%**	**81.18%**	**15.70%**	**0.85%**	**1.33%**	**0.23%**	**0.02%**	**0.00%**	**0.03%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Classification Report

Job 0001_BETA, #4162, Location A
Area Westford, MA
Location Main Street, west of Boston Rd
Dir Westbound
Wednesday, June 15, 2016

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0000	35	0	32	2	1	0	0	0	0	0	0	0	0	0
0100	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0200	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0500	34	0	29	3	0	0	2	0	0	0	0	0	0	0
0600	111	2	86	17	1	1	4	0	0	0	0	0	0	0
0700	247	2	213	26	3	1	1	0	0	1	0	0	0	0
0800	232	1	199	22	2	2	5	0	0	0	1	0	0	0
0900	186	0	152	29	1	3	1	0	0	0	0	0	0	0
1000	209	3	158	38	2	6	1	1	0	0	0	0	0	0
1100	277	0	242	28	2	2	3	0	0	0	0	0	0	0
1200	371	5	319	30	4	2	5	0	0	5	0	0	0	1
1300	299	4	263	20	1	3	5	0	0	2	0	0	0	1
1400	321	2	261	46	4	0	6	2	0	0	0	0	0	0
1500	383	3	314	45	12	2	7	0	0	0	0	0	0	0
1600	394	0	346	36	1	2	9	0	0	0	0	0	0	0
1700	471	3	426	33	0	1	7	0	0	1	0	0	0	0
1800	480	7	440	23	0	0	10	0	0	0	0	0	0	0
1900	375	1	338	33	0	0	3	0	0	0	0	0	0	0
2000	257	3	236	12	1	1	4	0	0	0	0	0	0	0
2100	195	1	180	12	0	1	1	0	0	0	0	0	0	0
2200	83	0	77	3	0	2	1	0	0	0	0	0	0	0
2300	48	0	47	0	0	0	1	0	0	0	0	0	0	0
00-00	**5035**	**37**	**4381**	**462**	**35**	**29**	**76**	**3**	**0**	**9**	**1**	**0**	**0**	**2**
	100.00%	**0.73%**	**87.01%**	**9.18%**	**0.70%**	**0.58%**	**1.51%**	**0.06%**	**0.00%**	**0.18%**	**0.02%**	**0.00%**	**0.00%**	**0.04%**

Classification Report

Job 0001_BETA, #4162, Location A
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0000	25	0	24	1	0	0	0	0	0	0	0	0	0	0
0100	17	1	12	2	1	0	1	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	4	0	0	1	0	0	0	0	0	0	0	0
0400	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0500	22	2	17	0	0	0	2	0	0	0	0	0	0	1
0600	135	1	103	25	1	0	3	1	0	0	1	0	0	0
0700	263	2	219	29	3	5	4	0	0	1	0	0	0	0
0800	234	2	196	28	1	2	5	0	0	0	0	0	0	0
0900	181	0	142	30	0	2	5	0	0	2	0	0	0	0
1000	198	1	159	31	3	2	1	1	0	0	0	0	0	0
1100	285	5	236	35	2	1	5	0	0	1	0	0	0	0
1200	307	2	269	32	0	2	2	0	0	0	0	0	0	0
1300	294	0	245	37	3	2	3	0	1	2	0	0	0	1
1400	351	2	298	42	6	1	2	0	0	0	0	0	0	0
1500	355	5	284	49	12	3	2	0	0	0	0	0	0	0
1600	435	1	385	45	0	3	0	1	0	0	0	0	0	0
1700	450	9	390	48	0	0	2	1	0	0	0	0	0	0
1800	467	3	436	25	1	1	1	0	0	0	0	0	0	0
1900	340	3	311	25	0	0	1	0	0	0	0	0	0	0
2000	298	2	284	12	0	0	0	0	0	0	0	0	0	0
2100	189	1	180	8	0	0	0	0	0	0	0	0	0	0
2200	90	0	82	8	0	0	0	0	0	0	0	0	0	0
2300	55	2	48	5	0	0	0	0	0	0	0	0	0	0
00-00	**5006**	**44**	**4332**	**519**	**33**	**25**	**39**	**4**	**1**	**6**	**1**	**0**	**0**	**2**
	100.00%	**0.88%**	**86.54%**	**10.37%**	**0.66%**	**0.50%**	**0.78%**	**0.08%**	**0.02%**	**0.12%**	**0.02%**	**0.00%**	**0.00%**	**0.04%**

Classification Report

Job 0001_BETA, #4162, Location B
Area Westford, MA
Location Main Street, east of Lincoln St
Dir Eastbound
Wednesday, June 15, 2016

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
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Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	22	0	19	2	1	0	0	0	0	0	0	0	0	0
0100	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	5	3	0	0	0	0	0	0	0	0	0	0
0400	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0500	25	0	19	4	0	2	0	0	0	0	0	0	0	0
0600	130	0	99	22	4	3	2	0	0	0	0	0	0	0
0700	354	3	289	49	4	7	1	0	0	0	0	0	0	1
0800	391	0	328	50	0	9	3	0	0	1	0	0	0	0
0900	305	1	243	46	3	10	2	0	0	0	0	0	0	0
1000	319	5	243	49	2	16	3	0	0	1	0	0	0	0
1100	304	4	231	51	4	14	0	0	0	0	0	0	0	0
1200	479	2	398	67	0	11	1	0	0	0	0	0	0	0
1300	409	2	338	53	3	8	5	0	0	0	0	0	0	0
1400	553	3	455	78	12	3	0	0	0	2	0	0	0	0
1500	627	8	498	106	1	10	3	0	0	1	0	0	0	0
1600	969	11	811	131	2	12	1	0	0	1	0	0	0	0
1700	1066	11	937	102	3	12	0	0	0	0	0	0	0	1
1800	831	4	754	69	0	4	0	0	0	0	0	0	0	0
1900	469	7	407	50	0	5	0	0	0	0	0	0	0	0
2000	361	3	307	48	0	3	0	0	0	0	0	0	0	0
2100	266	2	231	33	0	0	0	0	0	0	0	0	0	0
2200	163	1	130	25	2	4	1	0	0	0	0	0	0	0
2300	62	0	55	5	1	1	0	0	0	0	0	0	0	0
00-00	**8130**	**67**	**6813**	**1044**	**42**	**134**	**22**	**0**	**0**	**6**	**0**	**0**	**0**	**2**
	100.00%	**0.82%**	**83.80%**	**12.84%**	**0.52%**	**1.65%**	**0.27%**	**0.00%**	**0.00%**	**0.07%**	**0.00%**	**0.00%**	**0.00%**	**0.02%**

Classification Report

Job 0001_BETA, #4162, Location B
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Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	44	1	36	5	2	0	0	0	0	0	0	0	0	0
0100	15	0	10	4	0	1	0	0	0	0	0	0	0	0
0200	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0300	6	0	4	1	0	0	1	0	0	0	0	0	0	0
0400	9	0	5	3	0	1	0	0	0	0	0	0	0	0
0500	32	0	25	3	0	3	1	0	0	0	0	0	0	0
0600	135	2	94	29	6	4	0	0	0	0	0	0	0	0
0700	425	3	326	67	8	16	3	1	0	1	0	0	0	0
0800	487	5	414	56	1	8	3	0	0	0	0	0	0	0
0900	336	4	272	51	2	7	0	0	0	0	0	0	0	0
1000	310	0	251	52	1	5	1	0	0	0	0	0	0	0
1100	318	1	247	57	1	11	1	0	0	0	0	0	0	0
1200	498	1	415	70	1	7	2	0	0	2	0	0	0	0
1300	365	1	283	64	5	10	2	0	0	0	0	0	0	0
1400	515	6	413	74	13	7	2	0	0	0	0	0	0	0
1500	631	16	495	108	5	6	1	0	0	0	0	0	0	0
1600	860	11	706	124	3	14	1	0	0	1	0	0	0	0
1700	1027	8	892	111	1	14	1	0	0	0	0	0	0	0
1800	803	10	700	80	1	11	0	0	0	1	0	0	0	0
1900	451	1	409	36	0	5	0	0	0	0	0	0	0	0
2000	438	4	376	54	1	3	0	0	0	0	0	0	0	0
2100	311	2	266	37	0	6	0	0	0	0	0	0	0	0
2200	174	0	148	22	0	4	0	0	0	0	0	0	0	0
2300	91	0	79	11	0	1	0	0	0	0	0	0	0	0
00-00	**8289**	**76**	**6873**	**1120**	**51**	**144**	**19**	**1**	**0**	**5**	**0**	**0**	**0**	**0**
	100.00%	**0.92%**	**82.92%**	**13.51%**	**0.62%**	**1.74%**	**0.23%**	**0.01%**	**0.00%**	**0.06%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Classification Report

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0000	16	0	13	1	1	1	0	0	0	0	0	0	0	0
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0400	28	2	17	8	0	1	0	0	0	0	0	0	0	0
0500	128	2	86	37	0	2	1	0	0	0	0	0	0	0
0600	488	8	379	86	2	9	4	0	0	0	0	0	0	0
0700	716	8	602	88	4	11	3	0	0	0	0	0	0	0
0800	735	2	634	76	5	11	4	2	0	1	0	0	0	0
0900	512	4	429	66	2	8	2	1	0	0	0	0	0	0
1000	397	3	312	63	2	15	2	0	0	0	0	0	0	0
1100	417	5	350	49	1	11	1	0	0	0	0	0	0	0
1200	410	4	350	44	1	7	3	1	0	0	0	0	0	0
1300	356	3	295	46	2	9	0	0	0	1	0	0	0	0
1400	457	0	378	68	4	5	2	0	0	0	0	0	0	0
1500	544	6	457	62	11	7	1	0	0	0	0	0	0	0
1600	458	4	401	43	3	5	2	0	0	0	0	0	0	0
1700	535	3	483	42	1	6	0	0	0	0	0	0	0	0
1800	456	7	397	43	2	7	0	0	0	0	0	0	0	0
1900	331	3	293	32	0	3	0	0	0	0	0	0	0	0
2000	202	4	171	23	2	2	0	0	0	0	0	0	0	0
2100	119	3	105	11	0	0	0	0	0	0	0	0	0	0
2200	61	0	51	9	0	1	0	0	0	0	0	0	0	0
2300	28	1	25	1	0	1	0	0	0	0	0	0	0	0
00-00	**7406**	**72**	**6238**	**900**	**43**	**122**	**25**	**4**	**0**	**2**	**0**	**0**	**0**	**0**
	100.00%	**0.97%**	**84.23%**	**12.15%**	**0.58%**	**1.65%**	**0.34%**	**0.05%**	**0.00%**	**0.03%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Classification Report

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0000	22	0	19	2	1	0	0	0	0	0	0	0	0	0
0100	7	0	4	1	2	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	28	2	16	8	1	1	0	0	0	0	0	0	0	0
0500	131	4	85	35	0	5	2	0	0	0	0	0	0	0
0600	504	7	395	85	3	13	1	0	0	0	0	0	0	0
0700	674	9	554	88	9	9	1	3	0	1	0	0	0	0
0800	684	6	598	68	4	6	1	0	1	0	0	0	0	0
0900	525	3	425	82	0	14	1	0	0	0	0	0	0	0
1000	379	1	303	67	2	5	1	0	0	0	0	0	0	0
1100	371	2	284	68	4	10	3	0	0	0	0	0	0	0
1200	414	2	351	46	6	6	3	0	0	0	0	0	0	0
1300	344	3	270	61	1	8	0	0	0	1	0	0	0	0
1400	408	1	340	53	5	9	0	0	0	0	0	0	0	0
1500	528	10	436	62	10	10	0	0	0	0	0	0	0	0
1600	484	5	417	55	1	6	0	0	0	0	0	0	0	0
1700	585	6	503	64	0	10	1	1	0	0	0	0	0	0
1800	418	7	358	50	1	2	0	0	0	0	0	0	0	0
1900	332	7	286	35	0	3	0	1	0	0	0	0	0	0
2000	217	1	195	21	0	0	0	0	0	0	0	0	0	0
2100	142	0	123	18	0	1	0	0	0	0	0	0	0	0
2200	71	0	66	2	0	3	0	0	0	0	0	0	0	0
2300	29	0	25	4	0	0	0	0	0	0	0	0	0	0
00-00	**7305**	**76**	**6060**	**976**	**50**	**121**	**14**	**5**	**1**	**2**	**0**	**0**	**0**	**0**
	100.00%	**1.04%**	**82.96%**	**13.36%**	**0.68%**	**1.66%**	**0.19%**	**0.07%**	**0.01%**	**0.03%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Classification Report

Job 0001_BETA, #4162, Location C
Area Westford, MA
Location Boston Rd, south of Lincoln St
Dir Northbound
Wednesday, June 15, 2016

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequests@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	50	0	42	6	1	1	0	0	0	0	0	0	0	0
0100	24	0	21	3	0	0	0	0	0	0	0	0	0	0
0200	8	0	5	3	0	0	0	0	0	0	0	0	0	0
0300	13	0	11	2	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	2	0	0	1	0	0	0	0	0	0	0
0500	42	0	32	7	1	1	1	0	0	0	0	0	0	0
0600	145	0	105	27	5	6	2	0	0	0	0	0	0	0
0700	311	2	238	58	1	11	0	0	0	0	0	0	0	1
0800	308	0	241	52	3	8	3	0	0	1	0	0	0	0
0900	323	0	248	60	3	10	2	0	0	0	0	0	0	0
1000	352	3	261	65	5	13	4	1	0	0	0	0	0	0
1100	395	2	312	63	6	11	1	0	0	0	0	0	0	0
1200	563	2	454	86	4	9	3	0	0	4	1	0	0	0
1300	527	5	434	72	2	8	4	0	0	2	0	0	0	0
1400	571	5	443	106	5	8	3	0	0	1	0	0	0	0
1500	748	9	582	139	3	10	4	0	0	0	1	0	0	0
1600	1040	10	867	143	3	12	2	2	0	0	0	0	0	1
1700	1143	9	1021	97	3	8	2	2	0	1	0	0	0	0
1800	1029	5	919	102	0	2	0	1	0	0	0	0	0	0
1900	663	3	563	92	0	5	0	0	0	0	0	0	0	0
2000	469	3	407	58	0	1	0	0	0	0	0	0	0	0
2100	363	3	311	48	0	1	0	0	0	0	0	0	0	0
2200	205	1	168	30	2	3	1	0	0	0	0	0	0	0
2300	90	0	84	5	0	1	0	0	0	0	0	0	0	0
00-00	**9385**	**62**	**7769**	**1326**	**47**	**129**	**33**	**6**	**0**	**9**	**2**	**0**	**0**	**2**
	100.00%	**0.66%**	**82.78%**	**14.13%**	**0.50%**	**1.37%**	**0.35%**	**0.06%**	**0.00%**	**0.10%**	**0.02%**	**0.00%**	**0.00%**	**0.02%**

Classification Report

Job 0001_BETA, #4162, Location C
Area Westford, MA
Location Boston Rd, south of Lincoln St
Dir Northbound
Thursday, June 16, 2016

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequests@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	55	1	46	8	0	0	0	0	0	0	0	0	0	0
0100	24	1	18	4	0	1	0	0	0	0	0	0	0	0
0200	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0300	13	0	10	1	1	0	1	0	0	0	0	0	0	0
0400	11	0	6	3	0	2	0	0	0	0	0	0	0	0
0500	33	0	27	2	0	3	1	0	0	0	0	0	0	0
0600	192	0	143	42	2	4	0	1	0	0	0	0	0	0
0700	372	3	282	65	2	15	4	1	0	0	0	0	0	0
0800	406	2	324	65	3	9	1	0	0	1	0	0	0	1
0900	320	0	249	56	1	11	1	0	0	1	1	0	0	0
1000	366	1	276	78	3	8	0	0	0	0	0	0	0	0
1100	421	2	328	75	1	13	0	1	0	1	0	0	0	0
1200	515	2	419	84	0	8	0	0	0	2	0	0	0	0
1300	500	4	376	96	5	14	4	0	0	1	0	0	0	0
1400	588	5	464	100	8	7	3	0	0	1	0	0	0	0
1500	711	16	544	137	6	6	2	0	0	0	0	0	0	0
1600	981	7	794	161	2	15	1	1	0	0	0	0	0	0
1700	1084	10	929	125	4	7	4	5	0	0	0	0	0	0
1800	1025	8	913	89	1	12	1	1	0	0	0	0	0	0
1900	651	1	584	59	0	5	0	2	0	0	0	0	0	0
2000	543	4	476	59	1	3	0	0	0	0	0	0	0	0
2100	367	3	319	40	0	5	0	0	0	0	0	0	0	0
2200	217	0	188	24	0	5	0	0	0	0	0	0	0	0
2300	127	1	106	18	0	2	0	0	0	0	0	0	0	0
00-00	**9534**	**71**	**7831**	**1393**	**40**	**155**	**23**	**12**	**0**	**7**	**1**	**0**	**0**	**1**
	100.00%	**0.74%**	**82.14%**	**14.61%**	**0.42%**	**1.63%**	**0.24%**	**0.13%**	**0.00%**	**0.07%**	**0.01%**	**0.00%**	**0.00%**	**0.01%**

Classification Report

Job 0001_BETA, #4162, Location C
Area Westford, MA
Location Boston Rd, south of Lincoln St
Dir Southbound
Wednesday, June 15, 2016

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
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Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	16	0	14	2	0	0	0	0	0	0	0	0	0	0
0100	9	0	7	1	0	1	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	14	0	11	3	0	0	0	0	0	0	0	0	0	0
0400	56	2	40	13	0	1	0	0	0	0	0	0	0	0
0500	225	4	167	48	0	4	2	0	0	0	0	0	0	0
0600	689	7	554	114	6	5	3	0	0	0	0	0	0	0
0700	1046	6	925	102	2	9	2	0	0	0	0	0	0	0
0800	989	0	884	86	3	13	2	1	0	0	0	0	0	0
0900	686	5	604	60	1	11	2	1	0	2	0	0	0	0
1000	539	2	454	63	1	14	5	0	0	0	0	0	0	0
1100	482	4	413	53	1	9	0	1	0	1	0	0	0	0
1200	564	1	498	46	3	10	4	2	0	0	0	0	0	0
1300	438	2	380	40	0	10	6	0	0	0	0	0	0	0
1400	557	2	498	44	7	4	2	0	0	0	0	0	0	0
1500	562	3	499	46	3	8	3	0	0	0	0	0	0	0
1600	500	6	450	40	1	3	0	0	0	0	0	0	0	0
1700	528	4	496	24	0	4	0	0	0	0	0	0	0	0
1800	459	2	419	33	2	2	0	0	0	0	1	0	0	0
1900	365	3	339	22	0	1	0	0	0	0	0	0	0	0
2000	247	2	220	21	1	3	0	0	0	0	0	0	0	0
2100	150	4	127	17	1	0	1	0	0	0	0	0	0	0
2200	64	0	59	5	0	0	0	0	0	0	0	0	0	0
2300	33	1	30	2	0	0	0	0	0	0	0	0	0	0
00-00	**9222**	**60**	**8091**	**886**	**32**	**112**	**32**	**5**	**0**	**3**	**1**	**0**	**0**	**0**
	100.00%	**0.65%**	**87.74%**	**9.61%**	**0.35%**	**1.21%**	**0.35%**	**0.05%**	**0.00%**	**0.03%**	**0.01%**	**0.00%**	**0.00%**	**0.00%**

Classification Report

Job 0001_BETA, #4162, Location C
Area Westford, MA
Location Boston Rd, south of Lincoln St
Dir Southbound
Thursday, June 16, 2016

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequests@BostonTrafficData.com
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Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	19	0	19	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0300	11	0	8	2	0	1	0	0	0	0	0	0	0	0
0400	55	2	36	14	1	2	0	0	0	0	0	0	0	0
0500	234	4	176	49	0	3	2	0	0	0	0	0	0	0
0600	718	2	587	109	6	10	2	1	0	0	1	0	0	0
0700	980	7	861	103	4	4	1	0	0	0	0	0	0	0
0800	986	3	882	87	1	7	3	1	1	1	0	0	0	0
0900	733	2	653	64	1	12	0	0	0	1	0	0	0	0
1000	520	2	445	60	3	8	2	0	0	0	0	0	0	0
1100	473	3	399	54	3	13	1	0	0	0	0	0	0	0
1200	583	3	509	60	2	6	2	1	0	0	0	0	0	0
1300	437	4	378	44	0	11	0	0	0	0	0	0	0	0
1400	564	0	505	45	4	6	3	1	0	0	0	0	0	0
1500	602	5	527	53	3	12	0	1	0	1	0	0	0	0
1600	524	4	468	45	1	5	1	0	0	0	0	0	0	0
1700	563	2	516	35	0	7	2	1	0	0	0	0	0	0
1800	436	4	406	22	0	4	0	0	0	0	0	0	0	0
1900	436	4	390	38	0	4	0	0	0	0	0	0	0	0
2000	270	2	250	16	0	2	0	0	0	0	0	0	0	0
2100	180	1	167	11	0	1	0	0	0	0	0	0	0	0
2200	73	0	68	5	0	0	0	0	0	0	0	0	0	0
2300	34	0	32	2	0	0	0	0	0	0	0	0	0	0
00-00	**9446**	**54**	**8296**	**919**	**29**	**118**	**19**	**6**	**1**	**3**	**1**	**0**	**0**	**0**
	100.00%	**0.57%**	**87.83%**	**9.73%**	**0.31%**	**1.25%**	**0.20%**	**0.06%**	**0.01%**	**0.03%**	**0.01%**	**0.00%**	**0.00%**	**0.00%**

Speed Report

Job 0001_BETA, #4162, Location A
Area Westford, MA
Location Main St, west of Boston Rd
Dir Eastbound
Wednesday, June 15, 2016

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)														
		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99
0000	7	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0
0100	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0
0400	36	0	0	1	9	19	7	0	0	0	0	0	0	0	0	0
0500	111	0	0	1	16	69	25	0	0	0	0	0	0	0	0	0
0600	326	0	0	2	34	212	77	1	0	0	0	0	0	0	0	0
0700	697	0	1	5	98	435	155	3	0	0	0	0	0	0	0	0
0800	628	0	0	1	104	409	111	3	0	0	0	0	0	0	0	0
0900	380	1	3	3	87	220	65	1	0	0	0	0	0	0	0	0
1000	306	2	1	6	64	175	57	1	0	0	0	0	0	0	0	0
1100	245	0	1	2	60	138	41	3	0	0	0	0	0	0	0	0
1200	460	0	0	6	67	286	97	4	0	0	0	0	0	0	0	0
1300	268	0	0	0	51	152	62	3	0	0	0	0	0	0	0	0
1400	414	0	1	5	85	233	89	1	0	0	0	0	0	0	0	0
1500	330	0	4	8	64	187	66	1	0	0	0	0	0	0	0	0
1600	334	0	4	4	45	200	79	2	0	0	0	0	0	0	0	0
1700	326	0	1	3	43	226	49	4	0	0	0	0	0	0	0	0
1800	290	0	0	0	57	187	45	1	0	0	0	0	0	0	0	0
1900	230	0	2	2	46	140	37	3	0	0	0	0	0	0	0	0
2000	182	0	0	2	56	106	17	1	0	0	0	0	0	0	0	0
2100	95	1	3	0	28	52	11	0	0	0	0	0	0	0	0	0
2200	46	0	0	0	13	26	6	0	1	0	0	0	0	0	0	0
2300	26	0	0	0	5	13	7	1	0	0	0	0	0	0	0	0
Total	**5755**	**4**	**21**	**51**	**1037**	**3497**	**1110**	**34**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.0%	**0.1%**	**0.4%**	**0.9%**	**18.0%**	**60.8%**	**19.3%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Maximum = 52.6 mph, Minimum = 9.0 mph, Mean = 34.1 mph
85% Speed = 37.8 mph, 95% Speed = 40.0 mph, Median = 34.2 mph
12 mph Pace = 28 - 41, Number in Pace = 5205 (90.44%)
Variance = 15.64, Standard Deviation = 3.95 mph

Speed Report

Job 0001_BETA, #4162, Location A
Area Westford, MA
Location Main St, west of Boston Rd
Dir Eastbound
Thursday, June 16, 2016

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Office: 978-746-1259
DataRequest@BostonTrafficData.com
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Time	Total	Speed Bins (mph)														
		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99
0000	13	0	0	0	0	10	3	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0
0400	37	0	1	1	10	19	5	1	0	0	0	0	0	0	0	0
0500	117	0	1	3	20	68	22	3	0	0	0	0	0	0	0	0
0600	344	0	0	5	50	210	78	1	0	0	0	0	0	0	0	0
0700	694	0	0	3	96	455	139	1	0	0	0	0	0	0	0	0
0800	660	0	0	9	121	433	96	1	0	0	0	0	0	0	0	0
0900	386	0	0	8	72	227	75	4	0	0	0	0	0	0	0	0
1000	308	0	0	5	51	190	59	3	0	0	0	0	0	0	0	0
1100	279	0	0	10	70	157	41	1	0	0	0	0	0	0	0	0
1200	467	0	0	3	77	315	72	0	0	0	0	0	0	0	0	0
1300	281	0	2	5	45	173	53	3	0	0	0	0	0	0	0	0
1400	428	0	5	8	91	239	79	5	1	0	0	0	0	0	0	0
1500	332	0	3	7	46	196	72	8	0	0	0	0	0	0	0	0
1600	312	0	0	4	37	181	85	5	0	0	0	0	0	0	0	0
1700	394	0	0	0	49	249	94	2	0	0	0	0	0	0	0	0
1800	286	0	0	2	49	177	55	3	0	0	0	0	0	0	0	0
1900	300	1	0	5	58	185	45	6	0	0	0	0	0	0	0	0
2000	189	2	0	4	55	112	15	1	0	0	0	0	0	0	0	0
2100	109	0	0	1	40	54	13	1	0	0	0	0	0	0	0	0
2200	52	0	0	1	18	27	5	0	1	0	0	0	0	0	0	0
2300	22	0	0	0	8	11	2	1	0	0	0	0	0	0	0	0
Total	**6027**	**3**	**12**	**84**	**1068**	**3698**	**1110**	**50**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.0%	**0.0%**	**0.2%**	**1.4%**	**17.7%**	**61.4%**	**18.4%**	**0.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Maximum = 53.0 mph, Minimum = 10.5 mph, Mean = 34.1 mph
85% Speed = 37.8 mph, 95% Speed = 40.0 mph, Median = 34.0 mph
12 mph Pace = 28 - 40, Number in Pace = 5455 (90.51%)
Variance = 15.44, Standard Deviation = 3.93 mph

Speed Report

Job 0001_BETA, #4162, Location A
Area Westford, MA
Location Main St, west of Boston Rd
Dir Westbound
Wednesday, June 15, 2016

BOSTON TRAFFIC DATA
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Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)														
		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99
0000	35	0	0	3	24	7	1	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
0500	34	0	0	3	13	17	1	0	0	0	0	0	0	0	0	0
0600	111	0	0	0	31	75	5	0	0	0	0	0	0	0	0	0
0700	247	0	5	3	75	149	15	0	0	0	0	0	0	0	0	0
0800	232	0	7	5	87	122	11	0	0	0	0	0	0	0	0	0
0900	186	0	0	6	79	92	9	0	0	0	0	0	0	0	0	0
1000	209	1	3	8	86	101	8	2	0	0	0	0	0	0	0	0
1100	277	0	1	11	121	137	7	0	0	0	0	0	0	0	0	0
1200	371	1	2	10	139	196	23	0	0	0	0	0	0	0	0	0
1300	299	0	3	6	121	160	8	1	0	0	0	0	0	0	0	0
1400	321	0	5	10	129	164	13	0	0	0	0	0	0	0	0	0
1500	383	1	3	23	160	184	12	0	0	0	0	0	0	0	0	0
1600	394	1	0	14	161	205	13	0	0	0	0	0	0	0	0	0
1700	471	0	0	14	213	230	13	1	0	0	0	0	0	0	0	0
1800	480	0	2	14	219	234	11	0	0	0	0	0	0	0	0	0
1900	375	0	1	6	172	183	13	0	0	0	0	0	0	0	0	0
2000	257	0	0	12	135	106	4	0	0	0	0	0	0	0	0	0
2100	195	0	2	16	118	58	1	0	0	0	0	0	0	0	0	0
2200	83	0	0	3	52	22	5	1	0	0	0	0	0	0	0	0
2300	48	0	0	2	20	25	1	0	0	0	0	0	0	0	0	0
Total	**5035**	**4**	**34**	**171**	**2171**	**2476**	**174**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.0%	**0.1%**	**0.7%**	**3.4%**	**43.1%**	**49.2%**	**3.5%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Maximum = 48.6 mph, Minimum = 10.0 mph, Mean = 31.2 mph
85% Speed = 34.4 mph, 95% Speed = 36.7 mph, Median = 31.1 mph
12 mph Pace = 26 - 38, Number in Pace = 4658 (92.51%)
Variance = 13.60, Standard Deviation = 3.69 mph

Speed Report

Job 0001_BETA, #4162, Location A
Area Westford, MA
Location Main St, west of Boston Rd
Dir Westbound
Thursday, June 16, 2016

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)														
		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99
0000	25	0	0	0	14	11	0	0	0	0	0	0	0	0	0	0
0100	17	1	2	1	5	8	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0
0500	22	0	3	2	9	6	2	0	0	0	0	0	0	0	0	0
0600	135	0	1	4	52	70	8	0	0	0	0	0	0	0	0	0
0700	263	0	2	5	78	159	19	0	0	0	0	0	0	0	0	0
0800	234	0	4	5	84	135	6	0	0	0	0	0	0	0	0	0
0900	181	0	0	4	63	104	10	0	0	0	0	0	0	0	0	0
1000	198	0	0	7	90	92	9	0	0	0	0	0	0	0	0	0
1100	285	1	1	10	116	152	4	1	0	0	0	0	0	0	0	0
1200	307	0	2	5	94	198	6	2	0	0	0	0	0	0	0	0
1300	294	0	0	16	132	138	8	0	0	0	0	0	0	0	0	0
1400	351	1	0	8	140	188	14	0	0	0	0	0	0	0	0	0
1500	355	0	1	4	140	199	11	0	0	0	0	0	0	0	0	0
1600	435	0	1	8	164	240	22	0	0	0	0	0	0	0	0	0
1700	450	0	0	12	196	231	11	0	0	0	0	0	0	0	0	0
1800	467	0	1	7	207	239	13	0	0	0	0	0	0	0	0	0
1900	340	1	1	11	150	167	9	1	0	0	0	0	0	0	0	0
2000	298	3	2	17	174	101	1	0	0	0	0	0	0	0	0	0
2100	189	0	1	12	109	66	1	0	0	0	0	0	0	0	0	0
2200	90	0	1	2	55	29	3	0	0	0	0	0	0	0	0	0
2300	55	0	0	3	28	23	1	0	0	0	0	0	0	0	0	0
00-00	**5006**	**7**	**23**	**145**	**2109**	**2559**	**159**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.0%	**0.1%**	**0.5%**	**2.9%**	**42.1%**	**51.1%**	**3.2%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Maximum = 47.7 mph, Minimum = 6.4 mph, Mean = 31.3 mph
85% Speed = 34.4 mph, 95% Speed = 36.5 mph, Median = 31.3 mph
12 mph Pace = 25 - 37, Number in Pace = 4680 (93.49%)
Variance = 12.70, Standard Deviation = 3.56 mph

Speed Report

Job 0001_BETA, #4162, Location B
Area Westford, MA
Location Main St, east of Lincoln St
Dir Eastbound
Wednesday, June 15, 2016

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)														
		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99
0000	22	0	0	0	5	13	4	0	0	0	0	0	0	0	0	0
0100	10	0	0	0	2	5	3	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
0300	8	0	1	0	2	4	1	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
0500	25	0	0	0	6	18	1	0	0	0	0	0	0	0	0	0
0600	130	0	0	4	45	74	7	0	0	0	0	0	0	0	0	0
0700	354	3	1	1	168	175	5	0	0	0	0	0	0	0	0	0
0800	391	4	5	23	209	140	9	0	0	0	0	0	0	0	0	0
0900	305	1	0	20	129	148	7	0	0	0	0	0	0	0	0	0
1000	319	2	3	9	131	163	11	0	0	0	0	0	0	0	0	0
1100	304	1	7	13	119	157	7	0	0	0	0	0	0	0	0	0
1200	479	0	4	13	200	241	18	2	1	0	0	0	0	0	0	0
1300	409	0	5	10	134	236	23	1	0	0	0	0	0	0	0	0
1400	553	0	3	20	227	287	16	0	0	0	0	0	0	0	0	0
1500	627	2	1	17	268	325	14	0	0	0	0	0	0	0	0	0
1600	969	1	10	47	478	422	10	1	0	0	0	0	0	0	0	0
1700	1066	5	9	40	476	531	5	0	0	0	0	0	0	0	0	0
1800	831	2	12	36	415	353	13	0	0	0	0	0	0	0	0	0
1900	469	0	2	9	192	252	14	0	0	0	0	0	0	0	0	0
2000	361	1	7	6	176	163	8	0	0	0	0	0	0	0	0	0
2100	266	0	2	4	94	154	10	2	0	0	0	0	0	0	0	0
2200	163	0	9	0	40	101	13	0	0	0	0	0	0	0	0	0
2300	62	0	0	4	16	32	10	0	0	0	0	0	0	0	0	0
Total	**8130**	**22**	**81**	**276**	**3535**	**3998**	**209**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.0%	**0.3%**	**1.0%**	**3.4%**	**43.5%**	**49.2%**	**2.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Maximum = 51.6 mph, Minimum = 3.8 mph, Mean = 31.0 mph
85% Speed = 34.2 mph, 95% Speed = 36.2 mph, Median = 31.1 mph
12 mph Pace = 25 - 37, Number in Pace = 7546 (92.82%)
Variance = 14.91, Standard Deviation = 3.86 mph

Speed Report

Job 0001_BETA, #4162, Location B
Area Westford, MA
Location Main St, east of Lincoln St
Dir Eastbound
Thursday, June 16, 2016

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)														
		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99
0000	44	0	0	2	14	23	5	0	0	0	0	0	0	0	0	0
0100	15	0	0	0	3	10	2	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0
0300	6	1	0	0	3	1	1	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0
0500	32	0	0	0	8	23	1	0	0	0	0	0	0	0	0	0
0600	135	0	0	1	23	102	9	0	0	0	0	0	0	0	0	0
0700	425	1	2	13	180	225	3	1	0	0	0	0	0	0	0	0
0800	487	1	7	42	263	164	9	0	0	0	0	0	0	0	0	0
0900	336	0	0	12	130	178	16	0	0	0	0	0	0	0	0	0
1000	310	0	4	5	104	188	9	0	0	0	0	0	0	0	0	0
1100	318	0	3	8	115	178	14	0	0	0	0	0	0	0	0	0
1200	498	2	3	22	193	258	20	0	0	0	0	0	0	0	0	0
1300	365	0	2	7	115	223	18	0	0	0	0	0	0	0	0	0
1400	515	1	10	17	177	284	24	2	0	0	0	0	0	0	0	0
1500	631	1	1	14	198	379	38	0	0	0	0	0	0	0	0	0
1600	860	1	9	11	262	543	34	0	0	0	0	0	0	0	0	0
1700	1027	1	8	28	459	517	13	1	0	0	0	0	0	0	0	0
1800	803	5	7	15	332	430	14	0	0	0	0	0	0	0	0	0
1900	451	3	8	4	157	266	13	0	0	0	0	0	0	0	0	0
2000	438	2	9	9	224	188	6	0	0	0	0	0	0	0	0	0
2100	311	1	5	3	112	167	23	0	0	0	0	0	0	0	0	0
2200	174	0	0	1	49	106	18	0	0	0	0	0	0	0	0	0
2300	91	0	1	0	28	54	8	0	0	0	0	0	0	0	0	0
Total	**8289**	**20**	**79**	**214**	**3154**	**4516**	**301**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.0%	**0.2%**	**1.0%**	**2.6%**	**38.1%**	**54.5%**	**3.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Maximum = 47.6 mph, Minimum = 3.7 mph, Mean = 31.4 mph
85% Speed = 34.7 mph, 95% Speed = 36.7 mph, Median = 31.5 mph
12 mph Pace = 26 - 38, Number in Pace = 7710 (93.01%)
Variance = 14.32, Standard Deviation = 3.78 mph

Speed Report

Job 0001_BETA, #4162, Location B
Area Westford, MA
Location Main St, east of Lincoln St
Dir Westbound
Wednesday, June 15, 2016

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)														
		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99
0000	16	0	0	0	3	12	1	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	4	1	0	1	0	0	0	0	0	0	0	0
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0
0400	28	0	0	1	5	20	2	0	0	0	0	0	0	0	0	0
0500	128	0	0	4	33	86	5	0	0	0	0	0	0	0	0	0
0600	488	0	9	15	191	268	5	0	0	0	0	0	0	0	0	0
0700	716	92	50	57	261	213	2	0	0	0	0	0	0	0	0	0
0800	735	111	77	71	256	174	3	0	0	0	0	0	0	0	0	0
0900	512	39	11	57	217	182	3	0	0	0	0	0	1	0	0	0
1000	397	3	3	24	186	174	7	0	0	0	0	0	0	0	0	0
1100	417	5	20	19	186	176	11	0	0	0	0	0	0	0	0	0
1200	410	2	13	28	174	186	7	0	0	0	0	0	0	0	0	0
1300	356	0	3	12	153	180	8	0	0	0	0	0	0	0	0	0
1400	457	2	13	34	210	195	3	0	0	0	0	0	0	0	0	0
1500	544	2	20	55	275	187	4	0	0	0	0	0	1	0	0	0
1600	458	5	7	30	177	231	8	0	0	0	0	0	0	0	0	0
1700	535	5	2	13	266	242	7	0	0	0	0	0	0	0	0	0
1800	456	3	7	17	234	191	4	0	0	0	0	0	0	0	0	0
1900	331	0	4	9	143	165	9	1	0	0	0	0	0	0	0	0
2000	202	1	2	9	92	94	4	0	0	0	0	0	0	0	0	0
2100	119	0	0	1	56	58	4	0	0	0	0	0	0	0	0	0
2200	61	0	0	1	26	30	4	0	0	0	0	0	0	0	0	0
2300	28	0	0	2	17	8	1	0	0	0	0	0	0	0	0	0
Total	**7406**	**270**	**241**	**460**	**3167**	**3075**	**103**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**
	100.0%	**3.6%**	**3.3%**	**6.2%**	**42.8%**	**41.5%**	**1.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Maximum = 79.2 mph, Minimum = 1.9 mph, Mean = 28.9 mph
85% Speed = 33.6 mph, 95% Speed = 35.6 mph, Median = 30.2 mph
12 mph Pace = 24 - 37, Number in Pace = 6273 (84.70%)
Variance = 41.30, Standard Deviation = 6.43 mph

Speed Report

Job 0001_BETA, #4162, Location B
Area Westford, MA
Location Main St, east of Lincoln St
Dir Westbound
Thursday, June 16, 2016

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)														
		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99
0000	22	0	3	0	8	9	1	0	0	1	0	0	0	0	0	0
0100	7	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
0400	28	0	0	1	4	17	6	0	0	0	0	0	0	0	0	0
0500	131	2	0	1	30	93	5	0	0	0	0	0	0	0	0	0
0600	504	1	4	10	208	268	13	0	0	0	0	0	0	0	0	0
0700	674	32	21	67	272	267	10	0	0	0	0	0	0	0	0	0
0800	684	137	40	52	226	120	2	0	0	0	0	0	0	0	0	0
0900	525	0	1	19	265	230	10	0	0	0	0	0	0	0	0	0
1000	379	0	0	9	165	198	7	0	0	0	0	0	0	0	0	0
1100	371	0	8	31	154	173	5	0	0	0	0	0	0	0	0	0
1200	414	1	1	25	188	190	9	0	0	0	0	0	0	0	0	0
1300	344	0	0	7	155	175	7	0	0	0	0	0	0	0	0	0
1400	408	2	2	13	192	195	4	0	0	0	0	0	0	0	0	0
1500	528	5	7	21	280	207	8	0	0	0	0	0	0	0	0	0
1600	484	0	4	30	181	258	11	0	0	0	0	0	0	0	0	0
1700	585	3	13	25	239	292	11	1	0	0	0	0	0	0	0	0
1800	418	3	5	28	186	190	6	0	0	0	0	0	0	0	0	0
1900	332	0	5	23	134	166	4	0	0	0	0	0	0	0	0	0
2000	217	0	0	11	99	105	2	0	0	0	0	0	0	0	0	0
2100	142	0	0	9	69	59	5	0	0	0	0	0	0	0	0	0
2200	71	0	0	2	33	30	6	0	0	0	0	0	0	0	0	0
2300	29	0	0	1	12	14	1	1	0	0	0	0	0	0	0	0
Total	**7305**	**186**	**114**	**387**	**3106**	**3262**	**134**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
	100.0%	**2.5%**	**1.6%**	**5.3%**	**42.5%**	**44.7%**	**1.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Maximum = 57.1 mph, Minimum = 3.0 mph, Mean = 29.6 mph
85% Speed = 34.0 mph, 95% Speed = 35.8 mph, Median = 30.6 mph
12 mph Pace = 24 - 37, Number in Pace = 6397 (87.57%)
Variance = 36.37, Standard Deviation = 6.03 mph

Speed Report

Job 0001_BETA, #4162, Location C
Area Westford, MA
Location Boston Rd, south of Lincoln St
Dir Northbound
Wednesday, June 15, 2016

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)														
		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99
0000	50	0	0	1	26	20	3	0	0	0	0	0	0	0	0	0
0100	24	0	0	0	10	14	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
0300	13	0	1	0	6	6	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0
0500	42	0	0	1	9	26	6	0	0	0	0	0	0	0	0	0
0600	145	2	3	10	44	75	11	0	0	0	0	0	0	0	0	0
0700	311	0	0	9	123	164	15	0	0	0	0	0	0	0	0	0
0800	308	1	7	14	146	133	7	0	0	0	0	0	0	0	0	0
0900	323	0	2	18	129	158	16	0	0	0	0	0	0	0	0	0
1000	352	0	1	17	130	180	24	0	0	0	0	0	0	0	0	0
1100	395	4	5	9	161	204	11	1	0	0	0	0	0	0	0	0
1200	563	6	14	27	292	210	13	0	0	1	0	0	0	0	0	0
1300	527	0	2	37	266	200	22	0	0	0	0	0	0	0	0	0
1400	571	1	2	45	304	210	8	1	0	0	0	0	0	0	0	0
1500	748	4	18	91	425	205	5	0	0	0	0	0	0	0	0	0
1600	1040	43	141	346	425	79	5	0	0	0	0	0	0	0	0	0
1700	1143	82	239	457	300	60	1	0	0	1	0	0	0	0	0	1
1800	1029	51	109	246	496	121	4	0	0	0	0	0	0	0	0	0
1900	663	4	15	76	393	166	9	0	0	0	0	0	0	0	0	0
2000	469	0	4	54	287	119	5	0	0	0	0	0	0	0	0	0
2100	363	4	8	37	227	82	5	0	0	0	0	0	0	0	0	0
2200	205	2	9	12	94	80	8	0	0	0	0	0	0	0	0	0
2300	90	0	1	2	29	52	6	0	0	0	0	0	0	0	0	0
Total	**9385**	**204**	**581**	**1509**	**4328**	**2568**	**185**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**
	100.0%	**2.2%**	**6.2%**	**16.1%**	**46.1%**	**27.4%**	**2.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Maximum = 93.7 mph, Minimum = 5.2 mph, Mean = 27.7 mph
85% Speed = 32.9 mph, 95% Speed = 35.3 mph, Median = 28.6 mph
12 mph Pace = 23 - 35, Number in Pace = 7253 (77.28%)
Variance = 34.58, Standard Deviation = 5.88 mph

Speed Report

Job 0001_BETA, #4162, Location C
Area Westford, MA
Location Boston Rd, south of Lincoln St
Dir Northbound
Thursday, June 16, 2016

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)														
		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99
0000	55	0	0	1	25	27	2	0	0	0	0	0	0	0	0	0
0100	24	0	0	0	6	17	1	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	2	8	2	0	0	0	0	0	0	0	0	0
0300	13	0	1	0	3	8	0	1	0	0	0	0	0	0	0	0
0400	11	0	0	0	2	8	1	0	0	0	0	0	0	0	0	0
0500	33	0	0	1	8	22	1	1	0	0	0	0	0	0	0	0
0600	192	0	0	6	57	116	13	0	0	0	0	0	0	0	0	0
0700	372	0	5	46	150	157	14	0	0	0	0	0	0	0	0	0
0800	406	0	6	17	201	171	11	0	0	0	0	0	0	0	0	0
0900	320	0	1	26	134	143	16	0	0	0	0	0	0	0	0	0
1000	366	0	0	10	174	169	13	0	0	0	0	0	0	0	0	0
1100	421	0	1	12	192	204	12	0	0	0	0	0	0	0	0	0
1200	515	3	4	25	220	241	20	0	0	0	0	0	0	0	0	0
1300	500	0	12	43	238	185	21	0	0	0	0	0	0	0	0	0
1400	588	0	8	54	310	200	16	0	0	0	0	0	0	0	0	0
1500	711	1	22	80	370	226	12	0	0	0	0	0	0	0	0	0
1600	981	13	40	189	532	200	6	1	0	0	0	0	0	0	0	0
1700	1084	117	227	393	299	37	1	0	0	0	0	0	0	0	0	0
1800	1025	68	204	274	396	73	4	0	0	0	0	1	0	0	0	0
1900	651	4	44	105	314	176	8	0	0	0	0	0	0	0	0	0
2000	543	2	12	94	303	127	5	0	0	0	0	0	0	0	0	0
2100	367	0	0	16	218	129	4	0	0	0	0	0	0	0	0	0
2200	217	0	1	7	112	92	4	1	0	0	0	0	0	0	0	0
2300	127	0	0	7	60	53	7	0	0	0	0	0	0	0	0	0
Total	**9534**	**208**	**588**	**1406**	**4326**	**2789**	**194**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
	100.0%	**2.2%**	**6.2%**	**14.7%**	**45.4%**	**29.3%**	**2.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Maximum = 73.2 mph, Minimum = 4.5 mph, Mean = 27.9 mph
85% Speed = 33.1 mph, 95% Speed = 35.3 mph, Median = 28.9 mph
12 mph Pace = 23 - 35, Number in Pace = 7414 (77.76%)
Variance = 35.16, Standard Deviation = 5.93 mph

Speed Report

Job 0001_BETA, #4162, Location C
Area Westford, MA
Location Boston Rd, south of Lincoln St
Dir Southbound
Wednesday, June 15, 2016

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)														
		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99
0000	16	0	0	0	5	8	3	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	3	4	1	0	1	0	0	0	0	0	0	0
0200	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0
0300	14	0	0	0	3	10	1	0	0	0	0	0	0	0	0	0
0400	56	0	0	0	12	37	6	1	0	0	0	0	0	0	0	0
0500	225	0	0	3	48	159	15	0	0	0	0	0	0	0	0	0
0600	689	8	18	6	159	452	46	0	0	0	0	0	0	0	0	0
0700	1046	0	1	10	328	645	62	0	0	0	0	0	0	0	0	0
0800	989	0	1	38	367	548	35	0	0	0	0	0	0	0	0	0
0900	686	0	1	21	264	369	31	0	0	0	0	0	0	0	0	0
1000	539	3	5	16	218	276	20	1	0	0	0	0	0	0	0	0
1100	482	1	1	11	205	239	24	1	0	0	0	0	0	0	0	0
1200	564	0	3	15	180	335	29	1	0	1	0	0	0	0	0	0
1300	438	0	4	12	147	250	24	1	0	0	0	0	0	0	0	0
1400	557	2	5	19	200	308	22	1	0	0	0	0	0	0	0	0
1500	562	0	0	15	248	284	14	0	1	0	0	0	0	0	0	0
1600	500	1	1	44	238	206	10	0	0	0	0	0	0	0	0	0
1700	528	0	3	23	255	234	7	0	0	2	0	0	0	0	0	2
1800	459	3	9	12	189	234	9	2	0	0	0	0	0	0	0	0
1900	365	0	0	5	123	223	14	0	0	0	0	0	0	0	0	0
2000	247	0	1	2	97	141	6	0	0	0	0	0	0	0	0	0
2100	150	9	1	5	60	69	5	1	0	0	0	0	0	0	0	0
2200	64	0	1	0	10	44	8	1	0	0	0	0	0	0	0	0
2300	33	0	0	0	8	15	10	0	0	0	0	0	0	0	0	0
Total	**9222**	**27**	**55**	**257**	**3367**	**5091**	**404**	**11**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**2**
	100.0%	**0.3%**	**0.6%**	**2.8%**	**36.5%**	**55.2%**	**4.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Maximum = 93.7 mph, Minimum = 0.7 mph, Mean = 31.6 mph
85% Speed = 34.9 mph, 95% Speed = 36.9 mph, Median = 31.8 mph
12 mph Pace = 26 - 38, Number in Pace = 8516 (92.34%)
Variance = 15.79, Standard Deviation = 3.97 mph

Speed Report

Job 0001_BETA, #4162, Location C
Area Westford, MA
Location Boston Rd, south of Lincoln St
Dir Southbound
Thursday, June 16, 2016

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)														
		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99
0000	19	0	0	0	5	12	1	0	0	1	0	0	0	0	0	0
0100	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	3	6	2	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	2	8	0	1	0	0	0	0	0	0	0	0
0400	55	0	0	0	17	27	9	2	0	0	0	0	0	0	0	0
0500	234	0	0	0	67	143	23	0	1	0	0	0	0	0	0	0
0600	718	3	20	3	156	485	50	1	0	0	0	0	0	0	0	0
0700	980	0	0	17	299	605	56	2	0	0	0	0	0	1	0	0
0800	986	1	2	31	439	484	29	0	0	0	0	0	0	0	0	0
0900	733	0	2	10	275	416	30	0	0	0	0	0	0	0	0	0
1000	520	0	3	16	212	267	22	0	0	0	0	0	0	0	0	0
1100	473	0	0	10	165	274	23	0	1	0	0	0	0	0	0	0
1200	583	1	4	15	208	329	26	0	0	0	0	0	0	0	0	0
1300	437	0	0	7	170	237	21	2	0	0	0	0	0	0	0	0
1400	564	1	5	23	226	293	16	0	0	0	0	0	0	0	0	0
1500	602	0	6	17	260	299	20	0	0	0	0	0	0	0	0	0
1600	524	0	2	10	209	283	20	0	0	0	0	0	0	0	0	0
1700	563	4	6	8	262	270	12	0	0	0	0	0	0	0	0	0
1800	436	8	13	57	190	153	13	0	0	0	0	2	0	0	0	0
1900	436	4	9	11	169	225	18	0	0	0	0	0	0	0	0	0
2000	270	0	0	13	143	109	5	0	0	0	0	0	0	0	0	0
2100	180	0	2	2	71	97	8	0	0	0	0	0	0	0	0	0
2200	73	0	0	1	22	43	6	1	0	0	0	0	0	0	0	0
2300	34	0	0	0	9	21	4	0	0	0	0	0	0	0	0	0
Total	**9446**	**22**	**74**	**251**	**3580**	**5089**	**414**	**9**	**2**	**1**	**0**	**2**	**0**	**1**	**0**	**0**
	100.0%	**0.2%**	**0.8%**	**2.7%**	**37.9%**	**53.9%**	**4.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Maximum = 84.5 mph, Minimum = 3.2 mph, Mean = 31.6 mph
85% Speed = 34.9 mph, 95% Speed = 36.9 mph, Median = 31.5 mph
12 mph Pace = 26 - 38, Number in Pace = 8732 (92.44%)
Variance = 15.41, Standard Deviation = 3.93 mph