

Appendix A: Community Engagement

1. Review Comments
2. Community Engagement Plan
3. Community Survey Results

Part 1: Review Comments

Comments: Final Forum, June 30, 2021

Commenter

As a West Roxbury resident, I am highly supportive of this project. My home overlooks the Baker St/Glenham St/VFW Parkway intersection (which I note is marked as a site of concern on the larger DCR road planning documents). Though this area is still to the north of the segment of road included in the scope of this project, because I am so close to the road and drive, walk, and/or see it every day, I am very cognizant of the safety and traffic problems for everyone on the road - drivers, pedestrians, and bicyclists alike. I believe that this project is necessary to improve traffic, safety, and the quality of life for everyone using the corridor. If implemented, I would shift away from my current pattern of making short mile or less drives from my house to run errands because it would no longer be unsafe to walk or bicycle. Reducing unneeded car trips benefits everyone. Calming the speed and improving traffic flow with this plan can only make the area better for drivers by fixing the bunched traffic at intersections and reducing the all too frequent accidents in the corridor. And the greenspace component proposal makes the entire area more welcoming.

This is a fantastic and overdue concept that I am truly excited to see coming into fruition. I completely support this project and others like it as essential for making the roads accessible to all - auto, pedestrian, bicycle, and public transit - as a key part of future planning and sustainability in the region. My only suggestion is that I hope once the improvements begin on the planned segment in this project that they will lead to continuing similar projects on the remainder of the Boston side of VFW Parkway.

Mary Tenenbaum

I attended the corridor update meeting tonight (first one) and was pleasantly surprised with the proposal, especially the concern for trees and shared use. I fully support all the concepts.

I will add that I prefer the Marine Rotary over a signaled intersection. I would, however, like continuous bike lanes across the circumference of the rotary too. Ideally, with raised/mountable curbs to slow traffic and calm entrances to the rotary.

Patrick Snyder

Thank you for the proposed changes to the VFW Parkway/Providence Highway Corridor.

Overall, I support the proposed concepts, both in the Long and Short Terms. This area is not a highway (anymore), and your proposed changes would help send this message to anyone driving through.

Narrowing the car lane and shoulder width, and using that space for pedestrian/cycle lanes, would have two large benefits: a larger, safer space for cyclists/pedestrians, and a narrower car lane, which would passively reduce vehicle speeds somewhat, without active enforcement.

Closing slip lanes and reusing the space would also reduce the cycle/pedestrian/car conflict, making the space much more comfortable to walk and cycle in.

Thanks again for the work, and I look forward to seeing these changes in action!

Jason Brown

Comments: Final Forum, June 30, 2021

Commenter

I do not approve nor appreciate these changes. I feel these changes are being made by personnel that will not be impacted by them and therefore they are not looking at the whole picture.

1. Replacing the rotary at the intersection of Washington St with a 4 way intersection will tie down traffic flow because of cars waiting to take the turns instead of merging onto the rotary.
2. The 264 unit apartment building built on Providence Highway will cause a major increase in auto and foot traffic. If residents are taking public transportation the increase of foot traffic at the intersection of Spring St and Providence Highway will be major. The walk light will be pressed constantly causing more traffic slowdowns.
3. Why are so many crosswalks being added? This just increases the amount of foot traffic on a major throughway.

Eileen Durkin

First, it is exciting to see an attempt to increase the walkability and bikeability of this corridor.

In terms of creating a more welcoming public realm for use beyond a vehicle, four observations on the current concepts:

- 1) The significant amount of pavement paired with a lack of tree canopy, particularly along the East side of this corridor, makes walking or biking extremely uncomfortable. In the short term, consider introducing initial greening and pilot shade structures along the corridor to improve the microclimate. In the longterm set a goal for the permanent tree canopy and incorporate permanent shade structures throughout. Work with existing businesses to green parking lots.
- 2) The vast amount of impermeable surfaces along this corridor also make walking and biking more challenging in/after rain. In the short term consider piloting a variety of rain gardens and/or bioswales along the corridor and making the most successful pilots permanent in the longterm plans.
- 3) The businesses along this corridor are primarily fronted by large surface parking lots. In the near term, encourage a series of popups that sit at the edge of parking lots along the sidewalks and bike lanes to create an improved streetscape along the corridor. In the longterm, reduce setbacks and consider incentivising development that connects to the sidewalk for an improved pedestrian and biking experience and stronger overall commercial corridor.
- 4) I have never had a positive experience at a rotary on a bike nor as a pedestrian. Drivers tend to be focused solely on other vehicles and often do not stop for pedestrians, even in crosswalks. In addition, bicyclists have no clear path in rotaries, making it especially dangerous. However, the alternative presented for Marine Rotary presents an extremely wide intersection that is also especially challenging and unsafe for bicyclists and pedestrians. Neither of these proposed solutions seem to prioritize walking, biking nor Vision Zero.

Bridget Marquis

Comments: Final Forum, June 30, 2021

Commenter

Hi,

I just wanted to write a quick note in support of changes prioritizing safety for pedestrians and cyclists on the VFW Parkway/Providence Highway Corridor. I was able to attend a couple of the information sessions and was thrilled about the potential physical barricades to allow for alternative modes of transportation. I live in Dedham, close to Washington St. on the Dedham/West Roxbury line. I have four young children and would be so grateful to have more walkability in town. I lived in San Diego for a long time and desperately miss the easy access to walking and bike paths. It would be great if we could incorporate more access to our resources, especially given that we have the Charles River right there!

Thanks for involving the public, can't wait to see some progress!!

Ann Stephens

~~Thanks for all the work that Dedham, Boston, MA, G, Mr. GOTT and Dr. DA have put into this. I attended the meeting on June 30th, and was delighted to see how much thought was put into this and the progress you've made! I offer the following comments. They are in no particular order (but I bet you'll be accumulating comments by category anyway). Some of these may have been addressed by the presenters at the meeting and I just didn't catch them.~~

General

- It wasn't obvious to me (but maybe I missed it) that MassDOT (and DCR, if applicable) have been involved in this. I know we have to start somewhere, but it would be good to hear that they're involved from the beginning, rather than being presented with a plan that they can reject or pick apart.
- There are currently zero crosswalks between Spring Street and Marine Rotary, a stretch of over 1.5 miles. We're glad that the plans (both short- and long-term) include crosswalks and pedestrian signals. If at all possible, adding the A street crosswalk to the short-term plan would be valuable. Otherwise, the gap between Spring Street and the U turn is almost 3/4 mile. Access across the corridor is important for:
 - opeople who will live in the new housing that is being built on the west side, as well as people who currently live in the trailer park
 - opeople waiting at the auto dealerships who could shop at the businesses on the east side of the corridor if only they could get across (I not-so-fondly remember my trek along the west side from Prime Honda to Dedham square while waiting for an oil change, though it was an opportunity to explore a bit).
 - opeople using bikes to travel southbound to get to businesses on the east side
 - opeople walking in either direction from Dedham (either the Riverdale neighborhood or Dedham Square
- We bike on this corridor (as well as the stretch from Legacy Place to Marine Circle) frequently, mostly on the northbound side because of the lack of safe crossings. We often use parking lots and the access roads, which we feel are high-stress, but less high-stress than riding on the littered shoulder of the current high-speed roadway.
- For both the short and long term plans, there should be provision for regular maintenance of the bike, pedestrian and shared paths. Litter, glass, road sand, an stuff that falls off of trucks are a constant hazard on the current shoulders and sidewalks.
- Many of these proposed improvements could be made also to Providence Highway between Marine Rotary and Route 95. This is all "former Route 1", and, to me, it seems that the issues are the same and the solutions should be very similar.
- Renewed access to the river would be a huge plus, both for active recreation and passive (e.g. walking along the river bank). I didn't see a lot of this in the designs shown at the meeting.
- Providing safe and pleasant surfaces for people walking and biking would increase usage. "We never see any bikes there, so why create

David Wean

Comments: Final Forum, June 30, 2021

Commenter

My suggestion is to make the contract Performance Based i.e. makes the process finish faster. as opposed to contractors waiting for payments, thus prolonging the traffic mess.

Rick Sully

Thank you for the great concept plans for the VFW Pkwy/Providence Highway corridor. I like all of the plans, and I especially like the fact that they include protected bike paths. I also like the improved bus routing and the more frequent cross-walks.

Regarding the Dedham Rotary, I prefer rotaries to intersections, if they can handle the traffic. I would prefer the rotary concept that you presented because it would be a more pleasant driving experience. I also think it would be a more pleasant pedestrian experience, because the intersection concept requires crossing a lot of lanes of traffic.

For all of the other sections, I like both concepts 1 and 2. I tend to prefer the concepts with more trees, but both concepts would be a huge improvement.

One suggestion I have is that it might make sense to prioritize bicycle travel on the river side of the road and prioritize pedestrian travel on the mall side of the road.

Ben Wetherill

Hello and thank you for making the Action Plan and recording available.

I have several comments:

1. I believe that Marine Concept 2 is the better choice. If you review the findings from the removal of the rotary on Rt 9 at Oak St between Wellesley and Natick, I think you will find less traffic jams, and easier navigation and clearer signage for motorists. This will help to improve the chaos that is currently this rotary.
2. Removing the pass-through on the VFW segment now is imperative to ease traffic speeds. It currently contributes to speeding and dangerous merge conditions and its removal will acclimate drivers to the long-term improvements and hopefully slow down traffic.
3. I am in favor of creating a tree boundary (aka Concept 2) between the pedestrian/bike lane to ensure more physical distance from motorists.
4. Last, how will the lower speed limit of 35 mph be enforced when the current one isn't? Red-light cameras, better coordinated traffic lights? The VFW is a speedway now and more enforcement techniques are needed.

Teresa Schreitmueller

Comments: Final Forum, June 30, 2021

Commenter

Hello-

I just watched the June 30 presentation, and i think you're on the right track with most everything.

1) remove the rotary at Marine Circle and change it to a basic intersection. I agree!

2) Remove the side access lanes near Ocean State Job Lot (both directions). I agree! Scoff laws use these lanes to speed past the main travel lanes- dangerous!

3) bike & pedestrian lanes- I agree!

4) Make intersections narrower for safer ped/bike crossing- I agree!

and finally:

5) Spring Street intersection needs work; it's always an excessive wait there. Can you send me a link to that community process?

Thanks for this community process, the online meetings are great, very convenient.

Jon Goodhue

Hello Mr Pollack :

Thank you for the allowance of pubic comment from citizens of the Dedham/ Boston Area who are most impacted by and change to its existing condition! I would also wish to Thank you for your prospective regarding any future changes!

I will introduce myself as a resident of Dedham and as an elected official for the Towns Planning Board . So I understand the importance of well informed public. Your public formats regarding the future infrastructure of Marine Park Rotary has been a great BENIFET to the community.

I have only one suggestion or would rather strongly like to make one request. Would hope that there will a monument to be displayed within the Rotary to honor the United States Marines. Years ago there was a granite monument of a Marine there but it was moved to Norwood Sq.

I would like to see the return of a Monument for these Brave Veterans!!!! Please consider placing some budgetary funds aside for this consideration. A High School contest for the design could be entertained.

Please don't let this opportunity be forgotten to honor our hero's to which the project has been dedicated to by creating a future Marine Monument that could be unveiled at the completion of the project .

Thank you for your time

James OBrien

Comments: Final Forum, June 30, 2021

Commenter

Hi,

I really hope you use the waterway for pedestrians and bikes. Maybe a trail that connects up the Millennium Park. We have one chance to get this right and I hope it's done with all of the amenities in mind and for expansion in the future for the trails.

Bob LoPorto

Hello,

I would like a classic intersection and not a rotary. I think it is safer for bikers and pedestrians... and cars too. Rotaries are fast I guess but make me nervous to drive in.

Rose Perez,
WR resident
Driver who would like to bike more!

Rose Perez (Rosie Sandb...

I'm grateful for the opportunity to comment.

I use this road frequently (up to 2-3 times a week) as a driver and I really dislike it. Practically speaking there are a number of problems:

1. Traffic runs much too fast for vehicles entering or exiting businesses. I often feel unsafe when trying to go into or out of a business.
 2. Inability to get (by car) from one business on one side easily to another on the opposite side is wasteful and time consuming. This is all but impossible without a car.
 3. I would never voluntarily use this road as either a pedestrian or as a cyclist. People who do not have cars are simply unsafe on this road and it could not be less welcoming to this kind of user. It would be nice to be able to park and walk between businesses, but this is pretty much impossible, especially when those businesses on opposite sides of the road. All this makes it a cars-only corridor.
 4. This could be a very useful corridor for buses, especially with the new housing going in, but bus passengers would need to have a way to move around after arriving.
- Aesthetically, its depressing to look at. This is especially stark if you enter this road from the VFW parkway, which is much more visually appealing (though it too suffers from all the above practical problems).

As a resident of Boston, I'd like to see this corridor support more housing, more varied businesses, and more types of use.

Sam Warren

Comments: Final Forum, June 30, 2021

Commenter

Please use rotary concept for the marine rotary. I drive and walk in this area all the time and rotaries are safer and easier to cross as a pedestrian. It reduces traffic accidents due to no left turning or trying to catch yellow lights.

The signalized intersection concept would be crazy with so many lanes. I can't tell how long it is but with right on red and people running red lights this intersection would be a death trap for people walking. For this intersection to be safe for everyone it needs a rotary. People slow down and don't get into accidents or hit pedestrians.

Connor Ebsary

Hi
if the project goes through when would it start and how long will it take?

Madeline Merino

Tech Team Comments
Long-Term Improvement Concepts

Location and Concept	Comment
Marine Rotary Concept 1	<p>Sam Devine, BPDA: The modern roundabout is not the preferred treatment for this intersection.</p> <p>Travis Pollack, MAPC: New Marine Rotary option: we have safety concerns with 2 lane crosswalks (we assume unsignalized) since often vehicles will not stop in both lanes for the pedestrian (either vehicles will veer around the stopped vehicle into the other lane, and/or the pedestrian cannot see the moving vehicle in the middle lane due to the stopped vehicle in the curb lane; both of these situations are dangerous for pedestrians). We also would like to see no RT slip lanes on the southeast and northwest quadrants.</p>
Marine Rotary Concept 2	<p>Sam Devine, BPDA: All slip lanes should be explored to be removed except the one in the southwest corner of the intersection going from VFW to Washington Street.</p> <p>Sam Devine, BPDA: The crosswalk on the eastern side of Washington Street that is redundant to the intersection crosswalk should be removed. The interaction should be T-ed up to make the desire line the crosswalk in the intersection.</p> <p>Sam Devine, BPDA: In general, the intersection could be tightened up. As proposed, the crossings are 100 feet with a modest pedestrian island in between on the VFW Parkway crosswalks.</p> <p>Sam Devine, BPDA: The pedestrian islands should intersect with the crosswalks on Washington Street.</p> <p>Sam Devine, BPDA: The treatment of bicycles needs to be further explored.</p> <p>Sam Devine, BPDA: Bike facilities are omitted from the long-term design. This needs to be rectified.</p> <p>Sam Devine, BPDA: It does not appear that there was any generosity in dimension to the sidewalks/pedestrians.</p> <p>Travis Pollack, MAPC: We would like to see no RT slip lanes on the southeast and northwest quadrants, since we don't think they're necessary and the high speeds create unsafe situations for pedestrians.</p> <p>Travis Pollack, MAPC: For both the rotary and intersection concepts, what will be the bicycle network connections to the shared paths on the VFW, both on Charles River and shopping center sides? The shared path on the Charles River side might connect into Maple Place, but not sure how the shared path on the shopping center side ends and how cyclists will go through the intersection or rotary.</p>
Providence Highway Segment 1, Concept 1	<p>Sam Devine, BPDA: The long-term vision should not be a shared use path. We have plenty of dimension between the shoulder, the median, and excess vehicular space to create an environment for pedestrians and bicyclists that is separated, safe, and comfortable. The shared-use path is not the preferred treatment for long-term improvements.</p> <p>Sam Devine, BPDA: It is not consistent with the built environment to show street trees on either side of this design when one side is mostly a surface parking lot and will remain that way in the long-term.</p> <p>Sam Devine, BPDA: The cross sections show street lights in both the short- and long-term and that's inconsistent with the built environment (at least for short-term). It could be a suggestion for the long-term.</p> <p>Sam Devine, BPDA: Please remove the shoulder in the long-term and allocate that space elsewhere - to bikes and pedestrians.</p>

Location and Concept	Comment
Providence Highway Segment 1, Concept 2	<p>Travis Pollack, MAPC: We prefer concept 2, but the buffer between the shared path on the Charles River side should be larger such as 10' to allow for street trees. We would also like to see an option that has 10' travel lanes and 2' shoulder, perhaps with a smaller planted median or raised curb median; we're looking for a design that reduces travel speeds. Do you know what the travel lane widths and average speeds are on the VFW north of Spring Street?</p> <p>Travis Pollack, MAPC: How will the shared path on the Charles River side connect to the future path via the Mother Brook? Is there is enough clearance for a grade separated path under the Highway? An alternative would be a signalized crossing at-grade at this location.</p> <p>Sam Devine, BPDA: It is the preference that the shoulder space not be put toward street trees but instead a bike and pedestrian path to separate out the modes.</p>
Dedham Mall Driveway Intersection, Concept 1	<p>Sam Devine, BPDA: There should be a crosswalk on both sides of the intersection on VFW. The crosswalk should intersect with the island/greenspace area to offer a formal pedestrian island. It would be helpful to see, for all mall entrance concepts, the proposed dimensions of these designs. Do we have the counts for this intersection as well?</p> <p>Sam Devine, BPDA: For these designs, we are overlooking how bikes will safely travel this corridor. I have concerns for the shared use path. I think we have the dimension to separate them - from the median, and perhaps the NB right turn lane on VFW, as well as the dimension of the Carriage road. Where we have the opportunity and dimension to separate bikes and pedestrians, we need to do so.</p> <p>Sam Devine, BPDA: There is opportunity to provide an additional pedestrian/shared use path connecting VFW making the right hand turn into the mall. Pedestrians/bikes should not need to cross the mall entrance to enter this area.</p> <p>Sam Devine, BPDA: How bad would the traffic implications be for omitting the Carriage Road? From my broad understanding, it supports significant volumes.</p>
Dedham Mall Driveway Intersection, Concept 2	<p>Sam Devine, BPDA: The Carriage Road crossing concerns me. It could be better placed to be more visible, and also less likely to create a queue.</p> <p>Travis Pollack, MAPC: Prefer Mall entrance concept 1 and don't like concept 2; the side entrance road creates a high speed conflict with the pedestrian/bike path. If a right in/right out north of the S&S gas station is needed, connect it directly to the northbound Providence Highway.</p>
Providence Highway Segment 2, Concept 1	<p>Sam Devine, BPDA: The proposed cross section including a 20 foot median is unnecessary, and separating bikes and pedestrians, giving them each sufficient dimension would be preferable over this excessive median width. The 6 foot shoulder is another places that space could be taken from vehicles and given to pedestrians. The bike path should separate out bikes and pedestrians, likely delineating both directions of bicycle travel on each side of VFW given the minimal number of crossings.</p> <p>Travis Pollack, MAPC: Do we need dual RT from the mall onto NB Providence Highway? Can this be reduced to one lane?</p> <p>Travis Pollack, MAPC: Add sidewalk on mall entrance on the south side (this can tie into the sidewalk/crosswalk at Incinerator Road)</p> <p>Travis Pollack, MAPC: Will the right in/right out onto Providence Highway on the northern end of the S&S center (near Chic-fil-a) remain?</p>

Location and Concept	Comment
Providence Highway Segment 2, Concept 2	<p>Sam Devine, BPDA: Many of the same comments and themes hold true from concept 1 to concept 2, but appreciate that the shoulder is omitted from this design. Also appreciate the removal of the guard rails in both concepts.</p> <p>Travis Pollack, MAPC: We like the tree buffer and shared use path. There may be pros and cons of a shared path versus separated pedestrian path/bike path in this entire corridor, and the exact width of the paths, both of these can be determined during later design.</p> <p>Travis Pollack, MAPC: We prefer the concept without the 6' shoulder; we don't think a wide shoulder is necessary with the speeds and traffic volumes. Concept 2 cross-section at 112' is closer to the R/W limits for Segment 1 and the Boston/VFW segment, so this concept will allow for a similar cross-section along most of the entire corridor.</p>
Designated U-Turns Intersection, Concept 1	<p>Sam Devine, BPDA: The interaction between the Carriage Road northern entrance and the shared use path, as well as another adjacent curb cut is concerning. It's a big break in the experience for pedestrians and bicyclists to allow significant frontage for vehicles. I think we need to think carefully about this exposure.</p> <p>Sam Devine, BPDA: It makes sense to add another break in the Carriage Road to allow for more U-turn flexibility than the existing condition - Jim and I were talking and just wondering if here was the right space. We agree that adding another intersection and break in the median would help slow speeds and calm traffic.</p> <p>Sam Devine, BPDA: Adjacent to the U-turn on the Charles River side, the land is owned by DCR, right? We should discuss opportunities to expand the shared use path onto their property.</p> <p>Travis Pollack, MAPC: Designated U-Turn Area: we like this concept that eliminates the unsafe and confusing U-turn (and this design prevents drivers from using it as a high speed bypass of the red lights).</p> <p>Travis Pollack, MAPC: Will the side access road be a dead end turn around at the car wash? That would eliminate conflicts with the sidewalk on the east side.</p> <p>Travis Pollack, MAPC: Suggest that the east side shared path end at the intersection, and have bike infrastructure that allows cyclists to cross at the signalized intersection to the shared path on the river side.</p>
VFW Parkway	

Tech Team Comments
Short-Term Improvement Concepts

Location and Concept	Comment
Marine Rotary	<p>Sam Devine, BPDA: The proposed designs for crossing VFW on both the North and South of this intersection cross 9 lanes of passenger vehicle travel. This is unnecessary exposure to pedestrians. If we pulled the crossings out of the center of the rotary and had them cross at the stop lines on each side, we could have crossings that are stop controlled and only require crossing 4-5 lanes of vehicular travel.</p> <p>Sam Devine, BPDA: The proposed crossings require pedestrians to cross a distance of 210 feet. If we assume a walking speed of 3.5 feet per second we would have a 60 second countdown timer. This would drastically decrease the efficiency of this intersection, and the pedestrian experience would be undesirable. Either actuated crossings, I believe would require nearly every leg of the intersection to have a stop signal, causing everything to pause for over a minute.</p> <p>Sam Devine, BPDA: The short-term solution does not address the lack of infrastructure for bikes.</p> <p>Sam Devine, BPDA: The Washington Crossing is proposed to be pulled 140 feet out of the intersection. I appreciate that it is co-located with a bus stop, but the existing condition has heavy volumes of vehicles using the slip lane between VFW and Washington Street to get to the Dedham Mall, without restriction of a signal, creating an environment for speeding. With the crossing pulled out of the intersection, it would create a situation where drivers may quickly need to slow down in the event of a pedestrian crossing. Even if there was a pedestrian signal, this could be dangerous. That crossing should be pulled into the intersection.</p> <p>Sam Devine, BPDA: The short-term solution does not address the lack of infrastructure for bikes. It is unreasonable to assume that bikes and pedestrians will share a 5 foot sidewalk.</p> <p>Sam Devine, BPDA: There are suboptimal sidewalks at Marine Rotary. On much of the perimeter of this intersection, there is a painted white line at street grade separating vehicles and pedestrians. Where there is a curb, the sidewalk is about 5 feet. Dimension must be reallocated in the short-term. The short-term solution needs to separate vehicles, pedestrians, and bicyclists.</p> <p>Sam Devine, BPDA: Overall, this intersection is over engineered with far too much pavement. I think there are short-term solutions with paint and flex posts that could give more space to pedestrians and bicyclists and less to cars that we should explore.</p> <p>Travis Pollack, MAPC: For the short term option, are there quick fixes to the existing crosswalk on the VFW, and perhaps adding crosswalks on Washington Street that can be done? What would be the costs of installing new sidewalks and crosswalks? A concern is that if those costs are high this might delay the bigger changes later.</p>
Providence Highway Segment 1	<p>Sam Devine, BPDA: Bike lanes without physical barriers would provide a false sense of safety, and would not slow traffic down either. These bike lanes would be very worrisome.</p>
Designated U-Turns Intersection, Concept 1	<p>Sam Devine, BPDA: In the short term, there is a simple solution to preventing drivers from avoiding the signal, and taking the slip lane. Both trapezoid islands could be extended with barriers of some sort into the bypass areas of the jug handle to prevent any through movement that avoids the intersection. This would still allow for u-turns to be possible from both directions.</p>

Designated U-Turns Intersection, Concept 2	
Boston VFW Parkway	<p>Sam Devine, BPDA: In Bike lanes without physical barriers would provide a false sense of safety, and would not slow traffic down either. These bike lanes would be very worrisome. Are there materials that could be explored to provide separation between bikes and vehicles? The treatment of bicycles needs to be further explored.</p> <p>Sam Devine, BPDA: The majority of VFW parkway in the Boston segment does not have a curb line and has egregious curb cuts to serve the businesses on the corridor. With this in mind, I understand there is a suggestion to upgrade and revamp the sidewalks. It is worthwhile to consider a short-term adjustment of the sidewalk widths/feasibility of a separated bike lane given the large amount of curb work that will need to occur either way.</p> <p>Sam Devine, BPDA: In Is the median really 10 feet? Which part of VFW in the Boston section was that measured?</p>
Other Comments	<p>Sam Devine, BPDA: Can there be an opportunity to separate bike and pedestrian modes rather than relying on shared use paths as a default</p> <p>Sam Devine, BPDA: Sidewalks, bike paths, and crosswalks should be as direct and predictable as possible</p> <p>Sam Devine, BPDA: Transit elements are missing from these long term concepts. Bus network redesign provides an opportunity to help get people to and from nearby employment places. Look for bus stop shifts/alignments/queue jump opportunities.</p> <p>Sam Devine, BPDA: The target design speed should be between 25-30 mph, max, given what we know about likelihood of serious injury at 35 mph.</p> <p>Sam Devine, BPDA: The intersection at Waves Carwash could be a good opportunity to introduce another signal to reduce speed and meter vehicle volumes at the Marine & Spring intersections.</p> <p>Sam Devine, BPDA: Removing the jug handle seems like a logical/intuitive approach.</p> <p>Sam Devine, BPDA: See if there are any needed bus stops added for the 52 south of spring street</p> <p>Sam Devine, BPDA: Need better/shorter alignment for Marine Rotary crosswalks</p> <p>Sam Devine, BPDA: The Providence Highway/Washington crosswalks could be located in much safer locations, where there are fewer conflicts possible.</p>

**Advisory Committee Comments
Long-Term Improvement Concepts**

Location and Concept	Comment
Marine Rotary	<p>Dan Mellow, BTD: Concept 1—This roundabout could be considerable smaller and has some unnecessary interior lanes.</p> <p>Dan Mellow, BTD: Concept 1—Bike and pedestrian accommodations should be fully separated</p> <p>Dan Mellow, BTD: Concept 1—Any pedestrian crossing over more than 1 lane in the same direction needs some sort of signalization to be safe.</p> <p>Dan Mellow, BTD: Concept 2—Bike and pedestrian accommodations should be fully separated</p> <p>Dan Mellow, BTD: Concept 2—Slip lane pedestrian crossings will need some sort of signalization or speed humps (not bumps) to slow turning traffic.</p> <p>Dan Mellow, BTD: Concept 2—Pedestrians should be able to cross any leg of this intersection in one phase.</p>
Dedham Providence Highway Segment 1	<p>Dan Mellow, BTD: Changing the width of the existing median by 2' seems like a lot of work for very little benefit.</p> <p>Dan Mellow, BTD: 11' lanes with no shoulder or 10' lanes with a 1' shoulder are both acceptable.</p> <p>Dan Mellow, BTD: Concept 2 with trees or some other physical barrier between vehicles and pedestrians/bikes is the preferred option</p> <p>Dan Mellow, BTD: 13' Shared use path is acceptable but should still have a yellow dashed line in the middle to denote that it is a two-way facility.</p>
Dedham Mall Driveway	<p>Dan Mellow, BTD: Concept 1 is better if traffic volumes support it.</p> <p>Dan Mellow, BTD: The unsignalized pedestrian crossing of Concept 2 should be raised if not.</p>
Dedham Providence Highway Segment 2	<p>Dan Mellow, BTD: Changing the width of the existing median by 2' seems like a lot of work for very little benefit.</p> <p>Dan Mellow, BTD: 11' lanes with no shoulder or 10' lanes with a 1' shoulder are both acceptable.</p> <p>Dan Mellow, BTD: Concept 2 with trees or some other physical barrier between vehicles and pedestrians/bikes is the preferred option</p> <p>Dan Mellow, BTD: 13' Shared use path is acceptable but should still have a yellow dashed line in the middle to denote that it is a two-way facility.</p>
U-Turn Intersection	<p>Dan Mellow, BTD: Remove the meandering of the mixed use path.</p> <p>Dan Mellow, BTD: The unsignalized frontage road outlet should be closed or significantly reduced in size and raised.</p>
Other comments	<p>Who has jurisdiction of Carriage Road?</p> <p>Carrie Lavellee, MassDOT: What are queues and possible spill backs?</p> <p>Dan Mellow, BTD: What is the design speed that is planned for the corridor?</p> <p>Stefanie Seskin, BTS: The target design speed should be between 25-30 mph, max, given what we know about likelihood of serious injury at 35 mph.</p> <p>Stefanie Seskin, BTD: Do we have studies on the accuracies of volume forecasting? Do these forecasts include work to reduce climate impacts through mode shift?</p>

Advisory Committee Comments
Short-Term Improvement Concepts

Location and Concepts	Comments
Marine Rotary	<p>Dan Mellow, BTD: Smaller roundabout option at Marine Rotary to make improvements for Bike and Pedestrians.</p> <p>Jim Fitzgerald, BPDA: Prefers intersection approach for Marine Rotary. Possible elimination of right-turn skip lanes.</p> <p>Stefanie Seskin, BTD: The Providence Highway/Washington crosswalks could be located in much safer locations, where there are fewer conflicts possible.</p> <p>Dan Mellow, BTD: The three stage pedestrian crossings north and south of the intersections are not pedestrian friendly. Crossing them outside of the intersection to the north or south would be better.</p> <p>Dan Mellow, BTD: Pedestrians and bikes should be separated and have a physical barrier between them and vehicles. Lowering travel lane widths to 11' would provide more than enough room for this. If they are going to remain mixed a pedestrian/bike zone should be 12' wide min.</p> <p>Dan Mellow, BTD: Washington St needs pedestrian crossings closer to the intersection. Most likely with a hawk signal or flashing beacon.</p>
Dedham Providence Highway Segment 1	<p>Dan Mellow, BTD: If limiting the speed to 35 mph is the goal then the travel lanes should be 10' wide with a 0' to 2' shoulder. The smaller the shoulder the better adherence</p> <p>Dan Mellow, BTD: Bike lanes need to be physically separated by a continuous line of Jersey Barriers or equivalent. If this makes the bike lane too small to plow this is acceptable but needs to be communicated to the public.</p>
Dedham Mall Driveway	<p>Dan Mellow, BTD: Consider removing access to the slip lanes for vehicles, this would remove any unsignalized conflicts between pedestrians/bikes and vehicles. This will additionally slow down traffic on the main barrel.</p> <p>Dan Mellow, BTD: If slip lanes are to remain open then crossings of the bike lane should be made as small as possible. Jersey barriers and striping can create a more severe angle for turning vehicles, slowing them.</p> <p>Dan Mellow, BTD: Consider raised crossings for the crosswalks in the slip lane. If not then reduce the width of the roadway and add speed humps (not bumps) to keep vehicles slow.</p> <p>Dan Mellow, BTD: The Providence Highway median will need to be increased in length to promote slower left turns out of the driveway.</p>
Dedham Providence Highway Segment 2	<p>Dan Mellow, BTD: If limiting the speed to 35 mph is the goal then the travel lanes should be 10' wide with a 0' to 2' shoulder. The smaller the shoulder the better adherence</p> <p>Dan Mellow, BTD: Bike lanes need to be physically separated by a continuous line of Jersey Barriers or equivalent. If this makes the bike lane too small to plow this is acceptable but needs to be communicated to the public.</p>
U-Turn Intersection	<p>Dan Mellow, BTD: Closing the thru section of the U-turn to vehicles will reduce conflict points and additionally slow traffic. Vehicles will be moved to the frontage road instead which already has numerous speed bumps.</p>

	<p>Dan Merrow, BTD: The exit of the frontage road should be shrunk considerably with built options or paint and flex posts to promote slower vehicle travel.</p>
<p>Bus Transit</p>	<p>Matt Moran, BTD: Possible queue jumps at intersections for buses.</p> <p>Jim Fitzgerald, BPDA: New residential areas might need new bus stops.</p> <p>Shalini Sen, MBTA: Here are the comments for the VHW Parkway Corridor Improvements Plan. The MBTA would like to include the following infrastructure to accommodate bus Route 52.</p> <p>Shalini Sen, MBTA: Bus stops preferably with a bump-out, which moves the curb into the roadway, resulting in a narrower section. A bus bump-out would function mid-block as a curve in the road to reduce pedestrian crossing distance, increase pedestrian visibility, reduce turning radius to cause cars to reduce speed and generally acting as a traffic calming measure.</p> <p>Shalini Sen, MBTA, Bus Stop Spacing, 1,000-1,500 feet between stops, though smaller distances would be acceptable given the inhospitable walking conditions</p> <p>Shalini Sen, MBTA, Approximate location for Bus Stop pairs—1435 VFW Pkwy / Opposite, 1524 VFW Pkwy / Opposite, 1650 VFW Pkwy / 1665 VFW Pkwy, and 100 Providence Hwy / Opposite</p> <p>Shalini Sen, MBTA, Marked crosswalks placed behind the bus stop to encourage pedestrians to cross the street behind the bus, where sight distance to oncoming traffic is better than crossing in front of the bus. For more information please see the MBTA Bus Stop Planning & Design Guide at this link: https://cdn.mbta.com/sites/default/files/engineering/001-design-standards-and-guidelines/2018-04-01-bus-stop-planning-and-design-guide.pdf</p> <p>Robert Guptill, MBTA: Matt suggested that I clarify my remarks about bus stops between Spring St and Dedham Mall. I was trying to note that there currently aren't any bus stops along VFW Pkwy or Providence Hwy. However, I'd be interested in seeing the team investigate, under short-term improvements, locations that could be made safe and accessible for bus stops. And the MBTA is happy to coordinate on this effort.</p>

MEMORANDUM

To: VFW/Providence Hwy Corridor Team

From: City of Boston & Boston Planning & Development Agency Staff

Re: VFW / Providence Hwy Corridor Preliminary Concept Plan Comments

June 4, 2021

MARINE ROTARY

Marine Rotary, Long Term Improvement Concept 1

- The modern roundabout is not the preferred treatment for this intersection.

Marine Rotary, Long Term Improvement Concept 2

- All slip lanes should be explored to be removed except the one in the southeast corner of the intersection going from VFW to Washington Street.
- The crosswalk on the eastern side of Washington Street that is redundant to the intersection crosswalk should be removed. The intersection should be T-ed up to make the desire line the crosswalk in the intersection.
- In general, the intersection could be tightened up. As proposed, the crossings are 100 feet with a modest ped island in between on the VFW Parkway crosswalks.
- The pedestrian islands should intersect with the crosswalks on Washington Street.
- Bike facilities are omitted from the long-term design. This needs to be rectified.
- It does not appear that there was any generosity in dimension to the sidewalks/ pedestrians.

PROVIDENCE HIGHWAY SEGMENT 1

Providence Highway Long -Term Improvements Concept 1

- The long-term vision should not be a shared use path. We have plenty of dimension between the shoulder, the median, and excess vehicular space to create an environment for pedestrians and bicyclists that is separated, safe, and comfortable. The shared-use path is not the preferred treatment for long-term improvements.
- It is not consistent with the built environment to show street trees on either side of this design when one side is mostly a surface parking lot and will remain that way in the long-term.
- The cross sections show street lights in both the short- and long-term and that's inconsistent with the built environment (at least for short-term). It could be a suggestion for the long-term.
- Please remove the shoulder in the long-term and allocate that space elsewhere - to bikes and pedestrians.

Providence Highway Long -Term Improvements Concept 2

- It is the preference that the shoulder space not be put toward street trees but instead a bike and pedestrian path to separate out the modes.

DEDHAM MALL DRIVEWAY INTERSECTION

Long Term Improvement Concept 1

- There should be a crosswalk on both sides of the intersection on VFW. The crosswalk should intersect with the island/greenspace area to offer a formal pedestrian island. It would be helpful to see, for all mall entrance concepts, the proposed dimensions of these designs.
- For these designs, we are overlooking how bikes will safely travel this corridor. I have concerns for the shared use path. I think we have the dimension to separate them - from the median, and perhaps the NB right turn lane on VFW, as well as the dimension of the Carriage road. Where we have the opportunity and dimension to separate bikes and pedestrians, we should do so.
- There is opportunity to provide an additional ped/shared use path connecting VFW making the right hand turn into the mall. Peds/bikes should not need to cross the mall entrance to enter this area.
- What are the traffic implications for omitting the Carriage Road?
- Is a double right out of Mall Drive necessary, or can it be consolidated to a single lane and shorten the width of the intersection?

Long Term Improvement Concept 2

- The Carriage Road crossing is concerning. It could be better placed to be more visible, and also less likely to create a queue.

PROVIDENCE HIGHWAY SEGMENT 2

Long Term Improvements Concept 1

- The proposed cross section including a 20 foot median is unnecessary, and separating bikes and pedestrians, giving them each sufficient dimension would be preferable over this excessive median width. The 6 foot shoulder is another place where space could be taken from vehicles and given to pedestrians. The bike path should separate out bikes and pedestrians, likely delineating both directions of bicycle travel on each side of VFW given the minimal number of crossings.

Long Term Improvements Concept 2

- Many of the same comments and themes hold true from concept 1 to concept 2, but appreciate that the shoulder is omitted from this design.

DESIGNATED U -TURN

Long Term Improvements

- The interaction between the Carriage Road northern entrance and the shared use path, as well as another adjacent curb cut is concerning. It's a big break in the experience for pedestrians and bicyclists to allow significant frontage for vehicles creating unnecessary exposure.
- It makes sense to add another break in the Carriage Road to allow for more U - turn flexibility than the existing condition. Think further conversation should be had about the exact location.
- We agree that adding another intersection and break in the median would help slow speeds and calm traffic.
- Adjacent to the U - turn on the Charles River side, the land is owned by DCR, right? We should discuss opportunities to expand the shared use path onto their property.

VFW PARKWAY: BOSTON SEGMENT

Long term improvements

SHORT TERM IMPROVEMENTS

MARINE ROTARY

Short - term improvements

- The proposed designs for crossing VFW on both the North and South of this intersection cross 9 lanes of passenger vehicle travel. This is unnecessary exposure to pedestrians. If we pulled the crossings out of the center of the rotary and had them cross at the stop lines on each side, we could have crossings that are stop controlled and only require crossing 4 - 5 lanes of vehicular travel.
- The proposed crossings require pedestrians to cross a distance of 210 feet. If we assume a walking speed of 3.5 feet per second we would have a 60 second countdown timer. This would drastically decrease the efficiency of this intersection, and the pedestrian experience would be undesirable and result in disobedience of signal phasing.
- The Washington Crossing is proposed to be pulled 140 feet out of the intersection. I appreciate that it is co - located with a bus stop, but the existing condition has heavy volumes of vehicles using the slip lane between VFW and Washington Street to get to the Dedham Mall, without restriction of a signal, creating an environment for speeding. With the crossing pulled out of the intersection, it would create a situation where drivers may quickly need to slow down in the event of a ped crossing. Even if there was a ped signal, this could be dangerous. That crossing should be pulled into the intersection.
- The short - term solution does not address the lack of infrastructure for bikes . It is unreasonable to assume that bikes and pedestrians will share a 5 foot sidewalk.
- There are suboptimal sidewalks at Marine Rotary. On much of the perimeter of this intersection, there is a painted white line at street grade separating vehicles and pedestrians. Where there is a curb, the sidewalk is about 5 feet. Dimension must be

reallocated in the short-term. The short-term solution needs to separate vehicles, pedestrians, and bicyclists.

PROVIDENCE HIGHWAY SEGMENT 1

Short - term Improvements

- Bike lanes without physical barriers would provide a false sense of safety, and would not slow traffic down either. These bike lanes would be very worrisome.

DEDHAM MALL DRIVEWAY INTERSECTION

Short - term improvements, Concept 1

Short - term Improvements, Concept 2

PROVIDENCE HIGHWAY SEGMENT 2

Short - term improvements, Concept 1

Short - term Improvements, Concept 2

DESIGNATED U-TURN

Short - term Improvements Concept 1

- In the short term, there is a simple solution to preventing drivers from avoiding the signal, and taking the slip lane. Both trapezoid islands could be extended with barriers of some sort into the bypass areas of the jug handle to prevent any through movement that avoids the intersection. This would still allow for u-turns to be possible from both directions.

Short - term improvement concept 1 (but on page 21)

VFW BOSTON SEGMENT

Short - term improvements

- Bike lanes without physical barriers would provide a false sense of safety, and would not slow traffic down either. These bike lanes would be very worrisome. Are there materials that could be explored to provide separation between bikes and vehicles? The treatment of bicycles needs to be further explored.

- The majority of VFW parkway in the Boston segment does not have a curb line and has egregious curb cuts to serve the businesses on the corridor. With this in mind, I understand there is a suggestion to upgrade and revamp the sidewalks. It is worthwhile to consider a short-term adjustment of the sidewalk widths/feasibility of a separated bike lane given the large amount of curb work that will need to occur either way.
- Is the median really 10 feet? Which part of VFW in the Boston section was that measured?

Other Comments:

- Can there be an opportunity to separate bike and pedestrian modes rather than relying on shared use paths as a default
- Sidewalks, bike paths, and crosswalks should be as direct and predictable as possible
- Transit elements are missing from these long term concepts. Bus network redesign provides an opportunity to help get people to and from nearby employment places. Look for bus stop shifts/alignments/queue jump opportunities.
- The target design speed should be between 25 - 30 mph, max, given what we know about likelihood of serious injury at 35 mph.
- The intersection at Waves Carwash could be a good opportunity to introduce another signal to reduce speed and meter vehicle volumes at the Marine & Spring intersections. Removing the jughandle seems like a logical/intuitive approach.
- See if there are any needed bus stops added for the 52 south of spring street
- Need better/shorter alignment for Marine Rotary crosswalks
- The Providence Highway/Washington crosswalks could be located in much safer locations, where there are fewer conflicts possible.

Providence Highway/VFW Parkway Corridor Action Plan

Notes from Business Focus Groups – June 15 & 16, 2021

(T. Pollack, MAPC)

June 15, 2021 – Eric Rosenthal (Lincoln Properties); Abigail Champion (Joe's 320 Café)

Long-Term Improvements

- ER: Fantastic idea adding traffic signal at A Street, improves access to property so drivers don't need U-turn at Spring Street
- Only have positive things with LT concepts; reduces lane widths, and improves aesthetics
- LT improvements will help reduce speeds (people drive too fast); can we reduce speed limits below 40 MPH – suggest adding dynamic “your speed” sign in this area; that has shown to reduce speeding in Hyde Park at other Lincoln Property site
- Can we add HAWK actuated ped signal (perhaps at A bus stops without traffic signal); could this be done as ST improvement at A street or at new bus stops
- Trailer Park will have access via Dedham Street; new MF will have access mostly via A Street; so plan will work for property access

Short-Term Improvements

- ER: ST concept at Mall: how will cyclists access shopping center if using separate bike lane next to main curb; perhaps option of separate bike lane on carriage road would be better
- For ST in particular, need to think how peds/cyclists will cross highway; maybe add ped signals
- AC: Overall concepts look positive, but it's a lot to digest and will need to take concepts to Joe for his thoughts
- Like that more traffic signals will help avoid frustration of always needing to do U-turns to access other side

June 16, 2021

Adam Kornigal (Waves Car Wash); Kelli B___ (Dedham Mall); Jessica Packer and Karen Accero (VA Boston)

Long-Term Improvements

- KB: Are you eliminating free-flow RT into Dedham Mall from Providence Highway? [Yes]
- What does LT timeline mean? [5-10 years, requires design, then securing funding and adding to the TIP]
- AK: Initially, this is exciting, but need to digest. Seen several crashes at U-turn near car wash in the 15 years he's owned it. Need to study this but am very excited
- Will elimination of carriage road mean that the R/W reverts back to the adjacent landowners, or does MassDOT retain it? [not sure]
- KB: A lot to digest, but big picture, this is a great vision. Need to study and want to be involved as project design progresses
- Like the new signals at Stop & Shop; want to stay involved as design continues
- Any presentation to Dedham Planning Board? [not yet, Town staff have been heavily involved]

- KA: Concepts don't really impact VA, but excited this is happening because employee survey shows many don't feel safe crossing highway
- Will MassDOT have meetings as well as Spring St/VFW intersection project design moves forward? [yes]
- KB: What is the plan to better incorporate Mother brook and future trail? [This will be studied in greater detail as design moves forward, and Town is leading this effort along with better integrating Charles River into project and how the bike/ped connections on corridor will connect with town-wide and regional trail plans]
- AK: Like the idea of adding bus stops along PH/VFW; currently MBTA bus does not stop and his employees and others at fast food businesses, etc. have employees that walk from Washington Street, Spring Street, or from mall today; also MBTA bus 52 doesn't connect to Forest Hills
- KB: Remember mall needs large truck access, so consider this in design

Short-Term Improvements

- AK: Need to digest ideas on ST improvements
- Can we add a STOP sign at the current jug handle instead of a YIELD sign, this could help ST with safety at the signalized U-turn. Vehicles drive too fast
- KB: More pedestrian signalized crossings will be a plus; bike lane along carriage road might be a better option
- A lot to digest, need to review and talk internally with others at the Mall
- KA: ST concepts don't really impact VA, so no real concerns

Part 2: Community Engagement Plan

VFW Parkway/Providence Highway Corridor Study, Dedham Community Engagement Plan



Christian Brandt
Planner and Community Engagement Specialist I
Cbrandt@mapc.org
11/4/2021

Table of Contents

Introduction.....	2
Purpose & Goals of Community Engagement	2
Project Leads.....	2
Contact Management.....	3
Feedback Analysis.....	3
The Decision-making Process.....	4
Relevant Demographic/Historical/Spatial/ Contextual Info.....	4
Stakeholder analysis	5
Messaging and Communications	6
Engagement Strategy Chart.....	6
Engagement Timeline, Activities and Approaches.....	9

DRAFT

Introduction

The intent of this Community Engagement Plan is to clearly delineate the purpose of engagement, identify projects leads and supports, present a stakeholder analysis, resources, and opportunities, identify the scale of engagement, and serve as a plan for materials with a timeline for implementation.

Purpose & Goals of Community Engagement

The goal of the VFW Parkway/Providence Highway Corridor Study in Dedham is to improve the roadway corridor so that it is safe for people to access shops, schools, transit, and recreational areas, and supports existing and future development. The Central Transportation Planning Staff proposes to do this by:

- Identifying the safety, mobility, access, and other transportation-related issues within the corridor segment.
- Developing and evaluating solutions to the problems identified in objective one which include: maintain and modernize the roadway; use the existing roadway more efficiently; and increase transportation options.

In addition to identifying the technical problems that exist in the corridor, the Study aims to craft a vision for the corridor's future that builds on its existing strengths and creates a more livable, accessible, and prosperous area.

With those goals in mind, the purpose of engagement for this project is to:

- **Engage** the stakeholders of the study area in identifying existing problems and crowdsourcing potential solutions;
- **Facilitate** a conversation with stakeholders about their vision for the future of the area and identify potential tradeoffs between their vision and the identified solution;
- **Educate** resident about any identified tradeoffs and **empower** them to set their own priorities for the area's future.

Project Leads

MAPC lead staff

Name	Position / Affiliation	Email
Travis Pollack	Senior Transportation Planner	tpollack@mapc.org
Christian Brandt	Planner and Community Engagement Specialist	cbrandt@mapc.org

Partner Lead staff

Name	Position / Affiliation	Email
Jeremy Rosenberger	Dedham Planning Director	jrosenberger@dedham-ma.gov
John Sisson	Dedham Community Development Director	jsisson@dedham-ma.gov
Michelle Tinger	Community Planning and Engagement Specialist	mtinger@dedham-ma.gov
Joe Blankenship	BPDA, Transportation Planner	Joseph.blankenship@boston.gov
Mark Abbott	CTPS, Manager of Traffic Analysis and Design	mabbott@ctps.org
Seth Asante	CTPS, Chief Transportation Planner	sasante@ctps.org

Project Task Force/ Advisory Committee

The below individuals are existing members of the advisory committee. It would be beneficial to add either a residential abutter and/or a business owner tot his list. As of now, not many of these members could be considered as "users" of the Corridor area.

<u>Name</u>	<u>Position</u>	<u>Affiliation</u>	<u>Email</u>
Jeremy Rosenberger	Planning Director	Town of Dedham	jrosenberger@dedham-ma.gov
Michelle Tinger	Community Planning & Engagement Specialist	Town of Dedham	mtinger@dedham-ma.gov
Joe Flanagan	Director of Public Works	Town of Dedham	jflanagan@dedham-ma.gov
Jason Mammone	Director of Engineering	Town of Dedham	jmammone@dedham-ma.gov
James Fitzgerald	Sr. Manager Transportation & Infrastructure	BPDA	james.fitzgerald@boston.gov
Joseph Blankenship	Sr. Transportation Planner	BPDA	joseph.blankenship@boston.gov
Kristina Ricco	Sr. Planner	BPDA	Kristina.Ricco@boston.gov
William Conroy	Policy & Planning	BTD	william.conroy@boston.gov
Zack Wassmouth	Chief Design Engineer	Boston PWD	Zachary.Wassmouth@boston.gov
Jack Duggan	West Roxbury Neighborhood Coordinator	Boston ONS	jack.duggan@boston.gov
Carrie Lavalley, P.E.	Project Development Engineer – District 6	MassDOT	Carrie.Lavalley@dot.state.ma.us
Michael Rush	State Senator	State	Mike.Rush@masenate.gov
Paul McMurtry	State Legislature	State	Paul.McMurtry@mahouse.gov
TBD		MBTA	
TBD		DCR	
TBD		Army Corp. Eng.	

Contact Management

MAPC uses HubSpot to manage contacts and relationships and Constant Contact to communicate updates and events to participants. MAPC staff will update any contacts for this process as needed throughout. The final contact list will be sent back to the client at the end of the process.

Feedback Analysis

Collection

In order to collect feedback in a way that is methodical and consistent, MAPC staff will seek to plan ahead for each of their engagement opportunities and events. MAPC's Community Engagement team has created numerous different templates for conducting interviews and focus groups (for example) which will serve to guide the facilitation and implementation of these tools during the study.

1. **Question Generation:** Staff will generate specific questions for each element and phase (like the Visioning phase) that will be used to collect information across methods (focus groups, interviews, etc.). These questions should seek to gather the necessary information staff need while also connecting with the purpose, goals, and values expressed above.
2. **Facilitation Guides:** Staff will generate facilitation guides based on a template provided by the Community Engagement Coordinator so that focus groups and interviews conducted across elements and by different staff will have the same level of rigor and methodology.

Analysis

When MAPC receives feedback through public engagement, (via interviews, focus groups, surveys, observations, and/or public meetings) that feedback will be analyzed and summarized in accordance with the corridor study goal following a basic methodology outlined below.

3. **Code generation and organization:** data will be reviewed as it is collected, by the staff who collect it, to identify potential themes and trends among various pieces of feedback. Themes and trends will be used to create a set of project codes/a project codebook that will be applied to the data during analysis.
4. **Categorization and Analysis:** after reviewing and organizing the data it will be categorized by the codes developed to more efficiently reduce and synthesize the data.
5. **Synthesis:** once the data has been reduced and categorized, each category will be summarized and the relationships and connections between the categories will be analyzed in order to identify and construct a narrative description of the community's vision.

Incorporation

The completed narrative of the feedback will be compiled and sent to the Town of Dedham and included on the corridor study website. Lastly, the feedback will be incorporated into the final product for each of the implicated corridor study elements. Individual staff will address feedback incorporation in their particular elements. This can include: using quotes, feedback summaries, infographics and other visualizations.

The Decision-making Process

Because this project involves CTPS, the Town of Dedham, and the City of Boston the decision-making process is more complex than typical projects. MAPC and the project partners will work to identify what the decision-making process for this project looks like.

Relevant Demographic/Historical/Spatial/ Contextual Info

Other current MAPC related projects in Dedham

Name of plan	Date	Lead staffer
Dedham Master Plan	Late 2019 – December 2021	Josh Fiala (PM), Carolina Prieto (CE)

Past MAPC related projects in Dedham

Name of plan	Date	Lead staffer
East Dedham Square Design Guidelines	2017	Josh Fiala
East Dedham Village Charrette Strategic Action Plan	2013	Matthew Smith

Town of Dedham Projects

Name of plan	Date	Partner Agency
Providence Highway District Improvement Financing (DIF) Plan	District creation 2018-2019. Infrastructure plan to be developed after Master Plan.	Camoin Associates and MassDevelopment
Dedham Square Design Guidelines	2017-2018	Gamble Associates
Housing Study	2019	JM Goldson LLC
Mixed-Use Development Study	2019-20	Barret Planning Group, McMahon Associates, and Mark Bobrowski

Past MAPC Projects in West Roxbury

Name of plan	Date	Lead staffer
Dedham Master Plan	Late 2019 – December 2021	Josh Fiala (PM), Carolina Prieto (CE)

General Demographic Data

For a more thorough discussion of Dedham's demographic data, please see the Relevant Demographic and Context Information section of the [Dedham Master Plan Community Engagement Plan](#) (page 8). More detailed information about West Roxbury can be found [here](#). Relevant summary has been reproduced here:

Conclusion: Dedham, while being a majority Non-Hispanic White community, has a diversifying population with growing populations of Non-Hispanic Black or African Americans, Non-Hispanic Asians, and Hispanic or Latino residents. There is a large youth population at 21% (0-19 years) and a majority of the households in Dedham are family households of primarily 1 or 2 people. Dedham also has an aging population with its 55 and over age group being the fastest growing.

Similarly, West Roxbury is a diversifying community. Since 2000, the West Roxbury's Hispanic or Latino population increased by 123%. Like Dedham, there is a large youth population and the majority of households are family households.

Vulnerable Population Data

Native America and Indigenous Population Data

The most recent ACS data shows that for both Dedham and West Roxbury, American Indian and Alaska Native alone residents account for less than 1% of the population. Other information resources on Native populations, including current or historic activities within the borders of Dedham and West Roxbury are not currently known. According to the website [Native-Land.ca](#) both communities occupy Pauquunaukit (Wampanoag) territory.

Limited English-speaking residents? (ACS 2011-2015)

In Dedham, the most commonly spoken languages where the speaker does not speak English well are: Spanish or Spanish Creole, Arabic, Russian, Greek, and Chinese. In West Roxbury the most commonly spoken languages where the speaker does not speak English well are Spanish, Chinese, Russian, Haitian Creole, and Arabic.

People with Disabilities

Dedham has a large population of people with disabilities with 1 in every 10 people having a disability of some type. This is a large population that is important to represent and highlight in this community engagement process, particularly as it relates to accessible transit modes for the Corridor. Dedham also has a large immigrant community though the data is not clear about the specific demographics of these communities and where in Dedham they primarily reside.

Socioeconomic Data

Census and ACS data show that the socioeconomic indicators in Dedham are aligned with area averages, except for a higher unemployment rate. The data and previous studies reveal that disparities in these averages can be found from neighborhood to neighborhood in the Town and the population composition and needs does have substantial variations based on neighborhood.

Stakeholder analysis

The stakeholder analysis is intended to identify populations or groups that may be underrepresented in typical community engagement techniques. By undertaking a process of stakeholder analysis and identification, a deliberate approach to reaching these groups can be planned and implemented throughout the process. The stakeholder analysis can also help ensure diverse participation and engagement.

Populations and groups that are already active and engaged in the Town's processes can be reached through more typical engagement techniques. For that reason, additional efforts or techniques are not required to actively engage them in this planning process.

The Engagement Strategy Chart included later in this document details engagement approaches for each of the groups who have been identified may be more proactively engaged. The stakeholder analysis that was developed to define this chart will be shared with relevant stakeholders that are important to the process to add to the list of potential stakeholders that may require additional effort to engage.

Stakeholders

Based on the demographic data of Dedham and conversations with the project staff and municipalities, the project’s stakeholder list and analysis will be updated. That document is available [here](#).

Messaging and Communications

Branding

A consistent and visible brand for the planning process will help to make connections between promotional materials, meetings, and content and allow the community to easily recognize the engagement efforts. MAPC’s communication’s team will produce a simple logo for the project. Colors and fonts will be based on the branding scheme of the Dedham Master Plan.

Translation and Interpretation

All public facing materials (such as flyers, website announcements, and social media) will be translated to accommodate English Language Learners who are stakeholders of the process. Language that the Town will want to consider providing translation and interpretation are listed in the table below.

Website

The project will have an engaging webpage hosted on MAPC’s website. The website will be branded in such a way that is coheres visually with the Dedham Master Plan’s website while still remaining distinct enough to not confuse stakeholders.

Accessibility	
Top 10 most common languages spoken other than English in this municipality	Spanish, Arabic, Russian, Greek, and Chinese
Materials that will be translated	Community surveys, forum materials
Event(s)/ meeting(s) that need interpretation	Kick-off community forum
Printed material to be formatted for visual accessibility	All posters, constant contact emails, and posters/presentations

Engagement Strategy Chart

Spanish Speaking Residents	Outreach methods <ul style="list-style-type: none"> ○ Translated flyers, emails, and pamphlets ○ Partnership with local orgs and collab with MP ○ Advertising in local businesses ○ Outreach through partnership with Schools ○ Outreach to Spanish-language specific religious organizations ○ Outreach to English Language Education programs 	Engagement approaches/activities <ul style="list-style-type: none"> ○ Focus Groups ○ Presentation at a community organization meeting. ○ Interviews 	Potential Barriers <ul style="list-style-type: none"> ○ Community members may be disconnected from existing engagement and municipal structures. ○ The project staff for this project do not speak Spanish 	Potential Messaging <ul style="list-style-type: none"> ○ Have a say in the future of your neighborhood! ○ Ensure your kids can travel and use the corridor safely
Youth/Young Adults	Outreach methods <ul style="list-style-type: none"> ○ Outreach through partnership with Schools, afterschool programs, and sports ○ Incentives for engagement (course credit, gift cards etc.) ○ Connection with youth who participated in the Master Plan 	Engagement approaches/activities <ul style="list-style-type: none"> ○ Focus Groups ○ Interactive workshop (instead of a focus group) 	Potential Barriers <ul style="list-style-type: none"> ○ Youth may be completely disengaged from the existing community organizations and municipal structures. ○ Must reach youth through an adult (parent, teacher) ○ Lack of knowledge or interest in Planning 	Potential Messaging <ul style="list-style-type: none"> ○ Think about where you want the corridor to be 20 years from now – dream big! ○ We have the chance to improve – what are somethings you want to see in the area?
Business Owners	Outreach methods <ul style="list-style-type: none"> ○ Phone outreach to business ○ Outreach through connection from local Chamber of Commerce 	Engagement approaches/activities <ul style="list-style-type: none"> ○ Focus Groups ○ Direct outreach and one-on-one conversations ○ Interviews ○ Surveys 	Potential Barriers <ul style="list-style-type: none"> ○ Unusual available hours and/or limited time for engagement outside of workplace ○ Potentially very different perspectives from residents about future of community. ○ Disconnected from existing engagement structures. ○ Disconnected from municipal infrastructure if not a resident also 	Potential Messaging <ul style="list-style-type: none"> ○ This study will help your business thrive, but we need to make sure it works for you. Make sure you have a say in what that might look like.

Business employees	Outreach methods <ul style="list-style-type: none"> ○ Phone outreach to businesses ○ Outreach through connection from local Chamber of Commerce ○ Connection to employees via their employers 	Engagement approaches/activities <ul style="list-style-type: none"> ○ Focus Groups ○ Direct outreach and one-on-one conversations ○ Interviews ○ Surveys 	Potential Barriers <ul style="list-style-type: none"> ○ Unusual available hours and/or limited time for engagement outside of workplace ○ Potentially very different perspectives from residents about future of community. ○ Disconnected from existing engagement structures. ○ Disconnected from municipal infrastructure if not a resident also 	Potential Messaging <ul style="list-style-type: none"> ○ This study will help you get to and from work better and improve the area around your work by connecting to amenities or other natural features.
Commuters	Outreach methods <ul style="list-style-type: none"> ○ Flyer outreach at local transit hubs ○ Connection to employees commuting to Dedham via their employers ○ Connection with residents who commute out through community-wide survey 	Engagement approaches/activities <ul style="list-style-type: none"> ○ Focus Groups ○ Direct outreach and one-on-one conversations following ○ Interviews ○ Surveys 	Potential Barriers <ul style="list-style-type: none"> ○ Difficult to identify, not a cohesive group ○ not commuting to work anymore due to COVID 	Potential Messaging <ul style="list-style-type: none"> ○ This study will help you get to and from work better
Public Transit Users	Outreach methods <ul style="list-style-type: none"> ○ Flyer outreach at local transit hubs ○ Identify and outreach via community-wide survey 	Engagement approaches/activities <ul style="list-style-type: none"> ○ Focus Groups ○ Direct outreach and one-on-one conversations ○ Interviews ○ Surveys 	Potential Barriers <ul style="list-style-type: none"> ○ Difficult to identify, not a cohesive group ○ not using public transit anymore due to COVID 	Potential Messaging <ul style="list-style-type: none"> ○ This study will help improve what it is like to use public transit in/around the corridor.

Engagement Timeline, Activities and Approaches

The table below organizes the various potential engagement activities by the four different community engagement milestones described in the scope of work. These engagement activities are possible opportunities – think about this as a menu. More detailed descriptions of these can be found later in this document.

Milestones

1. Corridor Vision
2. Corridor Problems and Needs
3. Draft Recommendations
4. Final Plan Release

Documents

1. Visioning analysis and summary
2. Drafted vision
3. Problems and needs analysis and summary
4. Recommendations
5. Final report

1: Corridor Vision, November 2020 - February 2021

- **Community Engagement Strategy Writing:** Detailed plan outlining the procedures and processes for engagement throughout the Master Plan process.
- **Initial Press Release:** This press release will inform residents and stakeholders about upcoming events and engagement opportunities, connecting the corridor study to the broader Master Plan.
- **Community Survey:** Asking community members to weigh in on their priorities with regard to the future of the Corridor. These surveys should be no more than 10 questions or take less than 9 minutes to complete.
- **Virtual Area Tour:** Virtual tour of the corridor area using Google Earth. The tour can include image and text overlays on Google Earth and is accessible online.
- **Kick-off Forum/Open House:** Introductory digital forum announcing the project focusing on visioning for the corridor and existing conditions. Activities may include: existing conditions presentation, topic-specific breakouts that residents can self-select into, simple live polling, follow-up Qualtrics poll. Residents will be directed to the CoUrbanize website for providing feedback
- **Qualitative Visioning Analysis and Summary:** MAPC staff will analyze the feedback from the community survey and kick-off forums in order to understand qualitatively what stakeholders are saying. Analysis will happen in excel.
- **Drafted Vision:** Based on the project feedback and analysis, MAPC staff will draft a vision statement for the project with input from the technical committee (Town of Dedham, City of Boston, and CTPS).

2: Corridor Problems and Needs, February - March 2021

- **Mode Tours:** MAPC staff will film themselves navigating through the area in different modes. The filmed video will be made available to the public to view.
- **Focus Group:** Project team will conduct several focus groups with important stakeholders to gather insights from specific industries, sectors, or groups within a community that may be directly impacted by the recommendations in this Study. These groups may include Business Owners, Business Employees, Commuters, Abutters, and/or other groups as needed.
 - **Alternative: Interviews,** Project team will conduct hour long sessions intended to gather specific insights from key stakeholders and/or experts in the project.
- **Problems and Needs Analysis and Summary:** MAPC staff will analyze the quantitative and qualitative data from the community survey, tours, focus groups, and interviews to develop a problem summary and needs statement that CTPS can use as input in their technical analysis.
- **Problems and Needs Forum:** Digital forum focusing on existing problems and needs for the corridor. Activities may include: explanation of problems, problem- or mode-specific breakouts

that residents can self-select into, simple live polling, follow-up Qualtrics poll. CoUrbanize and the results from the community survey can be used to direct the conversation.

3: Draft Recommendations, March – May 2021

- **Recommendation Development:** MAPC and CTPS staff will being to craft recommendations for the project based on CTPS's research and findings and community feedback gathered during the first and second milestones.
- **Information Residency:** Information residencies are locations set up throughout the community where updates and information about the project can be posted in physical form. This residency should spotlight work completed by the CTPS team, any subsequent/associated recommendations, and provide some avenue for feedback (QR code to survey, for example). Possible locations could include crosswalks in the area, local stores, West Roxbury and Dedham Libraries, Town Hall, Dedham High School, Dedham Senior Center.
- **Recommendations Pop-up:** If the pandemic is no longer a concern by this time, MAPC and Town staff will host a pop-up event (either at another ongoing event or in a commonly traveled part of the corridor) to share the project's recommendations.
- **Recommendations Forum:** This will be the second (and last) public forum and will focus on presenting the project's recommendations back to the public. For this forum, activities may include: recommendations presentation, recommendation-specific breakouts that residents can self-select into, simple live polling, follow-up Qualtrics polls.

4: Final Plan Release, June 2021

- **Information Residency:** Information residencies are locations set up throughout the community where updates and information about the project can be posted in physical form. This residency should spotlight completed by the CTPS team and any subsequent/associate recommendations. Possible locations could include crosswalks in the area, local stores, West Roxbury and Dedham Libraries, Town Hall, Dedham High School, Dedham Senior Center.
- **Final Report Press Release:** This press release will announce the completion of the project and share the final report for the public.

Activities across entire process

- **Email and Phone Outreach:** Prior to any major event or engagement opportunity, MAPC staff will communicate with stakeholders via phone and via email using Constant Contact. Stakeholders will also have the opportunity to sign up for additional content on the project website and CoUrbanize.
- **Social Media:** Town and partner staff will post on Facebook in advance of public events, other engagement opportunities (surveys, information residencies), and in tandem with any press releases and email outreach.
- **Website:** MAPC staff will create an online headquarters for the project that will host interactive digital engagement opportunities, serve as an online repository for information and materials, and enable interested stakeholders to sign up for event notifications.
- **CoUrbanize Site Development:** In tandem with the project Website, MAPC staff will upload and host all digital content on the CoUrbanize website, including surveys, informational slides, and map-based comment options. **The CoUrbanize site should be the primary location for digital engagement tools.**
- **Committee Meetings:** MAPC and Project Team staff will manage and run committee meetings throughout the process

- **Strategic Partnership Formation:** A strategic partnership with community organizations would include event partnerships, outreach collaboration, and (possibly) focus groups and interviews. The partnership will depend largely on the nature of the organization (staffed vs. voluntary, for example) and their level of interest in the project and involvement in the Community. These partnerships will be pursued and maintained throughout the project

Communications Tool	Describe how it will be used
Press	<p>Purpose: At least two press releases that announce the project, inform residents about upcoming events and engagement opportunities, connect to the broader Master Plan, and/or release findings, documents, and the final report.</p> <p>Content: TBD, will include event announcements about the project and events.</p> <p>Frequency: At least two event announcements in advance of public meetings and engagement opportunities, others as needed.</p> <p>Management: MAPC</p> <p>Who will Staff? Travis and Christian will work with the Communications Team to implement press outreach and will make sure that press is reviewed by the partners prior to being sent out.</p>
Social Media	<p>Purpose: Provide opportunities for passive engagement for individuals who can't or won't come to a public meeting by posting on the Town's social media pages.</p> <p>Content: TBD, will include event announcements, status updates, and potentially more creative posts</p> <p>Frequency: As needed</p> <p>Management: MAPC will produce, Town will share.</p> <p>Who will Staff? Christian will work with the Communications Team to write content.</p>
Website	<p>Purpose: Provide an online landing page for the project that will host serve as an online repository for information and materials and enable interested stakeholders to sign up for event notifications.</p> <p>Content: Any materials produced for the project, updates about progress, links to external articles, information about how to sign up, and more.</p> <p>Frequency: Ongoing</p> <p>Management: MAPC will manage the website and update it accordingly.</p> <p>Who will Staff? Communications will build and update the website, Christian and MAPC staff will provide content.</p>
CoUrbanize Page	<p>Purpose: Provide an online headquarters for the project that will host interactive digital engagement opportunities and content including place-based comment boards, surveys, interactive videos and others. The CoUrbanize page will complement the Website.</p> <p>Content: Any materials produced for the project (like the information stations, virtual area tour, or mode tour), information about how to sign up, links to surveys, etc.</p> <p>Frequency: Ongoing</p> <p>Management: MAPC will manage the page and update it accordingly.</p> <p>Who will Staff? MAPC.</p>
Radio (potential)	<p>Purpose: Provide opportunities for additional passive engagement. Radio broadcasting may be a particularly useful way to reach populations that do not traditionally watch TV or find their information digitally.</p> <p>Content: TBD, likely will include announcements, potentially also interviews with residents</p> <p>Frequency: TBD</p> <p>Management: TBD</p> <p>Who will Staff? Christian will coordinate between MAPC and Town.</p>

Engagement Tools	Describe how it will be used
------------------	------------------------------

Strategic Partnerships	<p>Description: A strategic partnership with community organizations would include event partnerships, outreach collaboration, and (possibly) focus groups and interviews. The partnership will depend largely on the nature of the organization (staffed vs. voluntary, for example) and their level of interest in the project and involvement in the Community.</p> <p>Purpose: Establishing these partnerships can help expand the reach of MAPC’s outreach and engagement with community members who are not already engaged through the Municipality. Some examples of organizations to form partnerships with are local churches (particularly the Spanish language churches, veterans’ organizations, the Senior Center, Library, High School, and other municipal civic centers, the Neponset Regional Chamber of Commerce, etc.</p> <p>Frequency: Cultivated early on and maintained throughout the duration of the Master Plan. Intensity of communication will depend on the timeframe of the project, with more communication around events.</p> <p>Management: MAPC</p> <p>Who will Staff? Christian will maintain these partnerships, though additional project members will also be asked to participate pending their ability/capacity.</p>
Community Survey	<p>Description: A community-wide survey will ask community members to weigh in on their priorities with regard to the future of the corridor. These surveys should be no more than 10 questions and/or take less than 9 minutes. In addition, it is comparatively easier to provide translation for surveys than for other forms of engagement.</p> <p>Purpose: Engage individuals who aren’t able to attend public meetings and events and ask more detailed and specific questions.</p> <p>Frequency: At least once, potentially more often pending interest. The first survey will be a visioning survey. Subsequent surveys will be more technically focused and specific.</p> <p>Management: MAPC</p> <p>Who will Staff? Christian will design, questions developed collaboratively</p>
Interviews	<p>Description: Hour long sessions intended to gather specific insights from key stakeholders in the project.</p> <p>Purpose: Interviews have the ability to delve deeper into specific topics, issues, or problems. For example, if a particular demographic within the community experiences the corridor differently, then an interview with a few individuals may be useful. Interviews may also reveal more detailed information, such as conflicts between work hours and transit times.</p> <p>Frequency: TBD, ideally around five different interviews</p> <p>Management: MAPC</p> <p>Who will Staff? TBD (most likely the CTPS or Christian depending on interviewee).</p>
User Tours	<p>Description: MAPC staff would “shadow” a stakeholder as they navigate getting around the study area. A user tour will help to better understand how that resident moves through the area and what issues they encounter as they do. The tour could focus on walking or biking and could be conducted independently by the stakeholder, independently by the Staff, or socially distant collaboratively with both stakeholder and staff.</p> <p>Purpose: A User Tour allows a constituent to show MAPC staff their point of view for a particular service and allows MAPC staff to ask questions in the moment about issues that come up.</p> <p>Frequency: TBD, ideally around three or four (each with different modes)</p> <p>Management: MAPC Staff/Town Staff</p> <p>Who will Staff? TBD</p>
Mode Tours	<p>Description: MAPC staff will film themselves navigating through the area in different modes. The filmed video will be made available to the public to view. A mode tour will help viewers better understand what it is like to travel through the area in the various modes.</p> <p>Purpose: A Mode Tour allows viewers to experience the corridor from a different point of view.</p> <p>Frequency: Up to four (walking, biking, driving, transit)</p> <p>Management: MAPC Staff/Town Staff</p> <p>Who will Staff? TBD</p>
Virtual Area Tour	<p>Description: A virtual tour of the Corridor area using Google Earth. The tour can include image and text overlays on Google Earth and is accessible online. See an example here.</p> <p>Purpose: Because of the ongoing pandemic, it may not be practical for stakeholders to go to the area to experience it (and they might not be going there on a daily basis anymore if they are working from</p>

	<p>home). A virtual tour will help provide context for the recommendations and findings of the project without requiring that stakeholders go to the area.</p> <p>Frequency: Once</p> <p>Management: MAPC Staff/Town Staff</p> <p>Who will Staff? Christian</p>
Information Residencies	<p>Description: Information residencies are locations set up throughout the community where updates and information about the project can be posted in physical form. These could be spotlights on work completed by the CTPS team, opportunities to create more engaging physical activities for residents, or opportunities to connect with residents outside a digital medium. Possible locations could include crosswalks in the area, local stores, West Roxbury and Dedham Libraries, Town Hall, Dedham High School, Dedham Senior Center. The Master Plan has used a poster campaign to similar effect.</p> <p>Purpose: Provide easy access to information for the Town's residents.</p> <p>Frequency: TBD – hopefully information that does not need to be updated (existing conditions, findings, etc.)</p> <p>Management: MAPC will lead content creation, Town will update locations.</p> <p>Who will Staff? Christian will manage, MAPC staff will help create content as needed.</p>

Engagement Events	Describe how it will be used
Public Forum	<p>Description: Digital public forums will be scheduled over Zoom and can involve a presentation, zoom polls, and breakout rooms. Each forum will be recorded and live streamed and can involve breakout rooms, interactive polling (built in or poll everywhere), and other interactive tools.</p> <ul style="list-style-type: none"> • Kick-off Forum/Open House: Introductory digital forum announcing the project focusing on visioning for the corridor and existing conditions. Activities may include: existing conditions presentation, topic-specific breakouts that residents can self-select into, simple live polling, follow-up Qualtrics poll. Residents will be directed to the CoUrbanize website for providing feedback • Problems and Needs Forum: Digital forum focusing on existing problems and needs for the corridor. Activities may include: explanation of problems, problem- or mode-specific breakouts that residents can self-select into, simple live polling, follow-up Qualtrics poll. CoUrbanize and the results from the community survey can be used to direct the conversation. • Recommendations Forum: This will be the second (and last) public forum and will focus on presenting the project's recommendations back to the public. For this forum, activities may include: recommendations presentation, recommendation-specific breakouts that residents can self-select into, simple live polling, follow-up Qualtrics polls. <p>Purpose: The visioning forum will be an opportunity for residents to share their thoughts about how they want to see the Corridor area look like in the future. Activities for this forum should focus on interaction and prioritization and should prompt residents to explore the area's potential</p> <p>Frequency: At least twice, potentially three times</p> <p>Management: MAPC and Town Staff</p> <p>Who will Staff? All staff</p>
Focus Groups	<p>Description: Focus Groups to gather insights from specific industries, sectors, or groups within a community that may be directly impacted by the recommendations in this Study. These groups can include Business Owners, Business Employees, Commuters, etc.</p> <p>Purpose: Focus groups provide richer detail than surveys or public forums and may be a good way to access information about every-day experiences in the study area.</p> <p>Frequency: TBD, ideally four or five</p> <p>Management: MAPC will manage</p> <p>Staff: Christian will plan and facilitate.</p>

<p>Recommendations Pop-up</p>	<p>Description: If the pandemic is no longer a concern by this time, MAPC and Town staff will host a pop-up event (either at another ongoing event or in a commonly traveled part of the corridor) to share the project's recommendations.</p> <p>Purpose: Pop-up events provide staff the opportunity to engage people who are at an unrelated event and are therefore a “captive audience.” These types of events are useful because they do not require outreach in order to be successful and can engage people who might not have selected to interact with the project otherwise.</p> <p>Frequency: Once</p> <p>Management: MAPC and Town Staff</p> <p>Who will staff? All staff.</p>
-----------------------------------	--

MAPC Engagement Team:

Emily Torres-Cullinane, Co-Director of Strategic Initiatives
etorres@mapc.org 617.933.0735

Carolina Prieto, Community Engagement Manager
cprieto@mapc.org 617.933.0706

Iolando Spinola, Community Engagement Specialist II
ispinola@mapc.org 617.933.0713

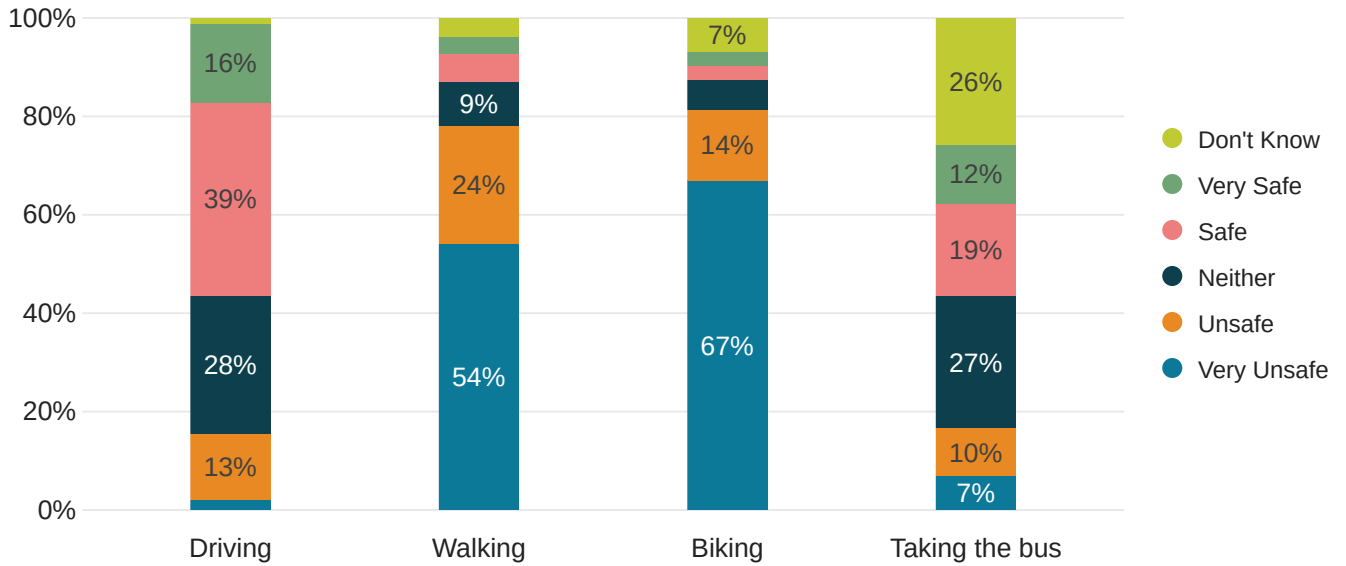
Christian Brandt, Planner and Community Engagement Specialist I
cbrandt@mapc.org 617.933.0796

Sasha Parodi, Event Planner
sparodi@mapc.org 617-933-0769



Part 3: Community Survey Results

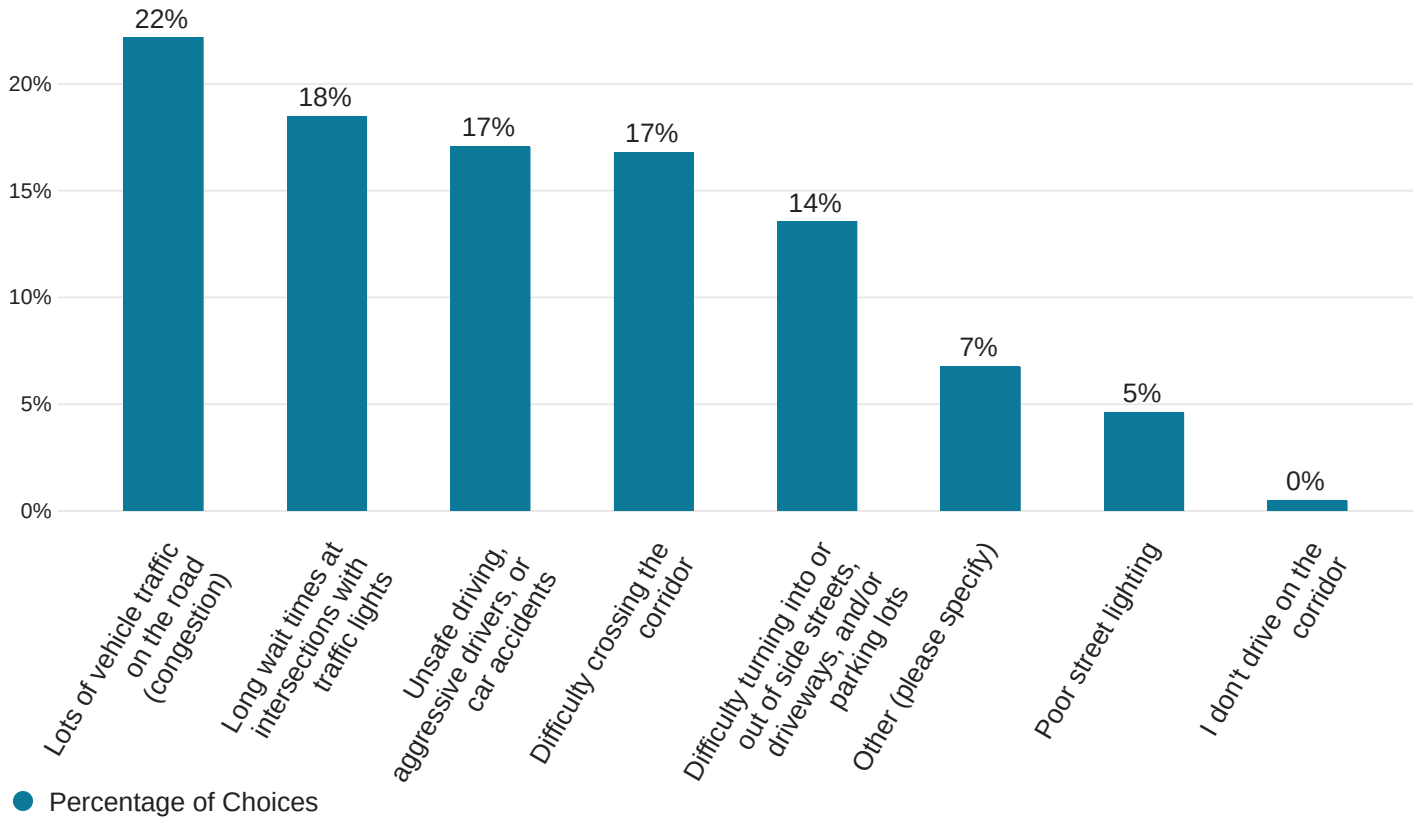
On a scale of 1-5, with 1 being very unsafe and 5 being very safe, how safe do you feel doing the following around and along this area?



Based on these responses, the overwhelming majority of participants felt very unsafe walking and biking around and long the Action Plan area. Significantly fewer participants indicated that driving or taking the bus felt unsafe, with the majority selecting neither, safe, or very safe. 26% of participants responded that they didn't know whether taking the bus was safe or not, indicating that they likely do not take the bus in the corridor.

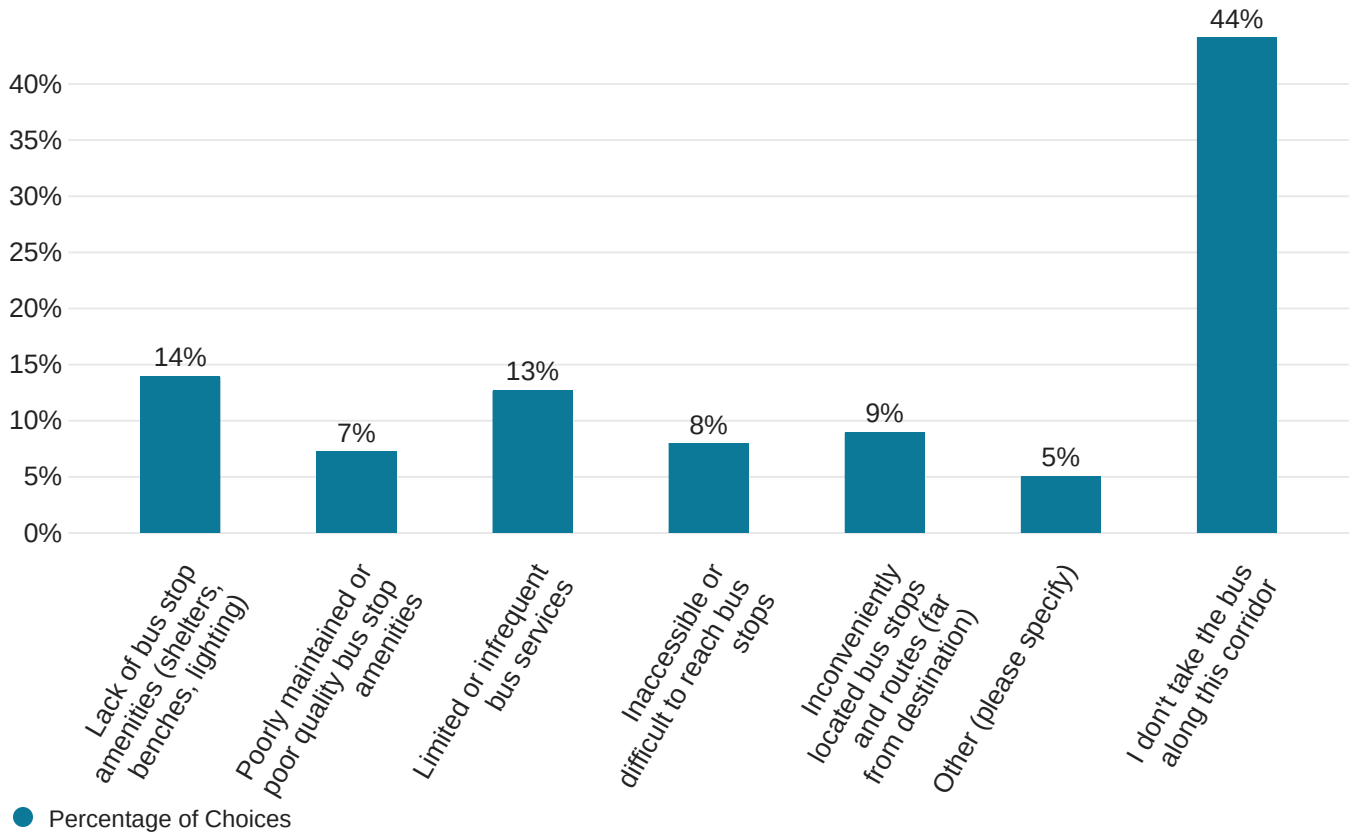
What are some of the biggest challenges you experience driving around this area? Select all that apply

746 Responses



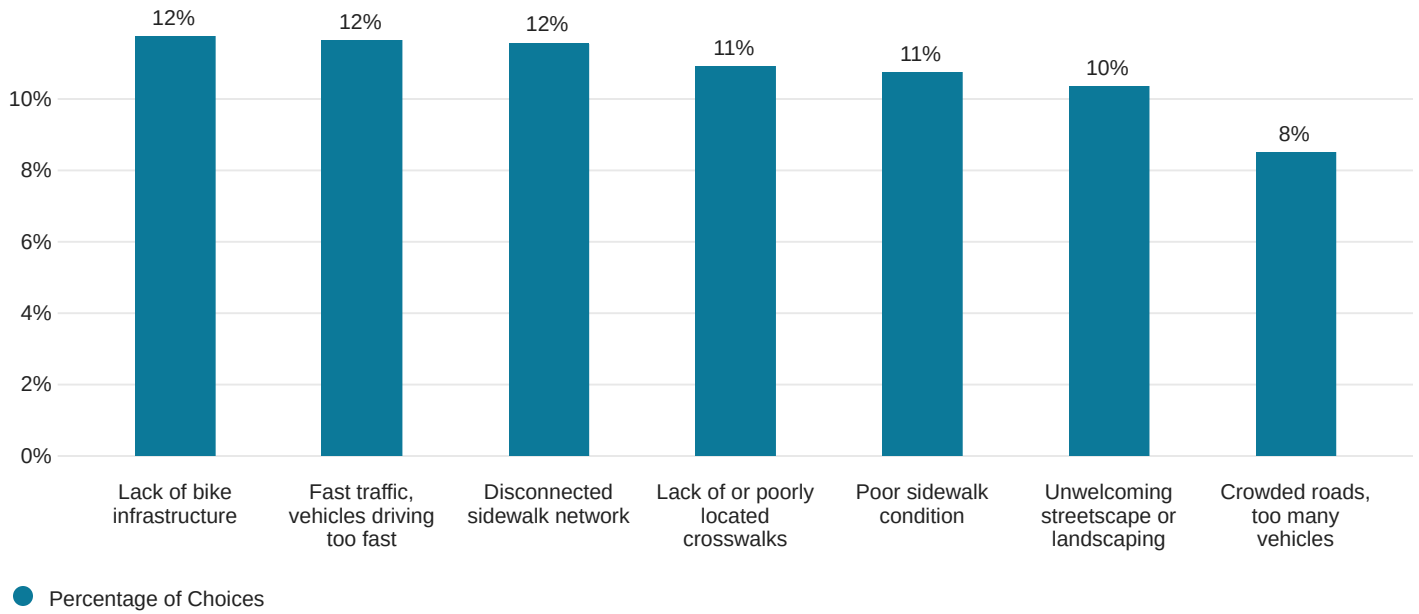
Based on these responses, 22% of respondents felt that vehicle traffic and congestion was a big challenge to driving in the area, followed closely by long wait times at intersections with traffic lights, unsafe driving and accidents, and difficulty crossing the corridor.

What are some of the biggest challenges you experience using bus transit services around this area? Select all that apply.



Based on the above answers, the majority of survey participants don't actually take the bus in the Action Plan area. Those that do indicated that a lack of bus stop amenities and limited or infrequent bus services were their biggest challenges.

What are some of the biggest challenges you experience biking or walking around this area? Select all that apply.



Respondents seemed to agree on five options being the biggest challenges to biking or walking in the area, with a disconnected sidewalk network, fast traffic, and lack of bike infrastructure being the three most commonly selected choices.

Using the map below, click where you feel unsafe driving



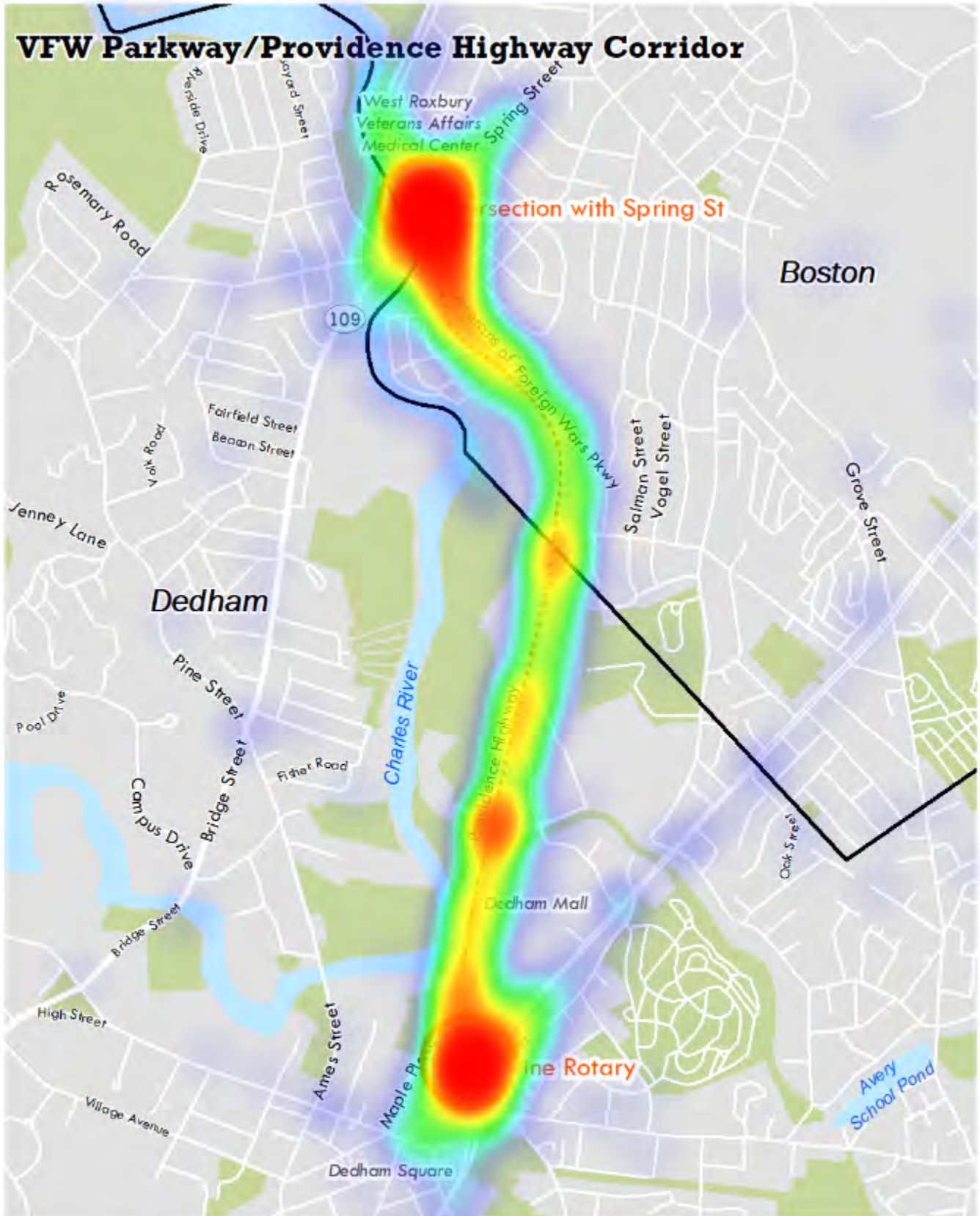
● VFW Pkwy/Providence Hwy Corridor

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory

Using the map below, click where you feel unsafe walking or biking.



Using the map below, click where you think there is a lot of traffic.

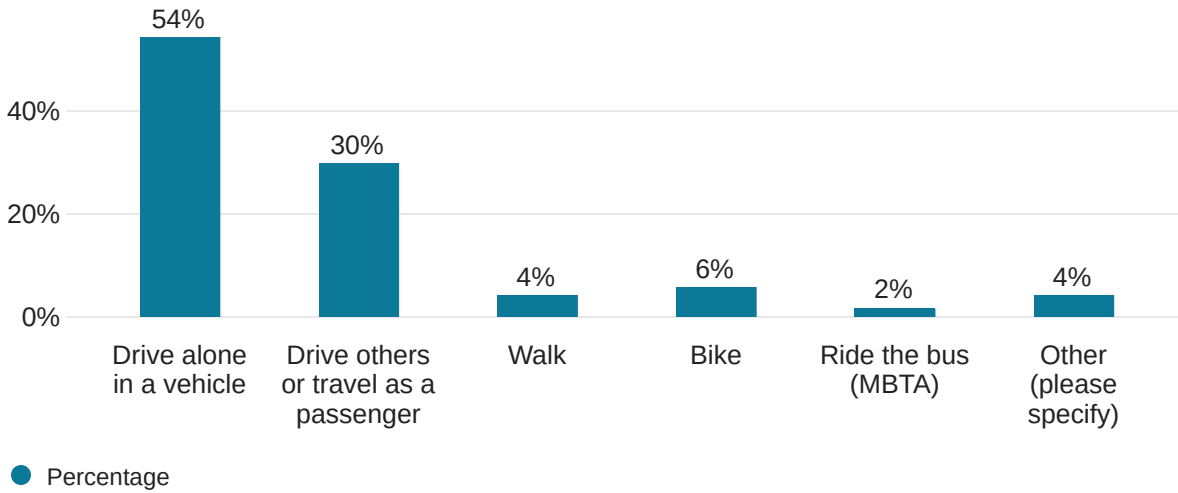


● VFW Pkwy /Providence Hwy Corridor

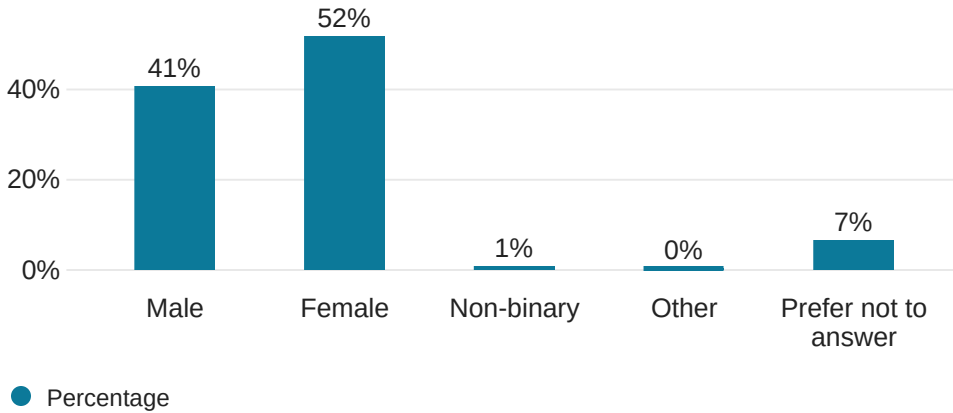
The information depicted on this map is for planning purposes only.

Q37 - How do you typically travel on this corridor? - Selected Choice

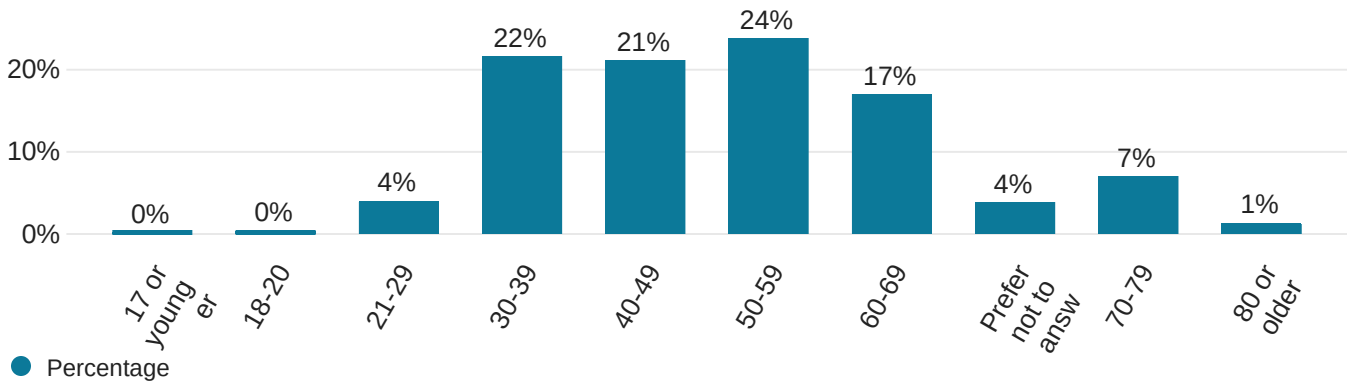
706 Responses



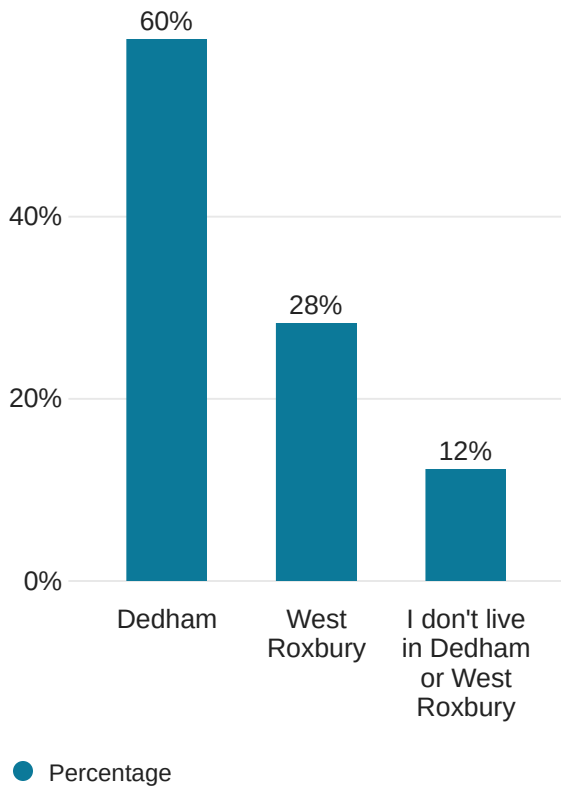
Q4 - What is your gender? - Selected Choice



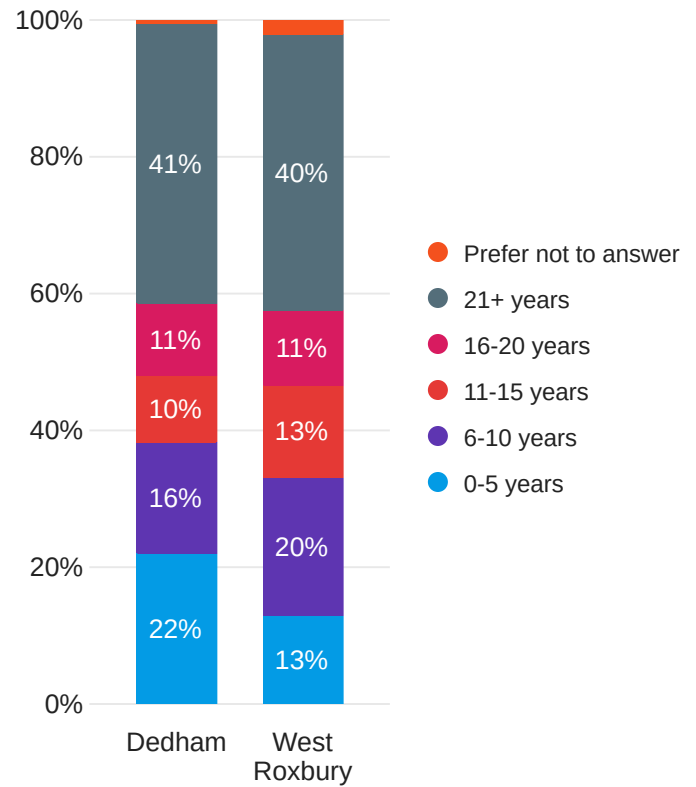
Q5 - What is your age?



In which community do you live?

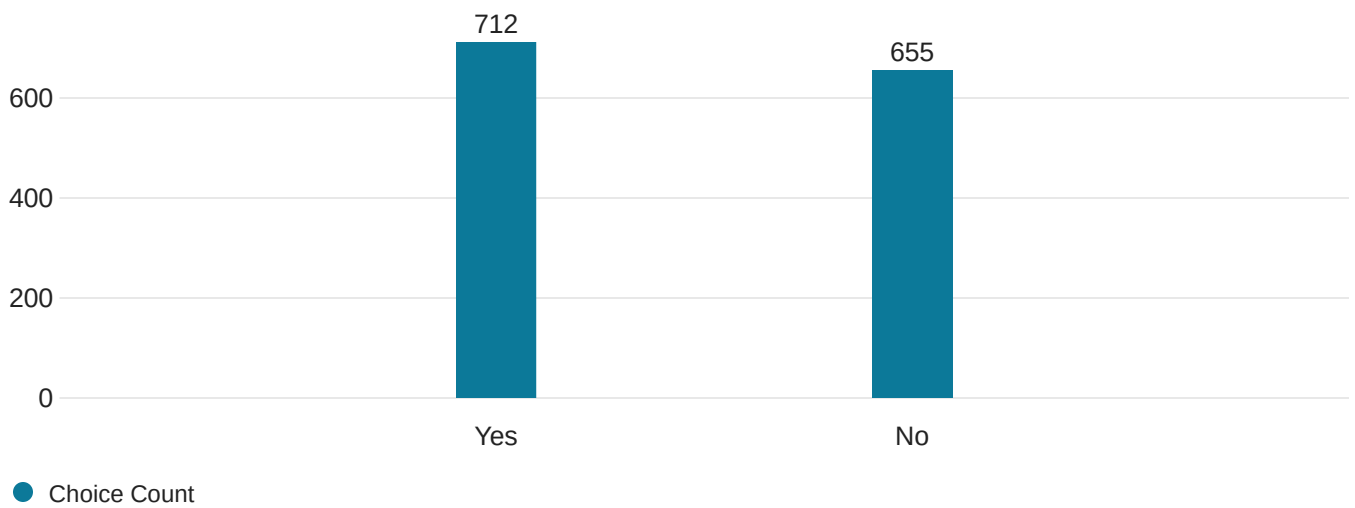


How long have you lived in that community?

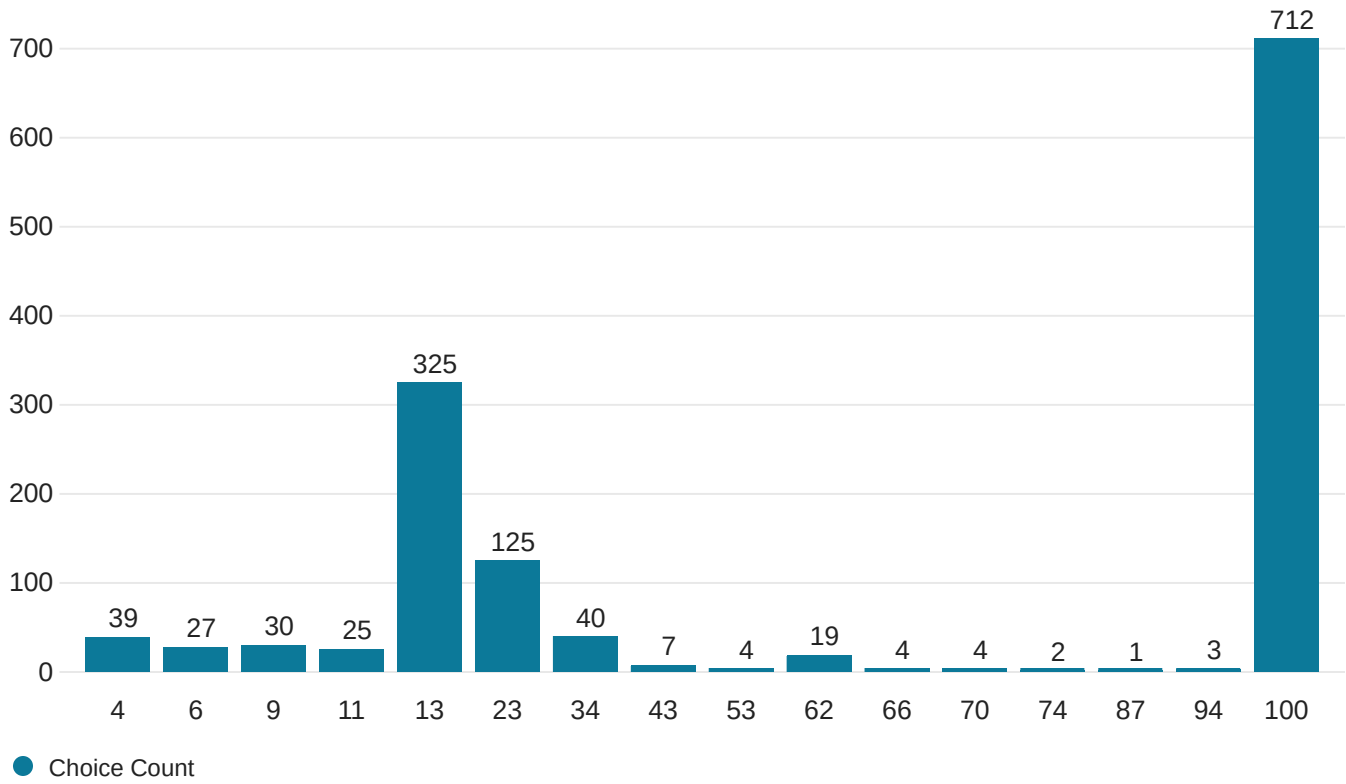


Did the survey taker finish the survey?

1367 Responses



What percent of the survey did the take complete?



Appendix B

Crash Data



Google Earth

SYMBOLS

- | | | | |
|-------|----------------------|-------|----------------|
| → | Moving Vehicle | → [] | Parked Vehicle |
| ←←← | Backing Vehicle | → [] | Fixed Object |
| ⋯→ | Non-Involved Vehicle | → [] | Bicycle |
| → [] | Pedestrian | → [] | Animal |

TYPES OF CRASH

- | | | | |
|-----|----------|-------|----------------|
| →←→ | Head On | ↔↔ | Sideswipe |
| →↓↖ | Angle | → [] | Out of Control |
| →← | Rear End | | |

CRASH INDEX AND SEVERITY

- #, #, #
- # Property Damage Only Crash Index Number
- # Injury Crash Index Number
- # Fatal Crash Index Number

Central
Transportation
Planning Staff



Marine Rotary: Collision Diagram (2015–19)

*VFW Parkway/Providence Highway
Corridor Action Plan
Boston and Dedham*

Table 6
Crash Lookup Table: Providence Highway at Washington Street

Index	Date	Day	Time	Peak Hour	# Veh	# Injured	Crash Severity	Manner of Collision	Road Surface Conditions	Ambient Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
1	2015-01-23	Fri	12:23 PM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Disregarded traffic signs, signals, road markings
2	2015-02-03	Tue	11:35 PM	Off-peak	1	0	Property damage only	Single vehicle crash	Ice	Dark - lighted roadway	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving
3	2015-02-19	Thu	1:40 AM	Off-peak	2	0	Property damage only	Rear-end	Ice	Dark - lighted roadway	Snow	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving
4	2015-03-27	Fri	5:27 PM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving
5	2015-03-28	Sat	2:34 PM	Off-peak	2	0	Property damage only	Rear-end	Wet	Daylight	Snow	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving / Failure to keep in proper lane or running off road
6	2015-03-28	Sat	2:03 PM	Off-peak	2	1	Non-incapacitating	Sideswipe, same direction	Wet	Daylight	Rain	Travelling straight ahead / Changing lanes	Motor vehicle in transport	No improper driving
7	2015-04-17	Fri	2:56 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Wet	Daylight	Cloudy		Motor vehicle in transport	No improper driving / Failure to keep in proper lane or running off road
8	2015-04-22	Wed	1:58 PM	Off-peak	3	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving / Unknown
9	2015-05-09	Sat	11:24 AM	Off-peak	2	1	Incapacitating	Sideswipe, opposite direction	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving / Unknown
10	2015-05-15	Fri	10:56 AM	Off-peak	3	1	Possible	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	Unknown
11	2015-08-14	Fri	4:32 PM	Peak	1	0	Property damage only	Single vehicle crash	Dry	Daylight	Clear	Turning left	Light pole or other post/support	Unknown
12	2015-09-08	Tue	7:10 AM	Peak	1	1	Possible	Single vehicle crash	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving
13	2015-09-21	Mon	11:10 AM	Off-peak	3	Unknown	Unknown	Sideswipe, opposite direction	Dry	Daylight	Clear	Unknown	Motor vehicle in transport	Unknown
14	2016-01-10	Sun	6:15 PM	Off-peak	2	0	Property damage only	Angle	Wet	Dark - lighted roadway	Rain	Travelling straight ahead	Motor vehicle in transport	No improper driving / Inattention
15	2016-01-11	Mon	5:38 PM	Peak	3	0	Property damage only	Rear-end	Dry	Dark - lighted roadway	Clear	Travelling straight ahead / Changing lanes	Motor vehicle in transport	Unknown
16	2016-01-13	Wed	5:44 PM	Peak	2	Unknown	Unknown	Angle	Dry	Dark - lighted roadway	Clear	Turning left	Motor vehicle in transport	Over-correcting/over-steering / No improper driving
17	2016-01-31	Sun	1:17 AM	Off-peak	1	Unknown	Unknown	Single vehicle crash	Dry	Dark - lighted roadway	Clear	Travelling straight ahead	Light pole or other post/support	Exceeding speed limit
18	2016-02-01	Mon	12:12 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	Unknown
19	2016-02-18	Thu	11:19 AM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving
20	2016-02-24	Wed	6:00 PM	Peak	2	0	Property damage only	Angle	Wet	Dark - lighted roadway	Rain	Travelling straight ahead	Motor vehicle in transport	Disregarding traffic signs
21	2016-03-02	Wed	8:07 PM	Off-peak	2	0	Property damage only	Angle	Dry	Dark - lighted roadway	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Disregarded traffic signs, signals, road markings
22	2016-03-14	Mon	10:55 AM	Off-peak	2	1	Non-incapacitating	Angle	Dry	Daylight	Cloudy	Travelling straight ahead	Motor vehicle in transport	No improper driving / Disregarded traffic signs, signals, road markings
23	2016-03-30	Wed	11:12 AM	Off-peak	2	0	Property damage only	Head on	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Inattention

Table 6
Crash Lookup Table: Providence Highway at Washington Street

24	2016-04-04	Mon	10:56 AM	Off-peak	2	0	Property damage only	Angle	Wet	Daylight	Sleet, hail, freezing rain	Travelling straight ahead	Motor vehicle in transport	No improper driving / Inattention
25	2016-04-15	Fri	2:49 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving / Inattention
26	2016-04-22	Fri	7:05 AM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Other	Followed too closely
27	2016-04-25	Mon	8:39 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Dark - lighted roadway	Clear	Unknown	Motor vehicle in transport	No improper driving / Failure to keep in proper lane or running off road
28	2016-05-02	Mon	1:23 PM	Off-peak	2	0	Property damage only	Rear-end	Wet	Daylight	Rain	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving / Unknown
29	2016-05-05	Thu	2:22 PM	Off-peak	2	Unknown	Unknown	Angle	Dry	Daylight	Clear	Turning right / Travelling straight ahead	Motor vehicle in transport	Unknown
30	2016-05-14	Sat	8:17 AM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving / Unknown
31	2016-06-01	Wed	11:37 AM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving
32	2016-06-20	Mon	2:26 PM	Off-peak	2	1	Non-incapacitating	Rear-end	Dry	Daylight	Clear	Unknown	Motor vehicle in transport	No improper driving / Followed too closely
33	2016-07-03	Sun	5:00 PM	Off-peak	2	1	Possible	Angle	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	Disregarded traffic signs, signals, road markings
34	2016-09-15	Thu	10:25 AM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Travelling straight ahead / Changing lanes	Motor vehicle in transport	Disregarded traffic signs, signals, road markings / No improper driving
35	2016-09-28	Wed	9:22 AM	Peak	2	0	Property damage only	Rear-end	Wet	Daylight	Rain	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving
36	2016-10-06	Thu	3:27 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving
37	2016-10-08	Sat	4:43 PM	Off-peak	3	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	Unknown
38	2016-10-24	Mon	10:54 AM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Followed too closely
39	2016-11-19	Sat	6:21 PM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Dark - lighted roadway	Clear	Travelling straight ahead / Changing lanes	Motor vehicle in transport	No improper driving
40	2016-11-29	Tue	4:33 PM	Peak	2	2	Possible	Sideswipe, same direction	Wet	Dark - lighted roadway	Rain	Travelling straight ahead	Motor vehicle in transport	Disregarded traffic signs, signals, road markings / No improper driving
41	2016-12-08	Thu	9:39 PM	Off-peak	3	0	Property damage only	Angle	Dry	Dark - lighted roadway	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Disregarded traffic signs, signals, road markings
42	2016-12-10	Sat	6:07 PM	Off-peak	2	Unknown	Unknown	Rear-end	Dry	Dark - lighted roadway	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving
43	2016-12-24	Sat	4:13 PM	Off-peak	2	Unknown	Unknown	Sideswipe, same direction	Dry	Dusk	Clear	Turning left	Motor vehicle in transport	Unknown
44	2016-12-30	Fri	7:26 PM	Off-peak	2	0	Property damage only	Angle	Dry	Dark - lighted roadway	Clear	Travelling straight ahead	Motor vehicle in transport	Unknown
45	2016-12-31	Sat	6:52 AM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	Unknown

Table 6
Crash Lookup Table: Providence Highway at Washington Street

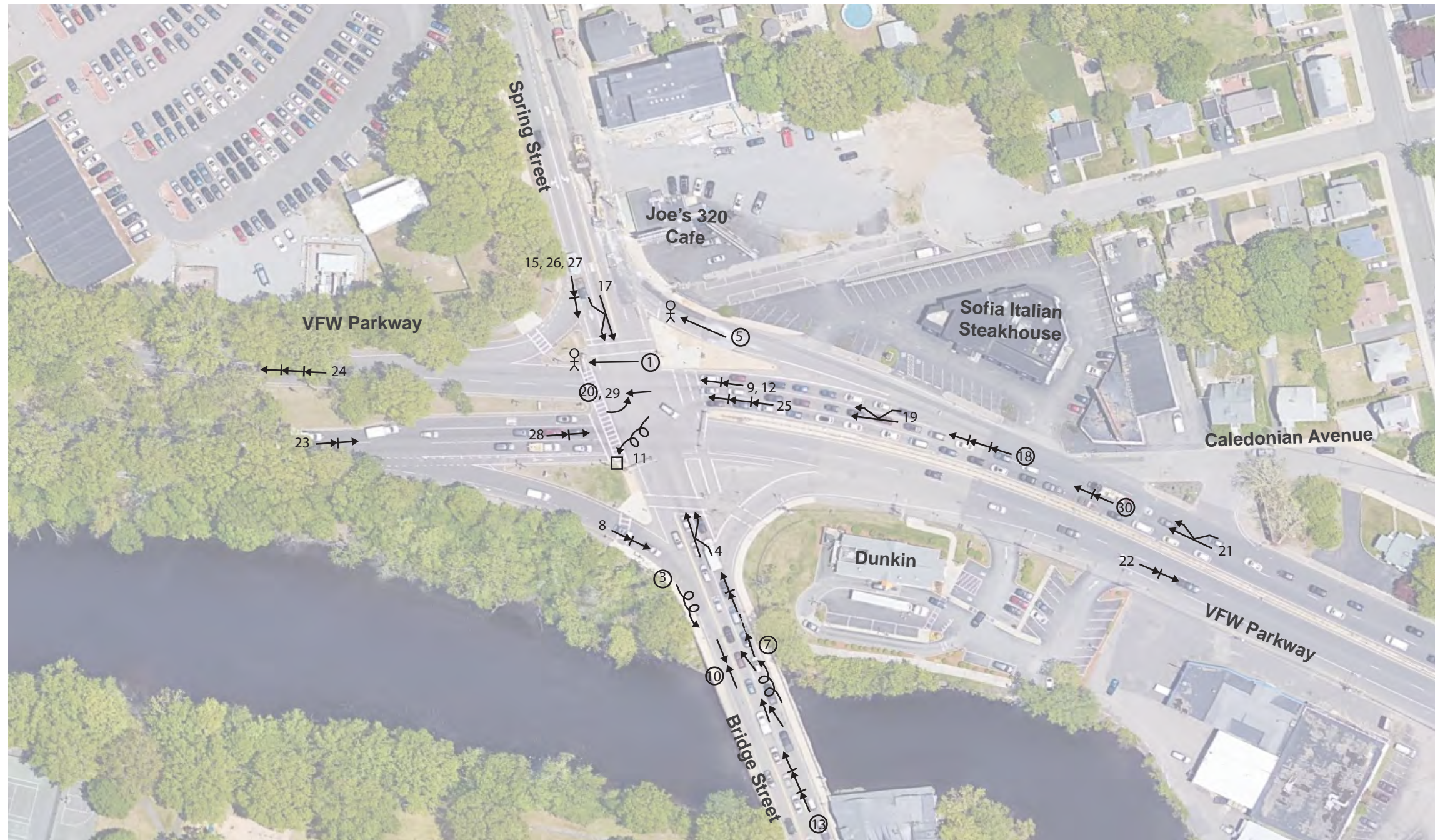
46	2017-01-17	Tue	11:21 AM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Turning right	Parked motor vehicle	No improper driving
47	2017-02-06	Mon	11:44 AM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead / Changing lanes	Motor vehicle in transport	Unknown
48	2017-02-28	Tue	6:01 AM	Off-peak	2	Unknown	Unknown	Angle	Dry	Dawn	Clear	Turning left	Motor vehicle in transport	Unknown
49	2017-05-04	Thu	11:30 PM	Off-peak	2	0	Property damage only	Angle	Dry	Dark - lighted roadway	Clear		Motor vehicle in transport	Unknown
50	2017-05-15	Mon	1:58 PM	Off-peak	3	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving / Unknown
51	2017-05-23	Tue	11:32 AM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Unknown
52	2017-06-19	Mon	3:53 PM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving
53	2017-07-04	Tue	11:54 AM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Turning left / Travelling stright ahead	Motor vehicle in transport	Unknown
54	2017-07-12	Wed	8:22 AM	Peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	Erratic or reckless operation / Unknown / No improper driving
55	2017-07-30	Sun	11:19 AM	Off-peak	2	1	Possible	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving / Inattention
56	2017-08-03	Thu	2:39 PM	Off-peak	2	Unknown	Unknown	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	Unknown
57	2017-08-13	Sun	5:58 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Changing lanes	Motor vehicle in transport	No improper driving
58	2017-08-22	Tue	5:41 PM	Peak	2	1	Possible	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving / Followed too closely
59	2017-08-30	Wed	12:37 PM	Off-peak	1	Unknown	Unknown	Single vehicle crash	Dry	Daylight	Clear	Travelling straight ahead	Utility pole	Illness
60	2017-08-30	Wed	1:36 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Distracted
61	2017-09-05	Tue	6:34 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Changing lanes	Motor vehicle in transport	No improper driving
62	2017-09-20	Wed	6:48 PM	Off-peak	2	Unknown	Unknown	Sideswipe, same direction	Wet	Dark - lighted roadway	Rain	Turning left / Travelling stright ahead	Motor vehicle in transport	Made an improper turn
63	2017-09-21	Thu	6:30 PM	Peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	Unknown
64	2017-12-16	Sat	12:49 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Illness
65	2017-12-17	Sun	5:17 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Dark - lighted roadway	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	Unknown / No improper driving
66	2017-12-17	Sun	10:30 AM	Off-peak	2	1	Possible	Sideswipe, opposite direction	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Disregarded traffic signs, signals, road markings
67	2018-01-06	Sat	1:03 PM	Off-peak	2	0	Property damage only	Single vehicle crash	Dry	Daylight	Clear	Turning left / Travelling stright ahead	Other	No improper driving
68	2018-01-15	Mon	5:41 PM	Peak	2	0	Property damage only	Rear-end	Dry	Dark - lighted roadway	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	Unknown / No improper driving
69	2018-01-23	Tue	5:09 PM	Peak	2	3	Non-incapacitating	Angle	Wet	Dark - lighted roadway	Rain	Travelling straight ahead	Motor vehicle in transport	No improper driving / Disregarded traffic signs, signals, road markings
70	2018-02-04	Sun	10:45 PM	Off-peak	2	0	Property damage only	Angle	Wet	Dark - lighted roadway	Rain	Travelling straight ahead	Motor vehicle in transport	Inattention / No improper driving
71	2018-02-19	Mon	7:39 PM	Off-peak	2	0	Property damage only	Angle	Wet	Dark - lighted roadway	Rain	Travelling straight ahead	Motor vehicle in transport	No improper driving / Disregarded traffic signs, signals, road markings

Table 6
Crash Lookup Table: Providence Highway at Washington Street



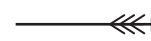

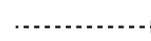
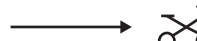


72	2018-03-23	Fri	7:20 AM	Peak	3	0 Property damage only	Sideswipe, opposite direction	Dry	Daylight	Clear	Travelling straight ahead	Curb	Inattention / No improper driving	
73	2018-03-24	Sat	12:49 PM	Off-peak	2	0 Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Unknown	
74	2018-03-27	Tue	4:22 PM	Peak	2	0 Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving / Followed too closely	
75	2018-05-13	Sun	10:36 PM	Off-peak	2	0 Property damage only	Angle	Dry	Dark - lighted roadway	Clear	Turning right / Travelling straight ahead	Motor vehicle in transport	No improper driving / Inattention	
76	2018-05-27	Sun	4:26 PM	Off-peak	2	0 Property damage only	Angle	Dry	Daylight	Cloudy		Motor vehicle in transport	No improper driving / Inattention	
77	2018-05-30	Wed	5:55 PM	Peak	2	0 Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Changing lanes	Motor vehicle in transport	No improper driving	
78	2018-06-10	Sun	9:51 PM	Off-peak	2	0 Property damage only	Angle	Dry	Dark - lighted roadway	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Disregarded traffic signs, signals, road markings	
79	2018-07-14	Sat	12:51 PM	Off-peak	2	0 Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Disregarded traffic signs, signals, road markings	
80	2018-08-10	Fri	12:56 PM	Off-peak	2	0 Property damage only	Angle	Dry	Daylight	Clear	Changing lanes	Motor vehicle in transport	No improper driving / Failed to yield right of way / Unknown	
81	2018-09-09	Sun	8:50 PM	Off-peak	2	0 Property damage only	Sideswipe, same direction	Dry	Dark - lighted roadway	Clear	Changing lanes	Motor vehicle in transport	Inattention / No improper driving	
82	2018-09-21	Fri	7:45 PM	Off-peak	2	0 Property damage only	Angle	Dry	Dark - lighted roadway	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Inattention	
83	2018-10-04	Thu	5:26 PM	Peak	2	0 Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Changing lanes	Motor vehicle in transport	No improper driving / Inattention	
84	2018-10-28	Sun	10:23 PM	Off-peak	2	0 Property damage only	Rear-end	Dry	Dark - lighted roadway	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	Inattention / Disregarded traffic signs, signals, road markings / No improper driving	
85	2018-12-10	Mon	1:42 AM	Off-peak	2	0 Property damage only	Angle	Dry	Dark - lighted roadway	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving	
86	2018-12-18	Tue	6:30 AM	Off-peak	1	0 Property damage only	Single vehicle crash	Ice	Dawn	Clear	Travelling straight ahead	Other fixed object (wall, building, tunnel)	Unknown	
87	2019-01-03	Thu	4:28 PM	Peak	2	1 Non-incapacitating	Rear-end	Dry	Dusk	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	Unknown / No improper driving	
88	2019-01-27	Sun	12:44 PM	Off-peak	2	0 Property damage only	Sideswipe, same direction	Dry	Daylight	Clear		Motor vehicle in transport	No improper driving	
89	2019-01-29	Tue	8:43 PM	Off-peak	1	1 Possible	Single vehicle crash	Wet	Dark - roadway not lighted	Snow	Travelling straight ahead	Bicyclist	No improper driving	
90	2019-01-30	Wed	12:52 PM	Off-peak	2	0 Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Disregarded traffic signs, signals, road markings	
91	2019-01-31	Thu	11:33 AM	Off-peak	2	0 Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Changing lanes	Motor vehicle in transport	No improper driving	
92	2019-02-12	Tue	2:00 PM	Off-peak	3	0 Property damage only	Angle	Ice	Daylight	Snow	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving	
93	2019-03-03	Sun	11:33 PM	Off-peak	2	1 Possible	Angle	Wet	Dark - lighted roadway	Snow	Travelling straight ahead	Motor vehicle in transport	Unknown	
94	2019-03-05	Tue	9:03 PM	Off-peak	2	0 Property damage only	Angle	Wet	Dark - lighted roadway	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Disregarded traffic signs, signals, road markings	
95	2019-03-06	Wed	10:14 AM	Off-peak	2	0 Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving / Distracted	
96	2019-03-25	Mon	8:27 AM	Peak	3	2 (one fatal, one non-fatal)	Fatality	Angle	Dry	Daylight	Clear	Slowing or stopped in traffic / Other	Motor vehicle in transport	Failure to keep in proper lane or running off road / Speeding / No improper driving

Table 6
Crash Lookup Table: Providence Highway at Washington Street



97	2019-05-06	Mon	4:50 PM	Peak	2	0 Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	Inattention	
98	2019-05-07	Tue	1:37 PM	Off-peak	2	0 Property damage only	Rear-end	Dry	Daylight	Clear	Changing lanes	Motor vehicle in transport	Unknown	
99	2019-06-10	Mon	2:33 PM	Off-peak	2	1 Possible	Angle	Dry	Daylight	Clear	Turning right / Travelling straight ahead	Motor vehicle in transport	Disregarded traffic signs, signals, road markings; Inattention / No improper driving	
100	2019-07-03	Wed	5:15 PM	Peak	1	1 Possible	Angle	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Made an improper turn / Disregarded traffic signs, signals, road markings	
101	2019-07-11	Thu	5:01 PM	Peak	3	0 Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving	
102	2019-07-23	Tue	6:20 PM	Peak	2	0 Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving	
103	2019-08-08	Thu	1:33 AM	Off-peak	1	0 Property damage only	Single vehicle crash	Wet	Dark - lighted roadway	Rain	Travelling straight ahead	Light pole or other post/support	Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc / Visibility obstructed	
104	2019-08-22	Thu	6:40 PM	Off-peak	2	0 Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	Inattention / No improper driving	
105	2019-09-04	Wed	11:30 AM	Off-peak	1	Unknown	Unknown	Single vehicle crash	Dry	Daylight	Clear	Travelling straight ahead / Parked	Other fixed object (wall, building, tunnel)	Unknown
106	2019-10-13	Sun	7:29 AM	Off-peak	2	0 Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Inattention / Followed too closely	
107	2019-12-17	Tue	12:07 PM	Off-peak	2	1 Non-incapacitating	Rear-end	Wet	Daylight	Sleet, hail, freezing rain	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving	
108	2019-12-25	Wed	2:54 PM	Off-peak	3	0 Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving	



SYMBOLS

 Moving Vehicle	 Parked Vehicle
 Backing Vehicle	 Fixed Object
 Non-Involved Vehicle	 Bicycle
 Pedestrian	 Animal

TYPES OF CRASH

 Head On	 Sideswipe
 Angle	 Out of Control
 Rear End	

CRASH INDEX AND SEVERITY

	#, #, #
#	Property Damage Only Crash Index Number
#	Injury Crash Index Number
#	Fatal Crash Index Number

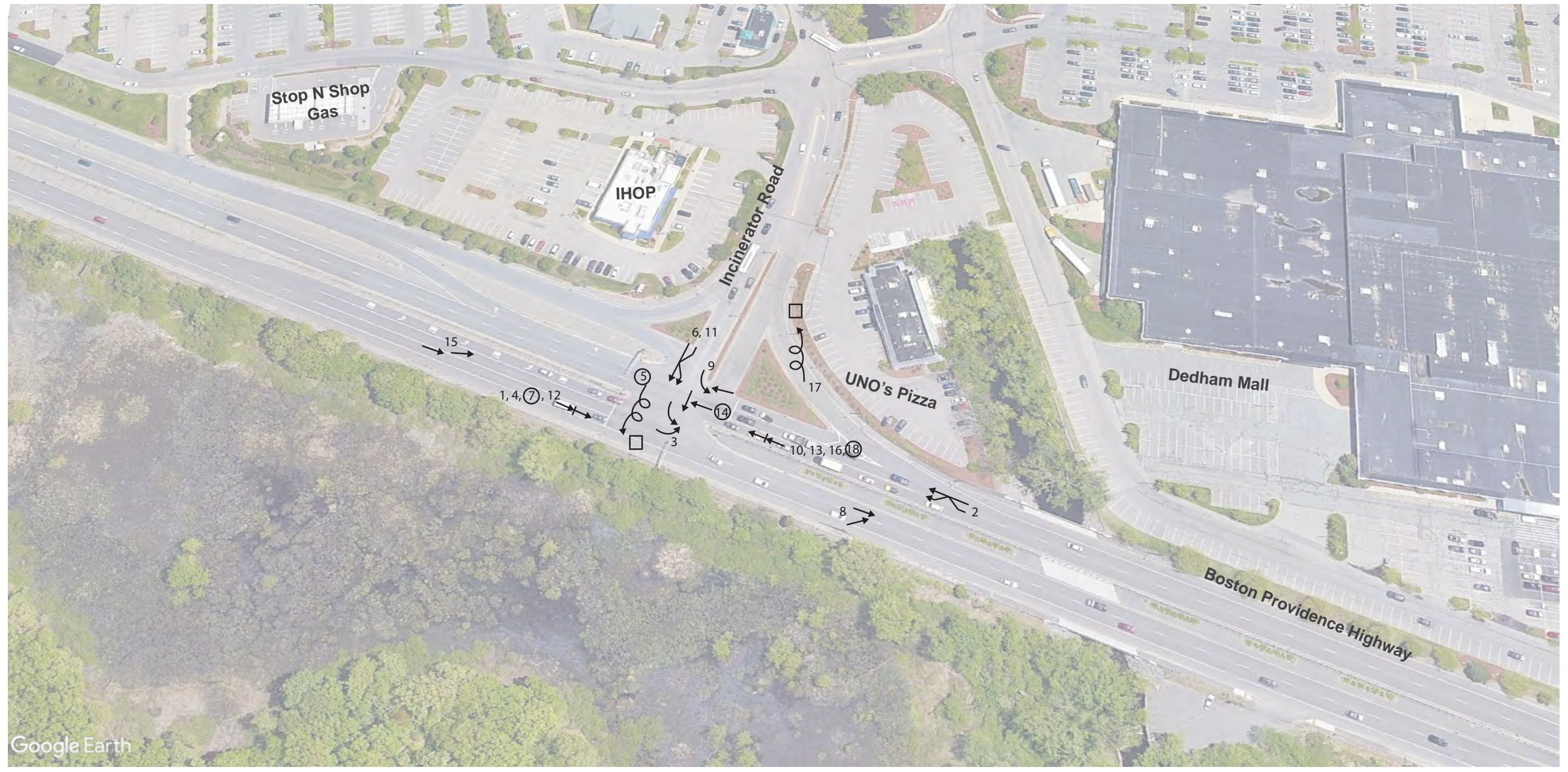


**Table 1
Crash Lookup Table: VFW Highway at Spring/Bridge Street**









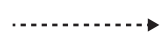


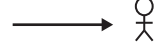

Index	Crash Date	Data Source	Day	Time	Peak Hour	# Veh	# Injured	Crash Severity	Manner of Collision	Road Surface Condition	Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
1	2015-02-27	MassDOT	Fri	7:56 PM	Off-peak	1	1	Possible injury	Head-on	Dry	Dark - lighted roadway	Clear	Travelling straight ahead	Pedestrian	Failed to yield right of way
2	2015-04-16	MassDOT	Thu	3:00 PM	Off-peak	3	0	Property damage only	Head-on	Unknown	Daylight	Unknown	Travelling straight ahead / Slowing or stopped in traffic	Motor vehicle in traffic	No improper driving / Failure to keep in proper lane or running off road
3	2015-05-22	MassDOT	Fri	8:04 PM	Off-peak	1	2	Non-incapacitating	Single vehicle crash	Dry	Dusk	Clear	Travelling straight ahead	Reported but invalid	No improper driving
4	2015-12-16	MassDOT	Wed	9:45 AM	Peak	1	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Turning left	Motor vehicle in traffic	No improper driving
5	2016-01-04	City of Boston	Mon	8:05 PM	Peak	1	1	Non-incapacitating	Single vehicle crash	Unknown	Unknown	Unknown	Turning right	Pedestrian	Failed to yield right of way
6	2016-03-24	City of Boston	Thu	8:07 PM	Off-peak	3	1	Non-incapacitating	Unknown	Unknown	Unknown	Unknown	Travelling straight ahead / Turning left	Motor vehicle in traffic	Failed to yield right of way / No improper driving
7	2016-05-16	MassDOT	Mon	3:30 PM	Peak	7	2	Non-incapacitating	Rear-end	Dry	Daylight	Clear	Changing lanes / Slowing or stopped in traffic	Motor vehicle in traffic	Inattention / No improper driving
8	2016-08-29	MassDOT	Mon	4:27 PM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic / Entering traffic lane	Motor vehicle in traffic	Unknown
9	2016-09-05	MassDOT	Mon	12:23 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic / Backing	Motor vehicle in traffic	No improper driving / Other improper action
10	2017-04-17	City of Boston	Mon	12:00 PM	Off-peak	2	2	Non-incapacitating	Head-on	Unknown	Daylight	Unknown	Travelling straight ahead	Motor vehicle in traffic	No improper driving / Failure to keep in proper lane or running off road
11	2017-06-29	MassDOT	Thu	2:58 AM	Off-peak	1	0	Property damage only	Single vehicle crash	Dry	Dark - lighted roadway	Clear	Turning left	Light pole or other post/support	Erratic or reckless operation
12	2017-09-07	MassDOT	Thu	3:00 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Backing / Slowing or stopped in traffic	Motor vehicle in traffic	Other improper action / No improper driving
13	2017-09-21	MassDOT	Thu	3:30 PM	Peak	3	1	Non-incapacitating	Rear-end	Dry	Daylight	Cloudy	Slowing or stopped in traffic / Travelling straight ahead	Motor vehicle in traffic	No improper driving / No improper driving
14	2017-09-23	City of Boston	Sat	12:25 PM	Off-peak	2	Unknown	Unknown	Unknown	Unknown	Daylight	Unknown	Travelling straight ahead / Turning left	Motor vehicle in traffic	Unknown
15	2017-10-06	MassDOT	Fri	8:35 AM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead / Slowing or stopped in traffic	Motor vehicle in traffic	Unknown
16	2017-10-16	City of Boston	Mon	1:00 PM	Off-peak	2	Unknown	Unknown	Unknown	Unknown	Daylight	Unknown	Travelling straight ahead / Executing a prohibited u-turn	Motor vehicle in traffic	Other improper action / No improper driving
17	2017-10-25	City of Boston	Wed	10:48 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Unknown	Unknown	Unknown	Travelling straight ahead / Changing lanes	Motor vehicle in traffic	Erratic or reckless operation / No improper driving
18	2017-11-17	MassDOT	Fri	9:01 AM	Peak	3	1	Non-incapacitating	Rear-end	Dry	Daylight	Clear	Travelling straight ahead / Slowing or stopped in traffic	Motor vehicle in traffic	Followed too closely / No improper driving
19	2018-08-03	MassDOT	Fri	3:00 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Changing lanes / Slowing or stopped in traffic	Motor vehicle in traffic	Other improper action / No improper driving
20	2018-08-11	MassDOT	Sat	8:14 AM	Off-peak	2	2	Non-incapacitating	Rear-end	Dry	Daylight	Cloudy	Turning left / Travelling straight ahead	Motor vehicle in traffic	Unknown
21	2018-10-18	MassDOT	Thu	6:50 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Dark - roadway not lighted	Cloudy	Travelling straight ahead / Changing lanes	Motor vehicle in traffic	No improper driving / Failure to keep in proper lane or running off road
22	2018-11-17	MassDOT	Sat	3:14 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Turning right / Turning right	Motor vehicle in traffic	No improper driving
23	2018-12-20	MassDOT	Thu	5:45 PM	Peak	2	0	Property damage only	Rear-end	Dry	Dark - lighted roadway	Clear	Slowing or stopped in traffic / Travelling straight ahead	Motor vehicle in traffic	No improper driving
24	2019-01-17	MassDOT	Thu	3:30 PM	Peak	3	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic / Travelling straight ahead	Motor vehicle in traffic	No improper driving
25	2019-04-03	MassDOT	Wed	5:20 PM	Peak	3	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic / Travelling straight ahead	Motor vehicle in traffic	No improper driving / Inattention

Table 1
Crash Lookup Table: VFW Highway at Spring/Bridge Street

26	2019-06-05	City of Boston	Wed	11:45 AM	Off-peak	2	0	Property damage only	Rear-end	Unknown	Daylight	Unknown	Travelling straight ahead / Slowing or stopped in traffic	Motor vehicle in traffic	Followed too closely / No improper driving
27	2019-08-06	City of Boston	Tue	8:21 AM	Peak	2	0	Property damage only	Rear-end	Unknown	Daylight	Unknown	Travelling straight ahead / Slowing or stopped in traffic	Motor vehicle in traffic	Followed too closely / No improper driving
28	2019-08-06	City of Boston	Tue	11:40 AM	Off-peak	2	0	Property damage only	Rear-end	Unknown	Daylight	Unknown	Travelling straight ahead / Slowing or stopped in traffic	Motor vehicle in traffic	Followed too closely / No improper driving
29	2019-08-23	MassDOT	Fri	11:30 AM	Off-peak	2	5	Possible injury	Angle	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Motor vehicle in traffic	No improper driving / Unknown
30	2019-10-08	MassDOT	Tue	3:09 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped in traffic	Motor vehicle in traffic	No improper driving



Google Earth

SYMBOLS		TYPES OF CRASH		CRASH INDEX AND SEVERITY
 Moving Vehicle	 Parked Vehicle	 Head On	 Sideswipe	#, (#), (##) # Property Damage Only Crash Index Number (#) Injury Crash Index Number (##) Fatal Crash Index Number
 Backing Vehicle	 Fixed Object	 Angle	 Out of Control	
 Non-Involved Vehicle	 Bicycle	 Rear End		
 Pedestrian	 Animal			

Central
Transportation
Planning Staff



Providence Highway at Dedham Mall Driveway: Collision Diagram (2015–19)

VFW Parkway/Providence Highway
Corridor Action Plan
Boston and Dedham

**Table 4
Crash Lookup Table: Providence Highway at Incinerator Road**

Index	Date	Day	Time	Peak Hour	# Veh	# Injured	Crash Severity	Manner of Collision	Road Surface Conditions	Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
1	2015-01-29	Thu	12:19 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	Inattention
2	2015-02-14	Sat	8:04 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Wet	Dark - lighted roadway	Cloudy	Travelling straight ahead	Motor vehicle in transport	No improper driving
3	2016-04-27	Wed	10:50 AM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	Unknown
4	2016-05-26	Thu	4:16 PM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving / Unknown
5	2016-05-30	Mon	9:15 AM	Peak	1	1	Non-incapacitating	Single vehicle crash	Wet	Daylight	Rain	Travelling straight ahead	Curb	No improper driving
6	2016-07-21	Thu	9:13 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Dark - lighted roadway	Clear	Travelling straight ahead	Motor vehicle in transport	Unknown
7	2016-09-06	Tue	9:50 AM	Peak	2	1	Non-incapacitating	Rear-end	Wet	Daylight	Rain	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving / Unknown
8	2016-11-17	Thu	1:56 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Changing lanes	Motor vehicle in transport	No improper driving
9	2016-11-18	Fri	12:30 PM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Turning left / Travelling straight ahead	Motor vehicle in transport	Unknown
10	2016-11-25	Fri	6:55 AM	Off-peak	2	0	Property damage only	Rear-end	Wet	Daylight	Cloudy	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	Unknown
11	2016-12-01	Thu	3:26 PM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Dry	Daylight	Clear	Turning left	Motor vehicle in transport	Followed too closely
12	2017-04-27	Thu	3:55 PM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Changing lanes	Motor vehicle in transport	No improper driving
13	2017-06-22	Thu	7:11 AM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving / Distracted / Followed too closely
14	2017-08-12	Sat	9:45 PM	Off-peak	2	1	Possible	Angle	Dry	Dark - lighted roadway	Clear	Changing lanes	Motor vehicle in transport	Unknown
15	2018-03-16	Fri	11:21 AM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Cloudy	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	Other improper action / No improper driving
16	2018-12-16	Sun	2:46 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving
17	2018-12-18	Tue	6:35 AM	Off-peak	1	0	Property damage only	Single vehicle crash	Ice	Daylight	Sleet, hail, freezing rain	Turning right	Curb	No improper driving
18	2019-11-26	Tue	1:17 PM	Off-peak	2	2	Non-incapacitating	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving / Other improper action



Google Earth

SYMBOLS

- | | | | |
|-----|----------------------|-----|----------------|
| → | Moving Vehicle | → □ | Parked Vehicle |
| ←←← | Backing Vehicle | → □ | Fixed Object |
| ⋯→ | Non-Involved Vehicle | → ⚙ | Bicycle |
| → ⤴ | Pedestrian | → 🐘 | Animal |

TYPES OF CRASH

- | | | | |
|-------|----------|----|----------------|
| ↔↔↔ | Head On | ↘↗ | Sideswipe |
| → ↓ ↙ | Angle | 🌀 | Out of Control |
| → → | Rear End | | |

CRASH INDEX AND SEVERITY

- #, #, #
- # Property Damage Only Crash Index Number
 - # Injury Crash Index Number
 - # Fatal Crash Index Number



**Table 3
Crash Lookup Table: Providence Highway at Designated U-turn**

Index	Crash Date	Day	Time	Peak Hour	# Veh	# Injured	Crash Severity	Manner of Collision	Road Surface Conditions	Ambient Light Conditions	Weather Conditions	Vehicle Actions Prior to Crash	Most Harmful Event	Driver Contributing Code
1	2015-02-02	Mon	7:18 AM	Peak	2	0	Property damage only	Sideswipe, same direction	Snow	Daylight	Snow	Travelling straight ahead	Motor vehicle in transport	No improper driving
2	2015-02-05	Thu	11:57 AM	Off-peak	2	0	Property damage only	Sideswipe, same direction	Wet	Daylight	Cloudy	Travelling straight ahead / Changing lanes	Motor vehicle in transport	No improper driving
3	2015-07-27	Mon	12:47 PM	Off-peak	2	0	Property damage only	Sideswipe, opposite direction	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	Inattention / Wrong side or wrong way / No improper driving
4	2015-12-18	Fri	1:57 PM	Off-peak	2	0	Property damage only	Rear-end	Wet	Daylight	Rain	Travelling straight ahead / Slowing or stopped	Motor vehicle in transport	No improper driving
5	2016-02-07	Sun	1:02 PM	Off-peak	2	2	Incapacitating	Angle	Dry	Daylight	Clear	Travelling straight ahead / Changing lanes	Motor vehicle in transport	No improper driving / Failure to keep in proper lane or running off road
6	2016-12-28	Wed	5:36 PM	Peak	2	0	Property damage only	Angle	Dry	Dark - roadway not lighted	Clear	Travelling straight ahead / Entering traffic lane	Motor vehicle in transport	Unknown
7	2017-01-04	Wed	1:18 PM	Off-peak	2	Unknown	Unknown	Angle	Wet	Daylight	Cloudy	Travelling straight ahead / Turning left	Motor vehicle in transport	Unknown
8	2017-05-06	Sat	7:11 PM	Off-peak	1	1	Non-incapacitating	Single vehicle crash	Wet	Dusk	Cloudy	Travelling straight ahead	Guardrail	Fatigued/Asleep
9	2017-08-28	Mon	11:21 PM	Off-peak	1	0	Property damage only	Single vehicle crash	Dry	Dark - unknown roadway lighting	Clear	Travelling straight ahead	Motor vehicle in transport	Unknown
10	2018-03-08	Thu	6:15 AM	Off-peak	2	0	Property damage only	Angle	Snow	Dawn	Snow	Travelling straight ahead	Motor vehicle in transport	Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc / No improper driving
11	2018-04-13	Fri	7:01 AM	Peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	No improper driving
12	2018-10-04	Thu	2:40 PM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Clear	Travelling straight ahead	Motor vehicle in transport	No improper driving / Inattention
13	2018-11-08	Thu	5:29 PM	Peak	1	0	Property damage only	Single vehicle crash	Dry	Dark - lighted roadway	Clear	Travelling straight ahead	Deer	No improper driving
14	2019-01-11	Fri	11:48 AM	Off-peak	2	0	Property damage only	Rear-end	Dry	Daylight	Cloudy	Slowing or stopped / Changing lanes	Motor vehicle in transport	No improper driving / Followed too closely
15	2019-02-08	Fri	9:37 AM	Peak	2	0	Non-incapacitating	Rear-end	Wet	Daylight	Rain	Travelling straight ahead	Motor vehicle in transport	No improper driving / Distracted / Inattention
16	2019-07-18	Thu	9:20 AM	Peak	2	0	Property damage only	Rear-end	Wet	Daylight	Rain	Slowing or stopped / Travelling straight ahead	Motor vehicle in transport	Disregarded traffic signs, signals, road markings / No improper driving
17	2019-12-13	Fri	11:37 AM	Off-peak	2	0	Property damage only	Angle	Dry	Daylight	Clear	Making u-turn / Travelling straight ahead	Motor vehicle in transport	No improper driving / Disregarded traffic signs, signals, road markings

Appendix C: Traffic, Speed, and Signal Timing Data

1. Automatic Traffic Recorder Data
2. Spot Speed Data
3. Signal Timing and Layouts
4. Turning Movement Counts

Part 1: Automatic Traffic Recorder (ATR) Data

Mass Highway Department

WEEKLY SUMMARY FOR ALL LANES
Starting: 11/18/2020

Page: 1

Station #: 200240000064
Site ID: 110000000101
Location: VFW Pkwy.NB, s.of VA Med.Center Main Ent
Direction: ROAD TOTAL

STA. 1 NB

File: Sta.1 NB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns 1 & 2 Comb

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				21	18	20	38	30	27	107
02:00				17	23	20	16	15	18	71
03:00				11	11	11	13	13	12	48
04:00				12	25	18	15	12	16	64
05:00				87	87	87	38	17	57	229
06:00				422	395	408	112	48	244	977
07:00				1026	1026	1024	377	271	674	2696
08:00				1124	1126	1125	402	289	735	2941
09:00				1091	966	1028	484	408	737	2949
10:00				817	879	848	705	537	734	2938
11:00				850	935	892	924	732	860	3441
12:00				867	1006	936	1042	929	961	3844
13:00			986	1007	1067	1020	1140	1024	1045	5224
14:00			969	935	1077	994	1159	1039	1036	5179
15:00			1047	975	1109	1044	1133	938	1040	5202
16:00			915	961	1065	980	1258	874	1015	5073
17:00			849	878	1042	923	1097	836	940	4702
18:00			800	853	911	855	892	673	826	4129
19:00			719	733	860	771	788	524	725	3624
20:00			555	556	654	588	527	346	528	2638
21:00			338	386	489	404	364	254	366	1831
22:00			202	214	280	232	292	158	229	1146
23:00			142	128	196	155	176	118	152	760
24:00			68	70	92	77	97	77	81	404
TOTALS			7590	14041	15335	14460	13089	10162	13058	60217
% AVG WKDY			52.5	97.1	106.1		90.5	70.3		
% AVG WEEK			58.1	107.5	117.4		100.2	77.8		
AM Times				08:00	08:00	08:00	12:00	12:00	12:00	
AM Peaks				1124	1126	1125	1042	929	961	
PM Times			15:00	13:00	15:00	15:00	16:00	14:00	13:00	
PM Peaks			1047	1007	1109	1044	1258	1039	1045	

U3

NB 14460

SB 15500

Comb AWD 29960

FAC .97

Comb ADT 29,100

Mass Highway Department

WEEKLY SUMMARY FOR ALL LANES
Starting: 11/18/2020

Page: 1

STAIL SB

Station #: 200240000145
Site ID: 110000000102
Location: VFW Pkwy.SB, s.of VA Med.Center Main Ent
Direction: ROAD TOTAL

File: Sta.1 SB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns.1 &2 Comb

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				77	64	70	86	72	75	299
02:00				25	36	30	36	37	34	134
03:00				18	16	17	21	17	18	72
04:00				6	21	14	15	17	15	59
05:00				20	23	22	19	15	19	77
06:00				84	86	85	53	33	64	256
07:00				261	308	284	165	118	213	852
08:00				589	665	627	431	276	490	1961
09:00				869	863	866	699	456	722	2887
10:00				792	924	858	944	671	833	3331
11:00				915	985	950	1179	840	980	3919
12:00				966	1118	1042	1258	1039	1095	4381
13:00			1040	1093	1235	1123	1269	1125	1152	5762
14:00			1119	1118	1298	1178	1334	1065	1187	5934
15:00			1334	1368	1373	1358	1360	962	1279	6397
16:00			1559	1495	1559	1538	1325	994	1386	6932
17:00			1512	1513	1576	1534	1232	806	1328	6639
18:00			1234	1260	1315	1270	856	599	1053	5264
19:00			846	938	964	916	669	433	770	3850
20:00			688	648	753	696	512	384	597	2985
21:00			376	385	483	415	331	269	369	1844
22:00			235	250	305	263	239	138	233	1167
23:00			138	145	175	153	170	103	146	731
24:00			185	197	190	191	170	148	178	890
TOTALS			10266	15032	16335	15500	14373	10617	14236	66623
% AVG WKDY			66.2	97.0	105.4		92.7	68.5		
% AVG WEEK			72.1	105.6	114.7		101.0	74.6		
AM Times				12:00	12:00	12:00	12:00	12:00	12:00	
AM Peaks				966	1118	1042	1258	1039	1095	
PM Times			16:00	17:00	17:00	16:00	15:00	13:00	16:00	
PM Peaks			1559	1513	1576	1538	1360	1125	1386	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/18/2020

Page: 1

Station #: 200240000151
Site ID: 000000000203
Location: Spring St. EB, east of Gould St.
Direction: EAST

STA. 2 EB

File: D1118001.prn
City: Boston
County:

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				16	28	22	40	37	30	121
02:00				10	17	14	11	20	14	58
03:00				9	12	10	10	8	10	39
04:00				7	8	8	8	3	6	26
05:00				17	25	21	16	12	18	70
06:00				74	73	74	40	29	54	216
07:00				195	199	197	88	56	134	538
08:00				358	386	372	206	116	266	1066
09:00				431	448	440	299	183	340	1361
10:00				388	414	401	364	263	357	1429
11:00				377	420	398	462	390	412	1649
12:00				386	457	422	559	493	474	1895
13:00			464	498	572	511	615	554	541	2703
14:00			497	506	575	526	671	558	561	2807
15:00			568	607	657	611	725	524	616	3081
16:00			598	583	619	600	686	485	594	2971
17:00			558	569	643	590	657	444	574	2871
18:00			523	555	615	564	534	403	526	2630
19:00			409	459	483	450	401	284	407	2036
20:00			328	331	359	339	324	250	318	1592
21:00			232	215	284	244	274	184	238	1189
22:00			138	187	238	188	201	108	174	872
23:00			91	86	126	101	110	69	96	482
24:00			48	39	52	46	56	45	48	240
TOTALS			4454	6903	7710	7149	7357	5518	6808	31942
% AVG WKDY			62.3	96.6	107.8		102.9	77.2		
% AVG WEEK			65.4	101.4	113.2		108.1	81.1		
AM Times				09:00	12:00	09:00	12:00	12:00	12:00	
AM Peaks				431	457	440	559	493	474	
PM Times			16:00	15:00	15:00	15:00	15:00	14:00	15:00	
PM Peaks			598	607	657	611	725	558	616	

u4

EB 7149

WB 6759

COMB AWD 13 908

FAC .99 (.99)

COMB ADT 13,600

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/18/2020

Page: 1

Station #: 200240000148
Site ID: 000000000204
Location: Spring St. WB, east of Gould St.
Direction: WEST

STA. 2 WB

File: D118002.prn
City: Boston
County:

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				11	17	14	37	25	22	90
02:00				15	15	15	23	20	18	73
03:00				16	8	12	9	9	10	42
04:00				8	16	12	7	4	9	35
05:00				33	29	31	18	16	24	96
06:00				111	123	117	60	38	83	332
07:00				273	276	274	135	93	194	777
08:00				442	481	462	223	158	326	1304
09:00				437	463	450	345	267	378	1512
10:00				389	392	390	504	318	401	1603
11:00				412	476	444	524	403	454	1815
12:00				391	471	431	581	462	476	1905
13:00			466	407	534	469	621	509	507	2537
14:00			418	531	520	490	564	452	497	2485
15:00			591	572	665	609	550	399	555	2777
16:00			532	545	572	550	487	317	491	2453
17:00			503	516	549	523	448	347	473	2363
18:00			456	438	482	459	341	275	398	1992
19:00			348	323	377	349	308	210	313	1566
20:00			245	247	289	260	215	149	229	1145
21:00			164	166	201	177	135	115	156	781
22:00			102	110	136	116	127	59	107	534
23:00			59	55	88	67	84	50	67	336
24:00			37	40	37	38	59	31	41	204
TOTALS			3921	6488	7217	6759	6405	4726	6229	28757
% AVG WKDY			58.0	96.0	106.8		94.8	69.9		
% AVG WEEK			62.9	104.2	115.9		102.8	75.9		
AM Times				08:00	08:00	08:00	12:00	12:00	12:00	
AM Peaks				442	481	462	581	462	476	
PM Times			15:00	15:00	15:00	15:00	13:00	13:00	15:00	
PM Peaks			591	572	665	609	621	509	555	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/18/2020

Page: 1

Station #: 200240000061
Site ID: 000000000303
Location: Bridge St. EB, east of Needham St.
Direction: EAST

STA. 3 EB

File: D1118003.prn
City: Boston
County:

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN	WEEK AVG	TOTAL
01:00				19	20	20	37		25	76
02:00				10	14	12	10		11	34
03:00				10	15	12	16		14	41
04:00				13	16	14	9		13	38
05:00				54	58	56	20		44	132
06:00				270	259	264	77		202	606
07:00				695	665	680	210		523	1570
08:00				843	838	840	322		668	2003
09:00				797	827	812	442		689	2066
10:00				621	709	665	567		632	1897
11:00				600	657	628	747		668	2004
12:00				581	702	642	774		686	2057
13:00			667	709	742	706	754		718	2872
14:00			655	628	726	670	772		695	2781
15:00			738	739	771	749	800		762	3048
16:00			688	784	845	772	791		777	3108
17:00			711	726	824	754	753		754	3014
18:00			644	729	758	710	605		684	2736
19:00			478	500	611	530	468		514	2057
20:00			347	353	374	358	336		352	1410
21:00			238	195	308	247	238		245	979
22:00			151	167	186	168	188		173	692
23:00			104	99	138	114	114		114	455
24:00			54	51	67	57	70		60	242
TOTALS			5475	10193	11130	10480	9120		10023	35918
% AVG WKDY			52.2	97.3	106.2		87.0			
% AVG WEEK			54.6	101.7	111.0		91.0			
AM Times				08:00	08:00	08:00	12:00		09:00	
AM Peaks				843	838	840	774		689	
PM Times			15:00	16:00	16:00	16:00	15:00		16:00	
PM Peaks			738	784	845	772	800		777	

u3

EB 10480

WB 11691

COMB AWD 22171

FAC .97(.98)

COMB ADT 21,100

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/18/2020

Page: 1

Station #: 200240000074
Site ID: 000000000304
Location: Bridge St. WB, east of Needham St.
Direction: WEST

STA. 3 WB

File: D1118004.prn
City: Boston
County:

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				45	37	41	55	54	48	191
02:00				15	18	16	25	29	22	87
03:00				21	14	18	13	12	15	60
04:00				10	10	10	12	13	11	45
05:00				29	26	28	12	15	20	82
06:00				100	106	103	59	44	77	309
07:00				323	329	326	154	100	226	906
08:00				637	668	652	303		536	1608
09:00				712	751	732	461		641	1924
10:00				539	616	578	641		599	1796
11:00				598	647	622	767		671	2012
12:00				682	738	710	819		746	2239
13:00			774	724	883	794	919		825	3300
14:00			793	819	902	838	912		856	3426
15:00			1021	1041	1109	1057	959		1032	4130
16:00			1144	1152	1195	1164	915		1102	4406
17:00			1064	1040	1180	1095	839		1031	4123
18:00			913	885	964	921	652		854	3414
19:00			604	683	716	668	511		628	2514
20:00			487	469	549	502	404		477	1909
21:00			329	345	407	360	269		338	1350
22:00			211	216	247	225	221		224	895
23:00			118	122	128	123	143		128	511
24:00			105	103	117	108	99		106	424
TOTALS			7563	11310	12357	11691	10164	267	11213	41661
% AVG WKDY			64.7	96.7	105.7		86.9	2.3		
% AVG WEEK			67.4	100.9	110.2		90.6	2.4		
AM Times				09:00	09:00	09:00	12:00	07:00	12:00	
AM Peaks				712	751	732	819	100	746	
PM Times			16:00	16:00	16:00	16:00	15:00		16:00	
PM Peaks			1144	1152	1195	1164	959		1102	

Mass Highway Department

WEEKLY SUMMARY FOR ALL LANES

Page: 3

Starting: 11/18/2020

STA. 4 NB.

Station #: 200240000073

Site ID: 110000000401

Location: VFW Pkwy. NB, north of McDonald's

Direction: ROAD TOTAL

File: Sta.4 NB Ln1 & Ln2 Comb.prn

City: Boston

County: Speed Lns1 & 2 Comb

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				37	39	38	72	66	54	214
02:00				30	42	36	47	38	39	157
03:00				20	29	24	22	14	21	85
04:00				37	34	36	20	23	28	114
05:00				138	163	150	58	27	96	386
06:00				462	423	442	186	79	288	1150
07:00				904	844	874	484	334	642	2566
08:00				1086	1044	1065	666	475	818	3271
09:00				1116	1061	1088	897	664	934	3738
10:00				1119	1130	1124	1143	899	1073	4291
11:00				1203	1174	1188	1330	1192	1225	4899
12:00			1135	1322	1417	1291	1512	1489	1375	6875
13:00			1586	1507	1530	1541	1613	1571	1561	7807
14:00			1490	1475	1538	1501	1661	1550	1543	7714
15:00			1480	1434	1506	1473	1692	1538	1530	7650
16:00			1489	1441	1535	1488	1701	1427	1519	7593
17:00			1392	1421	1471	1428	1614	1365	1453	7263
18:00			1384	1318	1536	1413	1535	1211	1397	6984
19:00			1270	1333	1458	1354	1367	1020	1290	6448
20:00			1035	1135	1269	1146	1095	733	1053	5267
21:00			766	857	1063	895	894	552	826	4132
22:00			510	540	699	583	625	316	538	2690
23:00			291	266	365	307	334	182	288	1438
24:00			106	137	180	141	172	128	145	723
TOTALS			13934	20338	21550	20626	20740	16893	19736	93455
% AVG WKDY			67.6	98.6	104.5		100.6	81.9		
% AVG WEEK			70.6	103.1	109.2		105.1	85.6		
AM Times			12:00	12:00	12:00	12:00	12:00	12:00	12:00	
AM Peaks			1135	1322	1417	1291	1512	1489	1375	
PM Times			13:00	13:00	14:00	13:00	16:00	13:00	13:00	
PM Peaks			1586	1507	1538	1541	1701	1571	1561	

U3

NB 20626

SB 15057

COMB AWD 35683

FAC .97

COMB ADT 34,600

Mass Highway Department

WEEKLY SUMMARY FOR ALL LANES

Starting: 11/18/2020

Station #: 200240000142
 Site ID: 110000000402
 Location: VFW Pkwy. SB, north of McDonald's
 Direction: ROAD TOTAL

STA. 4 SB

File: Sta.4 SB Ln1 & Ln2 Comb.prn
 City: Boston
 County: Speed Lns 1 & 2 Comb

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				51	52	52	74	54	58	231
02:00				25	30	28	33	36	31	124
03:00				18	15	16	27	14	18	74
04:00				13	23	18	9	16	15	61
05:00				27	34	30	17	13	23	91
06:00				98	102	100	66	42	77	308
07:00				271	305	288	141	119	209	836
08:00				523	558	540	403	283	442	1767
09:00				795	857	826	747	509	727	2908
10:00				779	917	848	1059	722	869	3477
11:00				1008	1019	1014	1263	916	1052	4206
12:00			1009	1009	1230	1083	1369	1104	1144	5721
13:00			1159	1163	1287	1203	1322	1208	1228	6139
14:00			1125	1144	1267	1179	1359	1132	1205	6027
15:00			1202	1218	1248	1223	1403	985	1211	6056
16:00			1320	1381	1427	1376	1292	992	1282	6412
17:00			1386	1399	1367	1384	1207	841	1240	6200
18:00			1161	1179	1280	1207	971	674	1053	5265
19:00			883	869	971	908	814	465	800	4002
20:00			707	683	818	736	610	355	635	3173
21:00			392	418	555	455	400	268	407	2033
22:00			220	239	317	259	256	136	234	1168
23:00			147	125	184	152	166	93	143	715
24:00			113	150	133	132	153	106	131	655
TOTALS			10824	14585	15996	15057	15161	11083	14234	67649
% AVG WKDY			71.9	96.9	106.2		100.7	73.6		
% AVG WEEK			76.0	102.5	112.4		106.5	77.9		
AM Times			12:00	12:00	12:00	12:00	12:00	12:00	12:00	
AM Peaks			1009	1009	1230	1083	1369	1104	1144	
PM Times			17:00	17:00	16:00	17:00	15:00	13:00	16:00	
PM Peaks			1386	1399	1427	1384	1403	1208	1282	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/18/2020

Page: 1

Station #: 200240000102
Site ID: 000000000501
Location: Bos.Providence Hwy.NB, N. of Chick-fil-A
Direction: NORTH

STA. 5 NB

File: D1118005.prn
City: Dedham
County:

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				16	14	15	25	22	19	77
02:00				12	18	15	20	21	18	71
03:00				14	12	13	8	7	10	41
04:00				13	11	12	12	6	10	42
05:00				65	71	68	25	11	43	172
06:00				254	229	242	70	26	145	579
07:00				614	587	600	213	140	388	1554
08:00				691	677	684	252	171	448	1791
09:00				562	549	556	297	192	400	1600
10:00				517	548	532	408	278	438	1751
11:00				476	513	494	510	419	480	1918
12:00			517	517	590	541	603	567	559	2794
13:00			600	568	623	597	640	561	598	2992
14:00			554	553	652	586	665	640	613	3064
15:00			583	543	616	581	671	617	606	3030
16:00			522	513	556	530	723	550	573	2864
17:00			499	481	586	522	648	476	538	2690
18:00			508	500	535	514	573	452	514	2568
19:00			441	435	547	474	504	351	456	2278
20:00			336	384	422	381	350	233	345	1725
21:00			210	278	326	271	283	182	256	1279
22:00			162	170	224	185	210	128	179	894
23:00			102	98	130	110	123	73	105	526
24:00			52	51	72	58	68	54	59	297
TOTALS			5086	8325	9108	8581	7901	6177	7800	36597
% AVG WKDY			59.3	97.0	106.1		92.1	72.0		
% AVG WEEK			65.2	106.7	116.8		101.3	79.2		
AM Times			12:00	08:00	08:00	08:00	12:00	12:00	12:00	
AM Peaks			517	691	677	684	603	567	559	
PM Times			13:00	13:00	14:00	13:00	16:00	14:00	14:00	
PM Peaks			600	568	652	597	723	640	613	

u3

NB 8581

SB 12668

COMB AWD 21249

FAC .97(.98)

COMB ADT 20,200

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1

Page: 1

STA. 5SB

Station #: 200240000162

Site ID: 000000000502

Location: Bos.Providence Hwy.SB, N. of Chick-fil-A

Direction: SOUTH

File: D1118006.prn

City: Dedham

County:

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				52	46	49	66	49	53	213
02:00				24	23	24	30	33	28	110
03:00				20	17	18	27	13	19	77
04:00				11	18	14	13	14	14	56
05:00				26	33	30	19	11	22	89
06:00				79	83	81	52	32	62	246
07:00				171	180	176	105	88	136	544
08:00				408	441	424	303	231	346	1383
09:00				639	683	661	560	403	571	2285
10:00				625	746	686	872	581	706	2824
11:00				817	867	842	1046	761	873	3491
12:00			879	861	984	908	1188	896	962	4808
13:00			940	957	1038	978	1097	971	1001	5003
14:00			937	959	1055	984	1143	921	1003	5015
15:00			991	1038	1080	1036	1166	815	1018	5090
16:00			1187	1161	1210	1186	1107	840	1101	5505
17:00			1196	1201	1199	1199	1042	714	1070	5352
18:00			1005	1048	1101	1051	813	549	903	4516
19:00			773	746	863	794	700	382	693	3464
20:00			606	609	712	642	532	284	549	2743
21:00			361	375	475	404	345	196	350	1752
22:00			195	215	287	232	226	112	207	1035
23:00			124	113	156	131	143	77	123	613
24:00			102	126	127	118	129	92	115	576
TOTALS			9296	12281	13424	12668	12724	9065	11925	56790
% AVG WKDY			73.4	96.9	106.0		100.4	71.6		
% AVG WEEK			78.0	103.0	112.6		106.7	76.0		
AM Times			12:00	12:00	12:00	12:00	12:00	12:00	12:00	
AM Peaks			879	861	984	908	1188	896	962	
PM Times			17:00	17:00	16:00	17:00	15:00	13:00	16:00	
PM Peaks			1196	1201	1210	1199	1166	971	1101	

Mass Highway Department

WEEKLY SUMMARY FOR ALL LANES
Starting: 11/18/2020

Page: 1

Station #: 200240000133
Site ID: 110000000601
Location: Bos. Providence Hwy. NB, N. of Ivy Lane
Direction: ROAD TOTAL

STA. 6 NB

File: Sta.6 NB Ln1 & Ln2 Comb.prn
City: Dedham
County: Speed

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				34	29	32	53	44	40	160
02:00				29	44	36	40	43	39	156
03:00				27	24	26	20	15	22	86
04:00				33	31	32	29	17	28	110
05:00				129	149	139	57	32	92	367
06:00				426	357	392	182	73	260	1038
07:00				858	783	820	403	278	580	2322
08:00				1014	941	978	502	367	706	2824
09:00				926	945	936	663	488	756	3022
10:00				995	948	972	873	693	877	3509
11:00				969	991	980	1114	992	1016	4066
12:00			969	1128	1120	1072	1284	1263	1153	5764
13:00			1181	1226	1253	1220	1378	1246	1257	6284
14:00			1162	1186	1243	1197	1333	1304	1246	6228
15:00			1187	1107	1157	1150	1456	1206	1223	6113
16:00			1103	1075	1147	1108	1504	1160	1198	5989
17:00			1058	1059	1116	1078	1370	999	1120	5602
18:00			1008	1069	1111	1063	1226	930	1069	5344
19:00			910	957	1139	1002	1054	728	958	4788
20:00			733	782	910	808	826	500	750	3751
21:00			481	610	710	600	636	369	561	2806
22:00			338	352	490	393	474	220	375	1874
23:00			186	193	253	211	229	142	201	1003
24:00			99	99	143	114	144	97	116	582
TOTALS			10415	16283	17034	16359	16850	13206	15643	73788
% AVG WKDY			63.7	99.5	104.1		103.0	80.7		
% AVG WEEK			66.6	104.1	108.9		107.7	84.4		
AM Times			12:00	12:00	12:00	12:00	12:00	12:00	12:00	
AM Peaks			969	1128	1120	1072	1284	1263	1153	
PM Times			15:00	13:00	13:00	13:00	16:00	14:00	13:00	
PM Peaks			1187	1226	1253	1220	1504	1304	1257	

u3

NB 16359
SB 13009

COMB AWD 29368
FAC .97
COMB APT 28,500

Mass Highway Department

WEEKLY SUMMARY FOR ALL LANES
Starting: 11/18/2020

Page: 1

Station #: 200240000118
Site ID: 110000000602
Location: Bos. Providence Hwy. SB, N. of Ivy Lane
Direction: ROAD TOTAL

STA. 6SB

File: Sta.6 SB Ln1 & Ln2 Comb.prn
City: Dedham
County: Speed Lns1 & 2 Comb

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				55	50	52	71	52	57	228
02:00				29	26	28	28	36	30	119
03:00				18	19	18	24	15	19	76
04:00				12	19	16	25	18	18	74
05:00				26	35	30	21	11	23	93
06:00				79	82	80	54	26	60	241
07:00				164	175	170	100	85	131	524
08:00				413	421	417	295	214	336	1343
09:00				612	695	654	538	407	563	2252
10:00				606	719	662	783	566	668	2674
11:00				799	868	834	999	738	851	3404
12:00			860	895	982	912	1148	887	954	4772
13:00			968	1036	1050	1018	1106	999	1032	5159
14:00			994	991	1008	998	1153	972	1024	5118
15:00			1050	1033	1028	1037	1185	862	1032	5158
16:00			1196	1253	1219	1223	1115	895	1136	5678
17:00			1237	1287	1226	1250	1083	765	1120	5598
18:00			1065	1085	1139	1096	868	620	955	4777
19:00			820	828	897	848	764	418	745	3727
20:00			661	671	728	687	575	353	598	2988
21:00			396	411	513	440	379	252	390	1951
22:00			200	263	348	270	277	122	242	1210
23:00			136	129	166	144	162	88	136	681
24:00			109	129	138	125	150	95	124	621
TOTALS			9692	12824	13551	13009	12903	9496	12244	58466
% AVG WKDY			74.5	98.6	104.2		99.2	73.0		
% AVG WEEK			79.2	104.7	110.7		105.4	77.6		
AM Times			12:00	12:00	12:00	12:00	12:00	12:00	12:00	
AM Peaks			860	895	982	912	1148	887	954	
PM Times			17:00	17:00	17:00	17:00	15:00	13:00	16:00	
PM Peaks			1237	1287	1226	1250	1185	999	1136	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/18/2020

Page: 1

Station #: 200240000117
Site ID: 000000000701
Location: Bos.Providence Hwy.NB, N. of Eastern Ave
Direction: NORTH

STA. 7 NB

File: D1118007.prn
City: Dedham
County:

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				45	35	40	55	84	55	219
02:00				35	40	38	40	40	39	155
03:00				26	34	30	32	24	29	116
04:00				28	37	32	28	19	28	112
05:00				105	123	114	54	33	79	315
06:00				431	401	416	131	66	257	1029
07:00				968	906	937	366	234	618	2474
08:00				1082	1072	1077	446	269	717	2869
09:00				987	972	980	614	426	750	2999
10:00				1005	1054	1030	896	646	900	3601
11:00			967	940	1070	992	1139	926	1008	5042
12:00			1034	1077	1169	1093	1250	1209	1148	5739
13:00			1197	1182	1311	1230	1458	1327	1295	6475
14:00			1181	1157	1249	1196	1509	1328	1285	6424
15:00			1125	1123	1225	1158	1495	1304	1254	6272
16:00			1082	1116	1251	1150	1505	1178	1226	6132
17:00			1051	1069	1184	1101	1461	1156	1184	5921
18:00			1089	1121	1167	1126	1347	980	1141	5704
19:00			940	963	1158	1020	1094	765	984	4920
20:00			764	774	881	806	815	508	748	3742
21:00			536	603	752	630	598	379	574	2868
22:00			383	364	506	418	505	235	399	1993
23:00			198	204	241	214	265	152	212	1060
24:00			97	107	148	117	151	102	121	605
TOTALS			11644	16512	17986	16945	17254	13390	16051	76786
% AVG WKDY			68.7	97.4	106.1		101.8	79.0		
% AVG WEEK			72.5	102.9	112.1		107.5	83.4		
AM Times			12:00	08:00	12:00	12:00	12:00	12:00	12:00	
AM Peaks			1034	1082	1169	1093	1250	1209	1148	
PM Times			13:00	13:00	13:00	13:00	14:00	14:00	13:00	
PM Peaks			1197	1182	1311	1230	1509	1328	1295	

U3

NB 16945
SB 15127

COMB AWD 32072
FAC .97(.98)
COMB ADT 30,500

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/18/2020

Page: 1

Station #: 200240000116
Site ID: 000000000702
Location: Bos.Providence Hwy.SB, N. of Eastern Ave
Direction: SOUTH

STA. 7.SB

File: D1118008.prn
City: Dedham
County:

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				61	64	62	88	76	72	289
02:00				41	40	40	50	58	47	189
03:00				44	37	40	52	32	41	165
04:00				26	33	30	31	30	30	120
05:00				47	65	56	42	30	46	184
06:00				149	148	148	73	58	107	428
07:00				315	331	323	166	120	233	932
08:00				577	564	570	405	275	455	1821
09:00				766	865	816	692	512	709	2835
10:00				792	889	840	1015	743	860	3439
11:00				977	1048	1012	1290	992	1077	4307
12:00			997	1049	1138	1061	1350	1164	1140	5698
13:00			1093	1151	1189	1144	1306	1276	1203	6015
14:00			1121	1084	1174	1126	1375	1202	1191	5956
15:00			1187	1131	1210	1176	1353	1084	1193	5965
16:00			1299	1332	1375	1335	1290	1063	1272	6359
17:00			1377	1374	1391	1381	1208	930	1256	6280
18:00			1166	1156	1251	1191	1042	746	1072	5361
19:00			892	916	1021	943	812	502	829	4143
20:00			734	721	823	759	635	400	663	3313
21:00			432	438	546	472	418	280	423	2114
22:00			239	249	334	274	311	159	258	1292
23:00			169	158	219	182	220	123	178	889
24:00			127	147	163	146	179	111	145	727
TOTALS			10833	14701	15918	15127	15403	11966	14500	68821
% AVG WKDY			71.6	97.2	105.2		101.8	79.1		
% AVG WEEK			74.7	101.4	109.8		106.2	82.5		
AM Times			12:00	12:00	12:00	12:00	12:00	12:00	12:00	
AM Peaks			997	1049	1138	1061	1350	1164	1140	
PM Times			17:00	17:00	17:00	17:00	14:00	13:00	16:00	
PM Peaks			1377	1374	1391	1381	1375	1276	1272	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/18/2020

Page: 1

Station #: 200240000139
Site ID: 000000000801
Location: Washington St.NB, north of Ivy Lane
Direction: NORTH

STA 18 NB

File: D1118009.prn
City: Dedham
County:

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				38	28	33	49	79	48	194
02:00				21	22	22	31	35	27	109
03:00				11	19	15	25	21	19	76
04:00				16	19	18	13	14	16	62
05:00				48	52	50	33	20	38	153
06:00				188	194	191	53	41	119	476
07:00				403	385	394	163	104	264	1055
08:00				521	514	518	207	102	336	1344
09:00				517	454	486	296	211	370	1478
10:00				466	540	503	426	314	436	1746
11:00			462	431	511	468	524	392	464	2320
12:00			472	483	502	486	538	516	502	2511
13:00			533	512	580	542	637	603	573	2865
14:00			502	535	556	531	673	591	571	2857
15:00			536	571	600	569	639	630	595	2976
16:00			526	624	663	604	670	534	603	3017
17:00			576	552	647	592	676	581	606	3032
18:00			605	596	651	617	667	541	612	3060
19:00			502	519	598	540	538	434	518	2591
20:00			439	433	464	445	426	305	413	2067
21:00			334	326	432	364	337	253	336	1682
22:00			236	258	308	267	336	163	260	1301
23:00			155	155	180	163	190	120	160	800
24:00			67	84	112	88	115	81	92	459
TOTALS			5945	8308	9031	8506	8262	6685	7978	38231
% AVG WKDY			69.9	97.7	106.2		97.1	78.6		
% AVG WEEK			74.5	104.1	113.2		103.6	83.8		
AM Times			12:00	08:00	10:00	08:00	12:00	12:00	12:00	
AM Peaks			472	521	540	518	538	516	502	
PM Times			18:00	16:00	16:00	18:00	17:00	15:00	18:00	
PM Peaks			605	624	663	617	676	630	612	

U3

NB 8506
SB 8113

COMB AWD 16619
FAC .97(.98)
COMB ADT 15,800

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/18/2020

Page: 1

Station #: 200240000046
Site ID: 000000000802
Location: Washington St.SB, north of Ivy Lane
Direction: SOUTH

STA. 85B

File: D1118010.prn
City: Dedham
County:

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				26	37	32	45	47	39	155
02:00				19	22	20	34	43	30	118
03:00				25	18	22	33	22	24	98
04:00				17	16	16	16	23	18	72
05:00				41	48	44	31	23	36	143
06:00				135	128	132	56	48	92	367
07:00				305	278	292	150	105	210	838
08:00				429	411	420	275	164	320	1279
09:00				471	510	490	396	312	422	1689
10:00				451	488	470	571	398	477	1908
11:00			469	507	532	503	648	591	549	2747
12:00			498	527	567	531	682	662	587	2936
13:00			563	580	576	573	673	678	614	3070
14:00			552	595	590	579	691	615	609	3043
15:00			580	589	611	593	673	611	613	3064
16:00			661	660	697	673	660	543	644	3221
17:00			692	700	753	715	617	513	655	3275
18:00			615	562	657	611	575	401	562	2810
19:00			447	443	522	471	416	299	425	2127
20:00			343	347	422	371	325	216	331	1653
21:00			197	214	266	226	228	158	213	1063
22:00			143	136	166	148	185	106	147	736
23:00			101	121	129	117	145	104	120	600
24:00			64	57	70	64	91	60	68	342
TOTALS			5925	7957	8514	8113	8216	6742	7805	37354
% AVG WKDY			73.0	98.1	104.9		101.3	83.1		
% AVG WEEK			75.9	101.9	109.1		105.3	86.4		
AM Times			12:00	12:00	12:00	12:00	12:00	12:00	12:00	
AM Peaks			498	527	567	531	682	662	587	
PM Times			17:00	17:00	17:00	17:00	14:00	13:00	17:00	
PM Peaks			692	700	753	715	691	678	655	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/18/2020

Page: 1

Station #: 200240000158
Site ID: 000000000901
Location: Washington St.NB, btwn.High & Harris Sts
Direction: NORTH

STA. 9NB

File: D1118011.prn
City: Dedham
County:

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				7	7	7	17	19	12	50
02:00				7	8	8	14	11	10	40
03:00				4	5	4	6	9	6	24
04:00				7	3	5	5	3	4	18
05:00				18	14	16	8	3	11	43
06:00				49	46	48	19	13	32	127
07:00				143	165	154	76	41	106	425
08:00				277	265	271	99	75	179	716
09:00				260	240	250	176	120	199	796
10:00				235	252	244	242	184	228	913
11:00				240	275	258	289	200	251	1004
12:00			263	287	283	278	325	270	286	1428
13:00			299	325	322	315	375	305	325	1626
14:00			277	297	313	296	466	264	323	1617
15:00			291	315	292	299	343	261	300	1502
16:00			298	317	345	320	378	207	309	1545
17:00			292	307	377	325	303	207	297	1486
18:00			270	289	347	302	313	216	287	1435
19:00			227	241	340	269	266	140	243	1214
20:00			172	177	228	192	183	117	175	877
21:00			120	122	159	134	131	88	124	620
22:00			64	86	95	82	96	42	77	383
23:00			42	52	71	55	65	34	53	264
24:00			26	31	38	32	36	31	32	162
TOTALS			2641	4093	4490	4164	4231	2860	3869	18315
% AVG WKDY			63.4	98.3	107.8		101.6	68.7		
% AVG WEEK			68.3	105.8	116.1		109.4	73.9		
AM Times			12:00	12:00	12:00	12:00	12:00	12:00	12:00	
AM Peaks			263	287	283	278	325	270	286	
PM Times			13:00	13:00	17:00	17:00	14:00	13:00	13:00	
PM Peaks			299	325	377	325	466	305	325	

u3

NB 4164

SB 4543

COMB AWD 8707

FAC .97(.98)

COMB ADT 8,300

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/18/2020

Page: 1

Station #: 200240000109
Site ID: 000000000902
Location: Washington St.SB, btwn.High & Harris Sts
Direction: SOUTH

STA. 9SB

File: D1118012.prn
City: Dedham
County:

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				18	16	17	20	24	20	78
02:00				6	4	5	10	14	8	34
03:00				4	6	5	11	6	7	27
04:00				6	7	6	6	7	6	26
05:00				13	14	14	5	4	9	36
06:00				47	39	43	26	14	32	126
07:00				137	127	132	69	54	97	387
08:00				233	240	236	119	72	166	664
09:00				232	264	248	181	157	208	834
10:00				226	228	227	292	161	227	907
11:00				252	264	258	259	237	253	1012
12:00			291	282	290	288	340	286	298	1489
13:00			322	357	356	345	413	283	346	1731
14:00			343	378	364	362	388	307	356	1780
15:00			355	386	375	372	410	286	362	1812
16:00			359	403	429	397	391	247	366	1829
17:00			402	425	454	427	355	219	371	1855
18:00			358	375	418	384	337	199	337	1687
19:00			247	253	311	270	238	139	238	1188
20:00			180	186	236	201	201	113	183	916
21:00			115	114	167	132	150	96	128	642
22:00			71	85	106	87	109	60	86	431
23:00			49	69	60	59	72	46	59	296
24:00			32	24	27	28	44	29	31	156
TOTALS			3124	4511	4802	4543	4446	3060	4194	19943
% AVG WKDY			68.8	99.3	105.7		97.9	67.4		
% AVG WEEK			74.5	107.6	114.5		106.0	73.0		
AM Times			12:00	12:00	12:00	12:00	12:00	12:00	12:00	
AM Peaks			291	282	290	288	340	286	298	
PM Times			17:00	17:00	17:00	17:00	13:00	14:00	17:00	
PM Peaks			402	425	454	427	413	307	371	

Mass Highway Department

WEEKLY SUMMARY FOR LANE 1
Starting: 11/18/2020

Page: 1

Station #: 200240000060

Site ID: 000000001001

Location: Bos.Providence Hwy.Frontage Rd@Stop&Shop

Direction: NORTH

STA. 10 NB
1-WAY

File: D1118013.prn
City: Dedham
County:

TIME	MON	TUE	WED 18	THU 19	FRI 20	WKDAY AVG	SAT 21	SUN 22	WEEK AVG	TOTAL
01:00				2	2	2	5	3	3	12
02:00				0	4	2	3	2	2	9
03:00				2	2	2	2	0	2	6
04:00				5	4	4	3	4	4	16
05:00				4	8	6	3	3	4	18
06:00				23	26	24	20	6	19	75
07:00				76	72	74	40	25	53	213
08:00				136	142	139	66	60	101	404
09:00				168	194	181	157	89	152	608
10:00				194	204	199	255	153	202	806
11:00			219	215	250	228	304	212	240	1200
12:00			267	298	347	304	409	314	327	1635
13:00			424	367	398	396	497	331	403	2017
14:00			338	350	373	354	503	296	372	1860
15:00			339	332	381	351	504	329	377	1885
16:00			302	327	349	326	492	280	350	1750
17:00			293	310	364	322	464	256	337	1687
18:00			289	296	326	304	420	206	307	1537
19:00			259	284	355	299	323	146	273	1367
20:00			210	237	282	243	250	93	214	1072
21:00			152	133	204	163	157	51	139	697
22:00			80	96	133	103	118	26	91	453
23:00			21	30	36	29	30	10	25	127
24:00			9	9	11	10	18	7	11	54
TOTALS			3202	3894	4467	4065	5043	2902	4008	19508
% AVG WKDY			78.8	95.8	109.9		124.1	71.4		
% AVG WEEK			79.9	97.2	111.5		125.8	72.4		
AM Times			12:00	12:00	12:00	12:00	12:00	12:00	12:00	
AM Peaks			267	298	347	304	409	314	327	
PM Times			13:00	13:00	13:00	13:00	15:00	13:00	13:00	
PM Peaks			424	367	398	396	504	331	403	

u7

AWD 4065

FAC .99(.99)

ADT 4,000

Part 2: Spot Speed Data

Mass Highway Department

SPEED SUMMARY
Wed 11/18/2020

Page: 1

STA. 1 NB

Station #: 200240000064
Site ID: 110000000101
Location: VFW Pkwy.NB, s.of VA Med.Center Main Ent
Direction: ROAD TOTAL
Lane:

File: Sta.1 NB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns 1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
13:00	30	18	17	82	107	234	311	96	19	4	0	9	9	50	986
14:00	28	10	32	76	103	240	284	102	26	4	0	9	6	49	969
15:00	26	3	53	92	89	240	327	122	24	3	0	4	5	59	1047
16:00	20	8	33	64	72	236	303	126	25	1	0	2	4	21	915
17:00	16	3	27	25	80	226	292	121	18	3	1	0	7	30	849
18:00	10	5	18	19	43	168	302	142	38	7	0	5	2	41	800
19:00	8	1	13	21	25	122	307	165	28	6	2	0	4	17	719
20:00	5	5	12	22	32	75	247	117	15	6	1	3	4	11	555
21:00	1	0	2	4	11	63	138	91	20	2	1	2	0	3	338
22:00	0	0	1	5	5	22	71	78	15	3	2	0	0	0	202
23:00	0	0	0	6	8	14	52	40	15	4	0	0	1	2	142
24:00	0	1	3	11	5	4	16	13	11	3	0	0	0	1	68
DAY TOTAL	144	54	211	427	580	1644	2650	1213	254	46	7	34	42	284	7590
PERCENTS	1.9%	0.7%	2.8%	5.6%	7.6%	21.7%	34.9%	16.0%	3.3%	0.6%	0.1%	0.4%	0.6%	3.7%	100.0%

Statistical Information...

15th Percentile Speed
28.3 mph

85th Percentile Speed
42.2 mph

Median Speed
36.3 mph

Average Speed
35.5 mph

10 MPH Pace Speed
30 mph to 40 mph
2650 vehicles in pace
Representing 37.0% of the total vehicles

Vehicles > 65 MPH
42
0.6%

Mass Highway Department

SPEED SUMMARY
Thu 11/19/2020

Station #: 200240000064
Site ID: 110000000101
Location: VFW Pkwy.NB, s.of VA Med.Center Main Ent
Direction: ROAD TOTAL
Lane:

File: Sta.1 NB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns 1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	1	1	1	0	4	6	4	3	0	0	0	0	0	21
02:00	0	0	2	2	0	4	4	1	4	0	0	0	0	0	17
03:00	0	0	1	0	1	2	5	1	1	0	0	0	0	0	11
04:00	0	0	0	0	0	1	4	4	1	2	0	0	0	0	12
05:00	0	0	1	2	3	7	16	27	21	8	0	2	0	0	87
06:00	1	0	5	35	24	24	82	174	55	14	8	0	0	0	422
07:00	7	0	19	108	110	127	374	212	44	10	1	1	2	11	1026
08:00	13	1	21	107	107	203	397	217	33	6	1	2	4	12	1124
09:00	24	1	13	43	59	204	422	224	39	4	2	4	8	44	1091
10:00	15	1	11	43	38	143	336	153	32	5	0	2	8	30	817
11:00	21	4	12	22	56	155	312	176	20	3	0	1	5	63	850
12:00	24	2	14	43	52	228	322	101	12	0	3	4	10	52	867
13:00	49	7	23	47	82	245	294	129	17	1	1	7	10	95	1007
14:00	34	8	33	40	53	179	327	137	21	7	0	3	6	87	935
15:00	31	8	54	65	66	146	314	176	27	3	2	3	4	76	975
16:00	21	9	35	74	107	162	307	146	27	4	2	4	4	59	961
17:00	27	6	18	32	49	186	297	151	31	4	2	4	8	63	878
18:00	25	3	7	22	52	209	289	135	37	2	1	7	6	58	853
19:00	22	7	21	36	72	118	233	127	20	5	0	7	8	57	733
20:00	17	1	3	26	32	88	185	115	30	5	0	0	2	52	556
21:00	6	1	8	6	7	34	155	110	26	2	3	1	1	26	386
22:00	1	2	4	7	1	19	81	54	27	6	2	0	0	10	214
23:00	1	1	2	3	6	15	40	47	9	1	0	0	0	3	128
24:00	1	0	5	6	9	10	13	10	10	1	0	0	0	5	70
DAY TOTAL	341	63	313	770	986	2513	4815	2631	547	93	28	52	86	803	14041
PERCENTS	2.4%	0.4%	2.2%	5.5%	7.0%	17.9%	34.3%	18.7%	3.9%	0.7%	0.2%	0.4%	0.6%	5.7%	100.0%

Statistical Information...

15th Percentile Speed
29.0 mph

85th Percentile Speed
42.9 mph

Median Speed
36.9 mph

Average Speed
36.2 mph

10 MPH Pace Speed
30 mph to 40 mph
4815 vehicles in pace
Representing 37.3% of the total vehicles

Vehicles > 65 MPH
86
0.7%

Mass Highway Department

SPEED SUMMARY
 Fri 11/20/2020

Page: 3

Station #: 200240000064
 Site ID: 110000000101
 Location: VFW Pkwy.NB, s.of VA Med.Center Main Ent
 Direction: ROAD TOTAL
 Lane:

File: Sta.1 NB Ln1 & Ln2 Comb.prn
 City: Boston
 County: Speed Lns 1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	1	0	0	4	7	4	2	0	0	0	0	0	18
02:00	0	0	4	0	0	2	11	3	1	0	0	0	0	2	23
03:00	1	0	0	0	1	0	1	8	0	0	0	0	0	0	11
04:00	0	0	1	1	0	4	2	8	4	1	0	0	0	4	25
05:00	2	0	0	3	4	5	16	27	21	3	2	0	0	4	87
06:00	20	0	6	25	14	20	56	118	67	19	3	1	2	44	395
07:00	53	6	7	100	104	142	275	175	51	7	3	0	15	84	1022
08:00	55	2	12	140	105	177	312	149	34	3	0	13	13	111	1126
09:00	54	6	7	63	57	140	341	164	27	4	0	5	5	93	966
10:00	61	4	8	29	50	176	258	147	28	3	2	4	12	97	879
11:00	58	8	14	41	63	181	307	111	27	1	0	7	20	97	935
12:00	56	7	31	55	100	212	299	107	18	2	5	5	19	90	1006
13:00	79	16	60	87	115	244	294	73	8	2	2	5	14	68	1067
14:00	86	27	41	83	72	233	290	105	13	2	4	9	10	102	1077
15:00	87	18	35	82	93	255	266	105	21	2	3	9	20	113	1109
16:00	58	22	55	81	157	215	273	81	16	3	2	6	9	87	1065
17:00	75	14	27	42	78	227	332	114	17	8	1	5	14	88	1042
18:00	35	11	40	44	58	185	277	139	22	0	1	3	8	88	911
19:00	58	14	26	29	60	169	255	120	15	1	0	2	8	103	860
20:00	28	5	19	33	66	107	192	87	18	2	1	6	1	89	654
21:00	15	2	3	8	10	55	207	100	17	5	3	4	1	59	489
22:00	14	2	2	5	11	23	97	73	24	2	2	0	1	24	280
23:00	5	1	3	9	4	27	43	43	27	6	1	0	1	26	196
24:00	0	2	4	11	6	8	25	13	8	1	0	2	0	12	92
DAY TOTAL	900	167	406	971	1228	2811	4436	2074	486	77	35	86	173	1485	15335
PERCENTS	5.9%	1.1%	2.6%	6.3%	8.0%	18.3%	28.9%	13.5%	3.2%	0.5%	0.2%	0.6%	1.1%	9.7%	100.0%

Statistical Information...

15th Percentile Speed
 26.6 mph

85th Percentile Speed
 42.4 mph

Median Speed
 36.0 mph

Average Speed
 35.3 mph

10 MPH Pace Speed
 30 mph to 40 mph
 4436 vehicles in pace
 Representing 34.3% of the total vehicles

Vehicles > 65 MPH
 173
 1.3%

Mass Highway Department

SPEED SUMMARY
Sat 11/21/2020

Station #: 200240000064
Site ID: 110000000101
Location: VFW Pkwy.NB, s.of VA Med.Center Main Ent
Direction: ROAD TOTAL
Lane:

File: Sta.1 NB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns 1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	3	1	0	7	13	4	3	2	1	0	0	4	38
02:00	0	0	0	2	0	4	4	2	4	0	0	0	0	0	16
03:00	0	0	1	2	0	1	2	3	1	1	0	0	0	2	13
04:00	0	0	1	0	0	3	5	0	2	0	0	0	0	4	15
05:00	0	0	4	0	0	0	6	14	9	1	0	0	0	4	38
06:00	1	0	1	7	1	3	33	33	18	3	2	0	0	10	112
07:00	7	1	5	25	9	25	83	134	41	7	2	4	4	30	377
08:00	21	1	8	34	22	45	108	76	30	5	3	3	7	39	402
09:00	28	3	13	17	20	61	163	93	21	0	2	1	8	54	484
10:00	42	11	12	9	31	110	245	136	18	3	2	5	12	69	705
11:00	60	15	12	28	48	147	335	144	23	0	0	7	11	94	924
12:00	62	7	33	42	102	224	314	110	19	3	1	12	18	95	1042
13:00	89	16	58	61	109	247	325	121	10	0	2	6	9	87	1140
14:00	102	41	65	40	119	246	296	88	17	3	4	9	15	114	1159
15:00	75	22	51	72	145	273	306	68	17	1	6	8	16	73	1133
16:00	102	10	57	70	164	316	287	90	16	3	2	13	14	114	1258
17:00	64	16	53	71	121	252	255	105	10	5	2	11	18	114	1097
18:00	63	8	30	26	65	188	273	115	10	5	1	4	9	95	892
19:00	48	11	11	29	31	127	282	133	13	5	0	5	6	87	788
20:00	24	2	8	28	28	91	154	93	24	0	2	2	7	64	527
21:00	9	3	1	4	6	49	159	76	15	3	0	0	6	33	364
22:00	6	2	3	3	7	37	97	64	22	5	0	2	3	41	292
23:00	3	0	2	3	4	14	65	45	13	4	1	0	2	20	176
24:00	1	0	5	11	5	8	21	27	11	3	0	0	0	5	97
DAY TOTAL	807	169	437	585	1037	2478	3831	1774	367	62	33	92	165	1252	13089
PERCENTS	6.2%	1.3%	3.3%	4.5%	7.9%	18.9%	29.3%	13.6%	2.8%	0.5%	0.3%	0.7%	1.3%	9.6%	100.0%

Statistical Information...

15th Percentile Speed
27.2 mph

85th Percentile Speed
42.4 mph

Median Speed
36.1 mph

Average Speed
35.4 mph

10 MPH Pace Speed
30 mph to 40 mph
3831 vehicles in pace
Representing 34.7% of the total vehicles

Vehicles > 65 MPH
165
1.5%

Mass Highway Department

SPEED SUMMARY
Sun 11/22/2020

Page: 5

Station #: 200240000064
Site ID: 110000000101
Location: VFW Pkwy.NB, s.of VA Med.Center Main Ent
Direction: ROAD TOTAL
Lane:

File: Sta.1 NB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns 1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	2	1	0	0	4	7	8	6	1	0	0	0	0	30
02:00	0	0	0	2	1	1	5	3	1	0	0	0	0	2	15
03:00	0	0	0	3	1	3	2	1	0	1	1	0	1	0	13
04:00	0	0	2	2	0	3	3	0	0	0	0	0	0	2	12
05:00	0	0	0	0	1	2	5	3	3	0	2	1	0	0	17
06:00	0	0	1	1	3	5	8	24	1	3	0	0	0	2	48
07:00	4	1	7	21	4	21	69	80	43	3	1	3	3	11	271
08:00	3	0	4	39	15	30	69	63	22	10	0	1	3	30	289
09:00	11	1	2	8	9	56	156	90	15	2	1	0	5	52	408
10:00	14	5	3	9	11	76	214	139	15	0	1	3	8	39	537
11:00	21	4	10	15	17	133	243	161	34	3	1	0	4	86	732
12:00	36	5	7	24	51	186	344	145	24	0	1	3	11	92	929
13:00	26	4	8	27	63	277	355	126	18	3	1	6	14	96	1024
14:00	30	6	29	48	115	283	302	118	24	2	0	3	12	67	1039
15:00	33	6	15	35	96	268	259	130	13	3	2	6	9	63	938
16:00	28	3	10	49	85	215	272	103	10	4	0	1	17	77	874
17:00	28	2	13	18	57	227	277	110	11	2	1	5	7	78	836
18:00	22	2	14	9	32	146	259	113	15	1	4	4	2	50	673
19:00	16	4	4	7	9	79	201	110	24	3	0	3	5	59	524
20:00	4	3	6	19	18	42	115	84	14	5	2	1	2	31	346
21:00	8	0	9	10	7	26	89	54	17	3	1	2	4	24	254
22:00	4	0	2	5	1	14	55	44	7	3	2	1	1	19	158
23:00	2	0	2	4	1	20	34	35	10	2	1	0	2	5	118
24:00	2	1	3	10	7	8	10	19	6	1	2	0	2	6	77
DAY TOTAL	293	49	152	365	604	2125	3353	1763	333	55	24	43	112	891	10162
PERCENTS	2.9%	0.5%	1.5%	3.6%	5.9%	20.9%	33.0%	17.3%	3.3%	0.5%	0.2%	0.4%	1.1%	8.8%	100.0%

Statistical Information...

15th Percentile Speed
30.4 mph

85th Percentile Speed
42.8 mph

Median Speed
36.8 mph

Average Speed
36.6 mph

10 MPH Pace Speed
30 mph to 40 mph
3353 vehicles in pace
Representing 37.3% of the total vehicles

Vehicles > 65 MPH
112
1.2%

Mass Highway Department

SPEED SUMMARY
Wed 11/18/2020

Page: 1

STA. 1 SB

Station #: 200240000145
Site ID: 110000000102
Location: VFW Pkwy.SB, s.of VA Med.Center Main Ent
Direction: ROAD TOTAL
Lane:

File: Sta.1 SB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns.1 &2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
13:00	22	5	12	11	54	189	396	203	46	8	4	5	10	75	1040
14:00	25	4	5	12	67	244	392	233	59	10	1	6	6	55	1119
15:00	80	31	44	53	126	232	427	211	39	5	3	0	14	69	1334
16:00	175	99	104	149	224	332	299	114	23	1	2	2	3	32	1559
17:00	398	272	243	162	140	128	108	46	7	2	0	0	1	5	1512
18:00	35	17	34	73	165	336	376	142	22	4	0	3	0	27	1234
19:00	6	1	0	1	56	192	315	193	49	8	1	1	0	23	846
20:00	2	0	0	0	15	96	270	215	59	15	5	0	0	11	688
21:00	1	0	0	1	4	32	140	145	38	7	0	4	0	4	376
22:00	1	0	0	1	2	22	67	84	43	12	1	1	0	1	235
23:00	0	0	0	0	3	8	28	45	36	14	2	2	0	0	138
24:00	0	0	0	1	9	12	35	63	44	13	4	1	3	0	185
DAY TOTAL	745	429	442	464	865	1823	2853	1694	465	99	23	25	37	302	10266
PERCENTS	7.3%	4.2%	4.3%	4.5%	8.4%	17.8%	27.8%	16.5%	4.5%	1.0%	0.2%	0.2%	0.4%	2.9%	100.0%

Statistical Information...

15th Percentile Speed
25.3 mph

85th Percentile Speed
42.8 mph

Median Speed
36.0 mph

Average Speed
34.5 mph

10 MPH Pace Speed
30 mph to 40 mph
2853 vehicles in pace
Representing 30.9% of the total vehicles

Vehicles > 65 MPH
37
0.4%

Mass Highway Department

SPEED SUMMARY
Thu 11/19/2020

Page: 2

Station #: 200240000145
Site ID: 110000000102
Location: VFW Pkwy.SB, s.of VA Med.Center Main Ent
Direction: ROAD TOTAL
Lane:

File: Sta.1 SB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns.1 &2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	2	2	6	18	29	16	2	1	1	0	0	77
02:00	0	0	0	0	1	5	4	10	5	0	0	0	0	0	25
03:00	0	0	0	0	0	3	5	5	3	1	1	0	0	0	18
04:00	0	0	0	0	1	0	0	4	0	0	1	0	0	0	6
05:00	0	0	0	0	0	3	2	7	6	1	1	0	0	0	20
06:00	1	0	0	0	0	7	14	37	17	4	4	0	0	0	84
07:00	2	0	0	1	6	14	70	93	55	15	5	0	0	0	261
08:00	4	0	0	0	10	46	238	181	80	18	6	1	1	4	589
09:00	8	1	0	3	10	122	368	243	63	17	1	4	2	27	869
10:00	12	0	1	0	13	99	314	250	54	7	5	2	7	28	792
11:00	22	0	4	14	70	214	285	176	49	4	4	5	7	61	915
12:00	21	0	1	8	51	283	373	133	29	7	0	4	4	52	966
13:00	32	0	1	18	92	300	376	134	28	7	3	9	11	82	1093
14:00	42	10	8	26	73	253	336	197	51	10	7	8	8	89	1118
15:00	77	19	30	50	115	248	432	206	36	4	7	9	10	125	1368
16:00	140	57	74	131	200	320	340	124	25	0	0	9	15	60	1495
17:00	309	241	189	181	206	185	129	39	1	2	1	4	7	19	1513
18:00	118	44	47	73	158	322	285	129	15	1	1	7	10	50	1260
19:00	24	0	0	0	34	221	346	177	31	7	0	4	8	86	938
20:00	16	1	1	3	10	89	192	210	53	14	4	1	2	52	648
21:00	10	0	0	0	4	28	114	139	43	10	2	1	1	33	385
22:00	2	0	0	0	5	17	62	94	36	4	2	1	0	27	250
23:00	1	0	0	0	3	8	32	54	25	7	2	1	0	12	145
24:00	0	0	0	2	12	11	35	55	41	15	4	5	0	17	197
DAY TOTAL	841	373	356	512	1076	2804	4370	2726	762	157	62	76	93	824	15032
PERCENTS	5.6%	2.5%	2.4%	3.4%	7.2%	18.7%	29.1%	18.1%	5.1%	1.0%	0.4%	0.5%	0.6%	5.5%	100.0%

Statistical Information...

15th Percentile Speed
28.6 mph

85th Percentile Speed
43.4 mph

Median Speed
36.8 mph

Average Speed
36.1 mph

10 MPH Pace Speed
30 mph to 40 mph
4370 vehicles in pace
Representing 32.7% of the total vehicles

Vehicles > 65 MPH
93
0.7%

Mass Highway Department

SPEED SUMMARY
Fri 11/20/2020

Page: 3

Station #: 200240000145
Site ID: 110000000102
Location: VFW Pkwy.SB, s.of VA Med.Center Main Ent
Direction: ROAD TOTAL
Lane:

File: Sta.1 SB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns.1 &2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	0	0	0	4	5	16	20	9	2	1	0	0	6	64
02:00	0	0	0	0	1	3	8	13	4	1	0	0	0	6	36
03:00	0	1	0	0	1	2	2	1	2	0	0	2	0	5	16
04:00	0	0	0	2	0	1	1	4	3	2	1	2	0	5	21
05:00	0	0	0	0	1	3	5	7	3	1	0	0	0	3	23
06:00	1	0	0	0	2	11	19	26	10	5	1	0	1	10	86
07:00	6	0	0	1	1	13	87	91	49	8	6	0	0	46	308
08:00	26	0	0	0	6	57	233	179	60	12	2	0	6	84	665
09:00	40	2	3	18	61	104	275	183	50	7	3	7	6	104	863
10:00	51	3	5	2	15	142	312	194	44	12	1	10	19	114	924
11:00	49	1	0	6	47	216	286	165	50	12	7	18	11	117	985
12:00	51	3	2	13	93	274	341	154	21	7	3	39	23	94	1118
13:00	66	11	15	31	135	268	389	121	34	6	4	20	22	113	1235
14:00	109	15	17	48	117	306	342	132	31	18	7	21	35	100	1298
15:00	121	16	54	70	174	255	366	124	26	7	8	23	26	103	1373
16:00	208	89	117	188	287	254	206	71	15	12	13	20	19	60	1559
17:00	313	193	212	203	269	192	89	29	13	10	6	12	12	23	1576
18:00	79	27	39	69	240	313	273	81	21	9	15	20	18	111	1315
19:00	46	5	3	27	83	209	288	118	26	8	6	9	18	118	964
20:00	31	0	0	1	33	101	256	154	48	11	6	9	3	100	753
21:00	20	0	0	0	8	40	110	156	50	8	3	3	9	76	483
22:00	5	0	0	2	1	21	82	93	46	4	5	3	0	43	305
23:00	5	0	0	0	3	12	33	46	27	6	4	2	1	36	175
24:00	5	0	0	0	11	10	28	60	37	5	3	4	3	24	190
DAY TOTAL	1233	366	467	681	1593	2812	4047	2222	679	173	105	224	232	1501	16335
PERCENTS	7.5%	2.2%	2.9%	4.2%	9.8%	17.2%	24.8%	13.6%	4.2%	1.1%	0.6%	1.4%	1.4%	9.2%	100.0%

Statistical Information...

15th Percentile Speed
26.7 mph

85th Percentile Speed
43.6 mph

Median Speed
36.1 mph

Average Speed
35.8 mph

10 MPH Pace Speed
30 mph to 40 mph
4047 vehicles in pace
Representing 29.8% of the total vehicles

Vehicles > 65 MPH
232
1.7%

Mass Highway Department

SPEED SUMMARY
Sat 11/21/2020

Page: 4

Station #: 200240000145
Site ID: 110000000102
Location: VFW Pkwy.SB, s.of VA Med.Center Main Ent
Direction: ROAD TOTAL
Lane:

File: Sta.1 SB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns.1 &2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	2	0	0	0	5	10	13	30	10	4	0	0	2	10	86
02:00	0	0	0	0	2	2	9	11	5	0	0	0	0	7	36
03:00	0	0	0	0	0	5	4	4	7	1	0	0	0	0	21
04:00	0	0	0	0	4	1	1	3	2	0	1	0	0	3	15
05:00	0	0	0	0	0	2	4	7	1	1	4	0	0	0	19
06:00	1	0	0	0	2	2	12	15	10	3	2	2	0	4	53
07:00	2	0	0	1	0	7	33	63	26	7	3	0	0	23	165
08:00	13	0	0	1	10	39	87	139	57	12	2	3	7	61	431
09:00	20	0	3	1	10	65	226	191	67	6	4	7	7	92	699
10:00	38	1	3	1	25	141	338	225	33	6	6	15	11	101	944
11:00	90	12	18	19	115	236	360	128	19	5	6	14	9	148	1179
12:00	73	6	22	36	123	260	383	140	26	9	13	20	15	132	1258
13:00	90	8	22	17	70	288	370	166	12	8	12	21	33	152	1269
14:00	198	58	66	101	127	225	279	100	17	7	14	17	20	105	1334
15:00	167	94	103	130	203	239	196	93	20	13	7	12	19	64	1360
16:00	106	40	60	92	128	279	289	138	40	4	5	13	18	113	1325
17:00	61	8	15	54	148	308	334	119	18	4	11	23	23	106	1232
18:00	31	0	3	0	31	211	257	159	26	8	3	10	21	96	856
19:00	28	1	0	3	13	77	233	151	35	5	4	14	10	95	669
20:00	21	0	0	0	4	43	152	150	32	7	5	4	2	92	512
21:00	8	0	0	0	2	23	94	101	41	7	2	2	5	46	331
22:00	4	0	0	0	3	13	44	65	33	21	1	3	4	48	239
23:00	0	0	0	0	3	15	50	51	23	5	3	0	0	20	170
24:00	4	0	0	1	2	12	51	39	26	7	0	1	0	27	170
DAY TOTAL	957	228	315	457	1030	2503	3819	2288	586	150	108	181	206	1545	14373
PERCENTS	6.7%	1.6%	2.2%	3.2%	7.2%	17.4%	26.6%	15.9%	4.1%	1.0%	0.8%	1.3%	1.4%	10.7%	100.0%

Statistical Information...

15th Percentile Speed
28.8 mph

85th Percentile Speed
43.8 mph

Median Speed
36.8 mph

Average Speed
36.7 mph

10 MPH Pace Speed
30 mph to 40 mph
3819 vehicles in pace
Representing 32.2% of the total vehicles

Vehicles > 65 MPH
206
1.7%

Mass Highway Department

SPEED SUMMARY
Sun 11/22/2020

Page: 5

Station #: 200240000145
Site ID: 110000000102
Location: VFW Pkwy.SB, s.of VA Med.Center Main Ent
Direction: ROAD TOTAL
Lane:

File: Sta.1 SB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns.1 &2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	0	6	19	23	9	3	0	1	0	11	72
02:00	0	0	0	1	3	3	8	9	4	3	2	0	0	4	37
03:00	0	0	0	0	0	3	1	4	5	0	0	2	0	2	17
04:00	0	0	1	1	0	0	6	4	5	0	0	0	0	0	17
05:00	0	0	0	2	1	2	3	3	1	0	1	0	0	2	15
06:00	0	0	0	0	2	4	6	14	5	1	0	1	0	0	33
07:00	0	0	0	0	2	4	22	41	26	9	4	0	0	10	118
08:00	2	0	0	0	5	18	61	92	60	14	1	3	0	20	276
09:00	8	1	1	1	6	18	144	159	51	10	4	2	3	48	456
10:00	22	1	0	1	0	50	236	208	40	9	3	5	5	91	671
11:00	20	1	1	1	28	92	326	221	45	8	2	4	6	85	840
12:00	30	1	1	4	35	162	416	234	48	4	1	3	8	92	1039
13:00	59	6	11	18	65	219	423	202	29	3	1	10	3	76	1125
14:00	47	3	7	12	74	182	387	217	29	5	1	2	7	92	1065
15:00	28	0	0	3	53	218	325	174	38	4	2	2	7	108	962
16:00	32	2	3	10	79	252	337	154	31	3	0	10	11	70	994
17:00	13	1	0	0	33	196	317	128	30	3	1	5	16	63	806
18:00	22	1	0	0	10	98	200	163	28	8	0	5	0	64	599
19:00	8	0	0	0	9	48	161	118	36	8	2	0	1	42	433
20:00	15	0	0	1	3	24	88	132	53	10	7	0	2	49	384
21:00	4	0	0	1	6	23	64	101	31	4	1	1	0	33	269
22:00	1	0	0	0	1	10	31	52	18	2	2	0	2	19	138
23:00	4	0	0	0	1	2	32	37	16	2	1	0	0	8	103
24:00	2	0	0	0	0	11	37	44	30	7	1	2	0	14	148
DAY TOTAL	317	17	25	56	416	1645	3650	2534	668	120	37	58	71	1003	10617
PERCENTS	3.0%	0.2%	0.2%	0.5%	3.9%	15.5%	34.4%	23.9%	6.3%	1.1%	0.3%	0.5%	0.7%	9.4%	100.0%

Statistical Information...

15th Percentile Speed
32.7 mph

85th Percentile Speed
44.1 mph

Median Speed
38.4 mph

Average Speed
38.7 mph

10 MPH Pace Speed
30 mph to 40 mph
3650 vehicles in pace
Representing 39.3% of the total vehicles

Vehicles > 65 MPH
71
0.8%

Mass Highway Department

SPEED SUMMARY
Wed 11/18/2020

Page: 1

STA. 4NB

Station #: 200240000073
Site ID: 110000000401
Location: VFW Pkwy. NB, north of McDonald's
Direction: ROAD TOTAL
Lane:

File: Sta.4 NB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
12:00	380	63	89	33	58	88	127	171	91	19	3	1	0	12	1135
13:00	547	98	58	44	38	121	243	269	114	43	0	0	1	10	1586
14:00	565	55	66	28	58	142	214	224	98	23	3	0	0	14	1490
15:00	467	43	62	26	36	119	233	254	170	52	9	2	0	7	1480
16:00	445	56	56	31	45	132	219	271	169	52	10	1	0	2	1489
17:00	435	30	52	28	58	111	272	258	104	31	11	2	0	0	1392
18:00	363	30	26	11	31	119	259	342	134	39	25	2	1	2	1384
19:00	324	26	23	20	46	98	246	275	150	50	8	4	0	0	1270
20:00	248	16	16	13	38	71	172	232	140	67	17	3	0	2	1035
21:00	141	9	17	8	20	52	138	197	126	35	16	4	0	3	766
22:00	85	20	14	12	10	27	111	122	70	21	14	3	1	0	510
23:00	34	2	18	14	34	33	34	39	44	19	14	3	0	3	291
24:00	5	0	1	0	3	2	11	13	29	15	15	3	3	6	106
DAY TOTAL	4039	448	498	268	475	1115	2279	2667	1439	466	145	28	6	61	13934
PERCENTS	29.0%	3.2%	3.6%	1.9%	3.4%	8.0%	16.4%	19.1%	10.3%	3.3%	1.0%	0.2%	0.0%	0.4%	100.0%

Statistical Information...

15th Percentile Speed
27.8 mph

85th Percentile Speed
47.1 mph

Median Speed
39.6 mph

Average Speed
37.8 mph

10 MPH Pace Speed
35 mph to 45 mph
2667 vehicles in pace
Representing 27.1% of the total vehicles

Vehicles > 65 MPH
6
0.1%

Mass Highway Department

SPEED SUMMARY
Thu 11/19/2020

Station #: 200240000073
Site ID: 110000000401
Location: VFW Pkwy. NB, north of McDonald's
Direction: ROAD TOTAL
Lane:

File: Sta.4 NB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	4	1	2	9	18	1	2	0	0	0	37
02:00	1	0	0	0	0	0	3	11	10	5	0	0	0	0	30
03:00	0	0	0	0	0	0	7	4	9	0	0	0	0	0	20
04:00	0	0	0	0	0	4	5	4	16	2	1	5	0	0	37
05:00	15	0	0	0	1	2	2	17	35	41	13	11	0	1	138
06:00	98	4	3	9	0	10	16	55	89	82	67	22	3	4	462
07:00	281	16	10	13	2	5	41	154	158	129	63	30	2	0	904
08:00	339	24	20	10	6	10	86	206	197	99	69	20	0	0	1086
09:00	365	15	24	18	3	26	119	233	180	85	42	4	1	1	1116
10:00	282	32	44	16	5	28	159	264	202	54	24	9	0	0	1119
11:00	371	47	64	18	32	69	153	240	135	55	10	6	1	2	1203
12:00	456	54	51	26	22	89	198	246	138	21	12	4	2	3	1322
13:00	551	79	49	11	42	125	247	222	132	31	11	1	2	4	1507
14:00	491	75	51	27	39	112	248	223	119	42	18	5	5	20	1475
15:00	488	68	61	26	42	113	214	232	126	37	14	0	0	13	1434
16:00	499	39	81	26	54	105	227	212	133	37	16	2	4	6	1441
17:00	398	32	39	20	33	127	250	287	170	44	7	7	0	7	1421
18:00	377	26	23	18	41	114	219	303	145	40	8	4	0	0	1318
19:00	325	27	28	20	46	94	224	344	148	43	20	3	3	8	1333
20:00	271	19	34	10	32	84	152	274	189	35	28	7	0	0	1135
21:00	179	16	15	5	34	61	136	189	138	65	14	0	0	5	857
22:00	89	16	13	2	9	29	66	144	114	44	8	4	0	2	540
23:00	19	3	3	3	9	11	38	55	86	29	5	5	0	0	266
24:00	4	1	4	0	0	9	19	21	26	35	13	1	4	0	137
DAY TOTAL	5899	593	617	278	456	1228	2831	3949	2713	1056	465	150	27	76	20338
PERCENTS	29.0%	2.9%	3.0%	1.4%	2.2%	6.0%	13.9%	19.4%	13.3%	5.2%	2.3%	0.7%	0.1%	0.4%	100.0%

Statistical Information...

15th Percentile Speed
30.9 mph

85th Percentile Speed
49.2 mph

Median Speed
41.5 mph

Average Speed
39.9 mph

10 MPH Pace Speed
35 mph to 45 mph
3949 vehicles in pace
Representing 27.5% of the total vehicles

Vehicles > 65 MPH
27
0.2%

Mass Highway Department

SPEED SUMMARY
 Fri 11/20/2020

Station #: 200240000073
 Site ID: 110000000401
 Location: VFW Pkwy. NB, north of McDonald's
 Direction: ROAD TOTAL
 Lane:

File: Sta.4 NB Ln1 & Ln2 Comb.prn
 City: Boston
 County: Speed Lns1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	0	0	2	1	0	3	14	12	4	2	0	0	0	39
02:00	5	1	0	0	0	4	2	16	11	1	2	0	0	0	42
03:00	6	0	1	0	4	2	5	4	5	2	0	0	0	0	29
04:00	1	3	0	0	0	1	4	5	12	6	2	0	0	0	34
05:00	21	8	0	0	0	1	2	33	34	32	22	9	0	1	163
06:00	108	12	6	3	1	2	18	39	103	69	44	17	1	0	423
07:00	323	20	24	12	7	6	39	116	153	70	45	22	5	2	844
08:00	411	30	19	10	0	20	72	167	194	89	24	3	0	5	1044
09:00	443	49	20	15	4	22	100	181	123	72	18	5	2	7	1061
10:00	457	58	41	16	20	34	151	193	112	28	11	0	0	9	1130
11:00	448	75	49	28	16	68	177	185	85	23	9	0	0	11	1174
12:00	603	101	59	29	29	101	176	208	87	16	1	0	0	7	1417
13:00	661	104	58	31	53	130	178	186	87	25	1	0	1	15	1530
14:00	631	99	63	15	43	139	245	220	55	21	1	0	0	6	1538
15:00	629	67	62	15	48	109	196	220	108	30	9	4	0	9	1506
16:00	571	68	62	24	44	128	207	247	122	39	2	0	0	21	1535
17:00	535	69	64	10	79	165	250	163	108	14	8	0	1	5	1471
18:00	447	65	39	21	43	154	297	314	108	22	11	0	1	14	1536
19:00	444	52	35	19	70	126	284	291	74	33	11	2	3	14	1458
20:00	349	54	15	20	43	119	253	260	110	26	6	5	0	9	1269
21:00	242	51	8	15	24	117	219	202	123	35	12	1	3	11	1063
22:00	144	29	5	11	25	50	105	155	99	42	24	2	0	8	699
23:00	40	19	5	0	8	21	78	86	65	20	10	4	0	9	365
24:00	10	16	0	0	3	10	36	42	33	26	4	0	0	0	180
DAY TOTAL	7530	1050	635	296	565	1529	3097	3547	2023	745	279	74	17	163	21550
PERCENTS	34.9%	4.9%	2.9%	1.4%	2.6%	7.1%	14.4%	16.5%	9.4%	3.5%	1.3%	0.3%	0.1%	0.8%	100.0%

Statistical Information...

15th Percentile Speed
 25.9 mph

85th Percentile Speed
 47.6 mph

Median Speed
 39.6 mph

Average Speed
 37.5 mph

10 MPH Pace Speed
 35 mph to 45 mph
 3547 vehicles in pace
 Representing 25.6% of the total vehicles

Vehicles > 65 MPH
 17
 0.1%

Mass Highway Department

SPEED SUMMARY
Sat 11/21/2020

Page: 4

Station #: 200240000073
Site ID: 110000000401
Location: VFW Pkwy. NB, north of McDonald's
Direction: ROAD TOTAL
Lane:

File: Sta.4 NB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	5	0	0	0	3	5	15	24	15	3	2	0	0	0	72
02:00	4	2	0	0	1	7	9	9	9	6	0	0	0	0	47
03:00	0	1	0	0	0	1	1	14	2	0	3	0	0	0	22
04:00	0	0	0	0	0	0	1	7	9	3	0	0	0	0	20
05:00	5	5	4	0	0	0	4	11	14	7	8	0	0	0	58
06:00	21	3	1	0	0	1	21	36	37	38	26	2	0	0	186
07:00	97	10	11	1	0	8	19	81	88	67	70	30	2	0	484
08:00	154	32	19	5	4	14	67	148	111	65	33	14	0	0	666
09:00	275	28	14	19	7	24	130	193	157	29	17	0	0	4	897
10:00	454	62	67	23	14	56	144	197	82	30	8	0	0	6	1143
11:00	567	86	73	23	18	96	185	168	73	26	6	2	0	7	1330
12:00	630	66	82	26	43	143	231	189	57	31	3	0	0	11	1512
13:00	687	90	70	40	52	145	230	204	66	11	3	0	0	15	1613
14:00	723	90	94	37	82	184	219	165	40	14	3	0	0	10	1661
15:00	709	98	83	32	58	186	282	166	50	11	3	0	0	14	1692
16:00	679	92	91	36	63	182	283	185	61	20	2	0	0	7	1701
17:00	628	61	65	23	67	196	292	190	60	10	12	0	0	10	1614
18:00	541	71	56	14	50	175	267	249	71	15	9	5	0	12	1535
19:00	454	46	18	18	48	147	264	263	78	17	9	0	0	5	1367
20:00	278	38	24	23	28	99	201	232	134	24	3	5	0	6	1095
21:00	191	41	9	12	49	75	159	196	108	34	17	3	0	0	894
22:00	121	19	18	5	22	52	134	120	86	31	11	2	0	4	625
23:00	41	24	2	1	8	17	50	86	62	28	8	4	3	0	334
24:00	16	8	0	0	2	11	12	59	38	13	9	4	0	0	172
DAY TOTAL	7280	973	801	338	619	1824	3220	3192	1508	533	265	71	5	111	20740
PERCENTS	35.1%	4.7%	3.9%	1.6%	3.0%	8.8%	15.5%	15.4%	7.3%	2.6%	1.3%	0.3%	0.0%	0.5%	100.0%

Statistical Information...

15th Percentile Speed
23.4 mph

85th Percentile Speed
46.3 mph

Median Speed
38.3 mph

Average Speed
36.4 mph

10 MPH Pace Speed
30 mph to 40 mph
3220 vehicles in pace
Representing 24.1% of the total vehicles

Vehicles > 65 MPH
5
0.0%

Mass Highway Department

SPEED SUMMARY
Sun 11/22/2020

Station #: 200240000073
Site ID: 110000000401
Location: VFW Pkwy. NB, north of McDonald's
Direction: ROAD TOTAL
Lane:

File: Sta.4 NB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	3	0	0	0	7	3	16	7	22	7	1	0	0	0	66
02:00	1	0	2	2	1	2	1	13	10	6	0	0	0	0	38
03:00	0	0	0	0	0	0	2	6	1	0	5	0	0	0	14
04:00	0	0	1	0	0	1	10	2	3	5	1	0	0	0	23
05:00	1	0	0	0	0	0	4	6	11	3	2	0	0	0	27
06:00	6	0	0	0	0	1	7	18	17	15	14	1	0	0	79
07:00	59	0	0	0	4	3	30	36	82	62	40	18	0	0	334
08:00	95	4	9	1	7	7	52	83	110	61	35	11	0	0	475
09:00	139	37	9	9	7	18	51	190	130	44	23	3	2	2	664
10:00	225	31	14	8	5	56	115	261	109	51	20	2	0	2	899
11:00	299	43	54	13	15	76	162	280	166	48	18	0	1	17	1192
12:00	486	53	36	24	32	99	275	285	143	38	8	2	0	8	1489
13:00	532	56	56	24	51	125	303	267	118	23	7	2	2	5	1571
14:00	503	71	59	15	63	149	276	266	127	12	9	0	0	0	1550
15:00	516	59	60	26	61	185	280	226	85	27	13	0	0	0	1538
16:00	412	66	35	17	55	165	283	239	125	22	3	5	0	0	1427
17:00	434	42	34	24	61	136	262	242	94	19	13	4	0	0	1365
18:00	319	29	25	22	57	119	265	233	110	16	14	2	0	0	1211
19:00	261	49	12	24	37	93	157	209	126	34	18	0	0	0	1020
20:00	152	32	18	8	19	56	149	178	76	26	7	4	8	0	733
21:00	79	12	19	7	26	49	105	108	103	29	1	14	0	0	552
22:00	46	7	2	5	9	23	56	59	58	30	14	7	0	0	316
23:00	9	0	0	5	2	13	27	58	40	20	8	0	0	0	182
24:00	9	0	0	0	3	3	13	25	30	28	11	6	0	0	128
DAY TOTAL	4586	591	445	234	522	1382	2901	3297	1896	626	285	81	13	34	16893
PERCENTS	27.1%	3.5%	2.6%	1.4%	3.1%	8.2%	17.2%	19.5%	11.2%	3.7%	1.7%	0.5%	0.1%	0.2%	100.0%

Statistical Information...

15th Percentile Speed
30.2 mph

85th Percentile Speed
47.8 mph

Median Speed
40.1 mph

Average Speed
38.6 mph

10 MPH Pace Speed
35 mph to 45 mph
3297 vehicles in pace
Representing 26.9% of the total vehicles

Vehicles > 65 MPH
13
0.1%

Mass Highway Department

SPEED SUMMARY
Wed 11/18/2020

Page: 1

STA. 4SB

Station #: 200240000142
Site ID: 110000000402
Location: VFW Pkwy. SB, north of McDonald's
Direction: ROAD TOTAL
Lane:

File: Sta.4 SB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns 1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
12:00	7	0	3	10	32	52	204	313	221	84	34	10	3	36	1009
13:00	12	2	0	1	14	88	215	431	242	69	27	18	3	37	1159
14:00	9	2	0	0	20	50	188	325	311	110	60	8	4	38	1125
15:00	9	1	0	3	13	44	210	373	308	138	50	14	3	36	1202
16:00	3	0	0	3	13	86	265	406	321	128	60	12	2	21	1320
17:00	4	0	0	2	32	75	314	488	278	112	50	12	1	18	1386
18:00	8	0	0	2	21	57	189	391	294	123	50	10	0	16	1161
19:00	4	0	0	2	6	42	150	276	226	103	42	14	3	15	883
20:00	1	0	1	0	11	22	104	202	199	110	31	12	6	8	707
21:00	0	0	0	3	1	7	41	113	104	73	32	12	3	3	392
22:00	0	0	0	0	2	8	22	51	59	44	20	9	0	5	220
23:00	1	0	0	0	6	13	26	36	31	19	13	0	0	2	147
24:00	0	0	0	0	0	2	9	22	30	23	19	5	3	0	113
DAY TOTAL	58	5	4	26	171	546	1937	3427	2624	1136	488	136	31	235	10824
PERCENTS	0.5%	0.0%	0.0%	0.2%	1.6%	5.0%	17.9%	31.7%	24.2%	10.5%	4.5%	1.3%	0.3%	2.2%	100.0%

Statistical Information...

15th Percentile Speed
37.1 mph

85th Percentile Speed
50.9 mph

Median Speed
43.8 mph

Average Speed
44.1 mph

10 MPH Pace Speed
35 mph to 45 mph
3427 vehicles in pace
Representing 32.5% of the total vehicles

Vehicles > 65 MPH
31
0.3%

Mass Highway Department

SPEED SUMMARY
Thu 11/19/2020

Page: 2

Station #: 200240000142
Site ID: 110000000402
Location: VFW Pkwy. SB, north of McDonald's
Direction: ROAD TOTAL
Lane:

File: Sta.4 SB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns 1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	0	0	7	13	17	5	6	2	1	0	51
02:00	0	0	0	1	0	2	3	8	8	1	1	1	0	0	25
03:00	0	0	1	0	0	0	3	5	6	1	2	0	0	0	18
04:00	0	0	0	0	0	0	0	5	2	0	2	2	0	2	13
05:00	0	0	0	0	1	0	2	5	6	8	2	3	0	0	27
06:00	0	0	0	0	0	4	10	26	24	15	12	7	0	0	98
07:00	0	0	0	1	6	17	40	86	55	38	16	10	1	1	271
08:00	0	1	0	1	4	11	45	134	160	75	64	18	2	8	523
09:00	4	0	0	4	11	19	83	260	236	108	43	8	1	18	795
10:00	6	0	1	1	19	36	131	254	194	79	33	4	0	21	779
11:00	7	0	0	0	37	64	239	300	206	78	36	7	4	30	1008
12:00	6	1	1	12	34	60	251	297	193	101	28	4	0	21	1009
13:00	9	1	3	1	13	86	294	396	214	71	28	10	3	34	1163
14:00	23	3	1	2	34	67	211	342	270	93	35	4	5	54	1144
15:00	6	1	0	2	28	73	239	356	303	110	35	13	2	50	1218
16:00	7	1	0	5	19	83	245	408	343	143	57	22	2	46	1381
17:00	6	0	3	7	30	85	294	460	311	108	43	10	4	38	1399
18:00	6	0	0	4	24	60	244	372	279	116	25	7	0	42	1179
19:00	1	0	0	1	11	19	124	311	245	80	34	11	1	31	869
20:00	7	0	1	0	2	26	96	188	169	103	45	12	0	34	683
21:00	3	0	0	0	3	7	39	119	120	60	29	11	4	23	418
22:00	1	0	0	0	1	4	17	62	71	33	22	13	0	15	239
23:00	0	0	0	0	2	2	9	33	31	22	10	7	2	7	125
24:00	1	1	0	0	1	2	6	36	40	20	23	6	0	14	150
DAY TOTAL	93	9	11	42	280	727	2632	4476	3503	1468	631	192	32	489	14585
PERCENTS	0.6%	0.1%	0.1%	0.3%	1.9%	5.0%	18.0%	30.7%	24.0%	10.1%	4.3%	1.3%	0.2%	3.4%	100.0%

Statistical Information...

15th Percentile Speed
37.0 mph

85th Percentile Speed
50.8 mph

Median Speed
43.7 mph

Average Speed
44.0 mph

10 MPH Pace Speed
35 mph to 45 mph
4476 vehicles in pace
Representing 32.0% of the total vehicles

Vehicles > 65 MPH
32
0.2%

Mass Highway Department

SPEED SUMMARY
Fri 11/20/2020

Page: 3

Station #: 200240000142
Site ID: 110000000402
Location: VFW Pkwy. SB, north of McDonald's
Direction: ROAD TOTAL
Lane:

File: Sta.4 SB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns 1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	0	0	0	0	0	8	11	14	10	2	2	0	4	52
02:00	0	0	0	0	0	0	3	13	7	2	0	2	0	3	30
03:00	1	0	2	0	0	1	2	5	2	0	1	0	0	1	15
04:00	0	0	1	1	0	0	3	4	3	1	3	2	2	3	23
05:00	0	0	0	1	1	3	4	9	9	3	3	1	0	0	34
06:00	0	0	0	0	0	6	12	24	21	14	9	7	1	8	102
07:00	0	1	0	0	5	19	40	78	61	36	26	14	2	23	305
08:00	4	2	0	1	5	17	61	152	139	67	47	21	5	37	558
09:00	16	4	0	1	12	24	120	236	220	112	53	14	4	41	857
10:00	18	4	0	1	25	44	182	271	180	93	34	14	6	45	917
11:00	16	10	0	1	16	53	220	306	238	89	25	11	5	29	1019
12:00	25	11	2	3	34	91	238	365	285	90	23	10	5	48	1230
13:00	19	13	0	4	22	74	275	441	283	63	33	20	2	38	1287
14:00	34	11	1	4	18	108	295	378	215	110	33	10	7	43	1267
15:00	23	15	0	2	32	44	275	355	297	94	47	17	5	42	1248
16:00	37	16	0	3	14	61	290	437	292	126	52	14	12	73	1427
17:00	29	3	1	3	29	114	296	434	263	105	30	5	10	45	1367
18:00	20	5	1	1	39	103	289	386	240	91	20	12	3	70	1280
19:00	16	2	0	2	17	32	180	309	232	79	29	11	5	57	971
20:00	12	0	0	3	10	31	126	237	192	86	43	10	3	65	818
21:00	8	0	0	0	1	20	63	145	150	66	39	12	6	45	555
22:00	1	0	0	0	0	11	28	87	70	55	26	10	1	28	317
23:00	0	0	0	0	0	3	24	33	53	28	16	4	2	21	184
24:00	0	0	0	0	0	2	16	26	32	22	17	8	3	7	133
DAY TOTAL	280	97	8	31	280	861	3050	4742	3498	1442	611	231	89	776	15996
PERCENTS	1.8%	0.6%	0.1%	0.2%	1.8%	5.4%	19.1%	29.6%	21.9%	9.0%	3.8%	1.4%	0.6%	4.9%	100.0%

Statistical Information...

15th Percentile Speed
36.6 mph

85th Percentile Speed
50.5 mph

Median Speed
43.3 mph

Average Speed
43.6 mph

10 MPH Pace Speed
35 mph to 45 mph
4742 vehicles in pace
Representing 31.7% of the total vehicles

Vehicles > 65 MPH
89
0.6%

Mass Highway Department

SPEED SUMMARY
Sat 11/21/2020

Page: 4

Station #: 200240000142
Site ID: 110000000402
Location: VFW Pkwy. SB, north of McDonald's
Direction: ROAD TOTAL
Lane:

File: Sta.4 SB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns 1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	2	0	0	0	1	3	5	11	14	11	7	6	1	13	74
02:00	0	0	1	0	1	1	3	12	9	1	1	0	0	4	33
03:00	0	0	0	1	0	2	1	4	6	5	4	0	0	4	27
04:00	0	0	0	0	0	1	2	1	1	0	1	1	0	2	9
05:00	0	0	0	0	0	0	4	4	4	1	1	1	1	1	17
06:00	0	0	0	0	2	1	12	15	14	9	6	2	0	5	66
07:00	2	0	0	0	2	4	11	32	42	24	14	4	0	6	141
08:00	5	1	0	0	8	8	50	98	106	60	25	11	1	30	403
09:00	12	2	1	2	7	19	88	216	182	97	65	15	0	41	747
10:00	22	13	0	1	21	49	183	348	224	89	48	13	7	41	1059
11:00	46	21	1	1	21	43	265	406	258	93	33	13	2	60	1263
12:00	36	24	1	1	42	72	262	406	306	100	50	22	6	41	1369
13:00	35	21	5	1	29	87	278	420	252	93	24	14	9	54	1322
14:00	22	14	0	0	27	94	341	382	254	102	35	13	10	65	1359
15:00	16	11	0	4	36	99	312	452	251	96	44	20	4	58	1403
16:00	19	4	1	2	22	75	270	461	229	99	38	9	4	59	1292
17:00	20	5	2	4	18	91	255	384	249	83	32	9	5	50	1207
18:00	7	7	1	3	21	31	163	314	223	81	31	16	8	65	971
19:00	7	3	0	1	16	32	124	259	187	78	40	11	2	54	814
20:00	11	1	0	1	3	13	78	184	142	62	42	10	1	62	610
21:00	6	1	0	0	2	7	43	128	105	43	19	8	1	37	400
22:00	6	0	0	0	2	3	16	70	60	42	24	7	1	25	256
23:00	0	1	0	0	3	1	13	38	52	16	9	7	1	25	166
24:00	1	0	0	0	1	2	15	36	38	14	20	7	0	19	153
DAY TOTAL	275	129	13	22	285	738	2794	4681	3208	1299	613	219	64	821	15161
PERCENTS	1.8%	0.9%	0.1%	0.1%	1.9%	4.9%	18.4%	30.9%	21.2%	8.6%	4.0%	1.4%	0.4%	5.4%	100.0%

Statistical Information...

15th Percentile Speed
36.7 mph

85th Percentile Speed
50.3 mph

Median Speed
43.3 mph

Average Speed
43.5 mph

10 MPH Pace Speed
35 mph to 45 mph
4681 vehicles in pace
Representing 33.3% of the total vehicles

Vehicles > 65 MPH
64
0.5%

Mass Highway Department

SPEED SUMMARY
Sun 11/22/2020

Page: 5

Station #: 200240000142
Site ID: 110000000402
Location: VFW Pkwy. SB, north of McDonald's
Direction: ROAD TOTAL
Lane:

File: Sta.4 SB Ln1 & Ln2 Comb.prn
City: Boston
County: Speed Lns 1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	0	0	0	0	0	5	9	15	4	6	3	0	11	54
02:00	0	0	0	0	1	1	1	10	9	6	3	1	0	4	36
03:00	0	0	0	0	0	0	3	6	1	2	0	0	0	2	14
04:00	1	0	0	0	0	1	1	5	6	2	0	0	0	0	16
05:00	0	0	0	0	1	1	1	2	2	0	3	1	0	2	13
06:00	0	0	0	2	0	0	10	9	13	2	3	2	0	1	42
07:00	0	1	0	0	1	4	12	34	30	15	7	7	1	7	119
08:00	1	0	0	0	0	4	21	73	79	42	30	14	1	18	283
09:00	3	0	0	0	2	11	47	137	147	72	32	17	1	40	509
10:00	3	1	0	1	3	14	86	238	201	90	49	10	4	22	722
11:00	7	2	0	0	9	18	132	340	209	88	45	9	4	53	916
12:00	13	2	0	0	1	34	211	365	257	101	46	19	3	52	1104
13:00	11	1	0	0	2	46	238	415	311	84	27	8	0	65	1208
14:00	7	1	0	0	9	60	247	387	239	78	36	10	0	58	1132
15:00	6	0	0	0	6	41	211	334	218	69	29	13	3	55	985
16:00	6	0	0	0	7	48	247	334	203	67	23	15	3	39	992
17:00	6	0	0	0	1	36	177	298	160	63	36	7	1	56	841
18:00	2	0	0	0	1	14	100	224	189	56	32	7	2	47	674
19:00	0	1	0	0	0	8	61	137	129	54	25	11	1	38	465
20:00	4	0	0	0	1	4	30	117	80	57	27	8	1	26	355
21:00	6	0	0	0	0	4	29	62	66	27	22	11	1	40	268
22:00	0	0	0	0	0	3	10	42	34	15	11	3	1	17	136
23:00	0	0	0	0	0	3	6	26	24	11	8	3	0	12	93
24:00	1	0	0	0	0	0	7	30	30	17	8	2	1	10	106
DAY TOTAL	78	9	0	3	45	355	1893	3634	2652	1022	508	181	28	675	11083
PERCENTS	0.7%	0.1%	0.0%	0.0%	0.4%	3.2%	17.1%	32.8%	23.9%	9.2%	4.6%	1.6%	0.3%	6.1%	100.0%

Statistical Information...

15th Percentile Speed
38.0 mph

85th Percentile Speed
50.9 mph

Median Speed
43.9 mph

Average Speed
44.6 mph

10 MPH Pace Speed
35 mph to 45 mph
3634 vehicles in pace
Representing 35.2% of the total vehicles

Vehicles > 65 MPH
28
0.3%

Mass Highway Department

SPEED SUMMARY
Wed 11/18/2020

Page: 1

STA. 6 NB

Station #: 200240000133
Site ID: 110000000601
Location: Bos. Providence Hwy. NB, N. of Ivy Lane
Direction: ROAD TOTAL
Lane:

File: Sta.6 NB Ln1 & Ln2 Comb.prn
City: Dedham
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
12:00	309	49	43	58	63	104	164	77	33	10	3	11	5	40	969
13:00	351	51	36	102	195	132	121	76	29	14	9	11	10	44	1181
14:00	368	13	33	43	130	151	161	115	33	19	10	4	9	73	1162
15:00	399	30	27	49	108	93	182	131	54	15	15	13	2	69	1187
16:00	346	17	31	83	122	127	140	116	48	14	7	8	2	42	1103
17:00	252	9	14	76	128	153	191	139	53	11	10	5	1	16	1058
18:00	270	13	35	52	115	167	183	116	35	12	2	1	3	4	1008
19:00	239	5	11	25	95	149	166	147	51	13	2	2	0	5	910
20:00	165	11	2	17	34	105	156	137	68	17	8	8	0	5	733
21:00	122	0	0	6	17	54	130	80	54	12	3	0	1	2	481
22:00	54	2	0	0	13	25	66	74	44	31	19	6	0	4	338
23:00	17	0	1	1	1	4	8	35	50	32	16	13	2	6	186
24:00	6	2	0	0	3	0	0	7	30	28	13	9	1	0	99
DAY TOTAL	2898	202	233	512	1024	1264	1668	1250	582	228	117	91	36	310	10415
PERCENTS	27.8%	1.9%	2.2%	4.9%	9.8%	12.1%	16.0%	12.0%	5.6%	2.2%	1.1%	0.9%	0.3%	3.0%	100.0%

Statistical Information...

15th Percentile Speed
25.7 mph

85th Percentile Speed
44.9 mph

Median Speed
36.1 mph

Average Speed
35.7 mph

10 MPH Pace Speed
30 mph to 40 mph
1668 vehicles in pace
Representing 23.1% of the total vehicles

Vehicles > 65 MPH
36
0.5%

Mass Highway Department

SPEED SUMMARY
Thu 11/19/2020

Page: 2

Station #: 200240000133
Site ID: 110000000601
Location: Bos. Providence Hwy. NB, N. of Ivy Lane
Direction: ROAD TOTAL
Lane:

File: Sta.6 NB Ln1 & Ln2 Comb.prn
City: Dedham
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	0	1	5	8	18	1	0	0	0	1	34
02:00	1	0	0	0	0	1	6	10	7	0	4	0	0	0	29
03:00	1	0	0	0	0	0	2	10	3	6	4	0	0	1	27
04:00	3	0	0	0	0	0	3	3	5	5	5	7	2	0	33
05:00	19	0	0	0	4	2	3	18	20	20	29	7	4	3	129
06:00	111	1	0	0	4	5	16	27	76	94	63	19	1	9	426
07:00	259	6	5	7	24	34	79	101	129	118	57	27	7	5	858
08:00	295	11	16	12	42	102	123	144	140	69	33	7	0	20	1014
09:00	285	8	16	21	41	79	145	155	79	35	23	9	3	27	926
10:00	287	5	8	12	13	79	205	189	95	46	21	4	0	31	995
11:00	282	4	10	25	67	138	172	169	43	6	8	4	2	39	969
12:00	330	21	21	52	102	115	198	159	34	15	10	8	4	59	1128
13:00	370	50	30	69	115	153	186	105	42	15	9	9	11	62	1226
14:00	363	23	24	57	99	146	158	145	57	10	13	3	12	76	1186
15:00	334	20	40	45	90	127	149	144	44	11	3	11	12	77	1107
16:00	302	16	33	46	105	157	183	98	36	13	5	4	8	69	1075
17:00	258	9	18	38	85	151	205	138	54	29	10	4	9	51	1059
18:00	299	12	11	34	108	176	184	125	50	17	8	6	7	32	1069
19:00	295	11	17	28	73	142	152	128	40	12	17	6	2	34	957
20:00	209	2	6	21	38	88	138	108	78	27	9	6	3	49	782
21:00	148	1	2	5	53	56	130	111	47	12	6	1	2	36	610
22:00	64	4	0	1	13	16	54	64	60	46	7	7	0	16	352
23:00	24	0	1	0	2	4	15	31	51	21	8	9	0	27	193
24:00	5	0	0	0	1	0	4	15	30	16	5	4	0	19	99
DAY TOTAL	4544	204	258	473	1079	1772	2515	2205	1238	644	357	162	89	743	16283
PERCENTS	27.9%	1.3%	1.6%	2.9%	6.6%	10.9%	15.4%	13.5%	7.6%	4.0%	2.2%	1.0%	0.5%	4.6%	100.0%

Statistical Information...

15th Percentile Speed
28.3 mph

85th Percentile Speed
48.4 mph

Median Speed
38.4 mph

Average Speed
38.4 mph

10 MPH Pace Speed
30 mph to 40 mph
2515 vehicles in pace
Representing 22.9% of the total vehicles

Vehicles > 65 MPH
89
0.8%

Mass Highway Department

SPEED SUMMARY
Fri 11/20/2020

Page: 3

Station #: 200240000133
Site ID: 110000000601
Location: Bos. Providence Hwy. NB, N. of Ivy Lane
Direction: ROAD TOTAL
Lane:

File: Sta.6 NB Ln1 & Ln2 Comb.prn
City: Dedham
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	4	0	0	0	0	0	0	2	8	5	6	0	1	3	29
02:00	6	0	1	0	1	1	6	10	11	2	1	0	0	5	44
03:00	2	0	0	0	0	0	2	3	6	7	0	0	0	4	24
04:00	0	1	0	0	2	0	0	0	13	4	5	2	1	3	31
05:00	19	1	1	0	0	0	1	15	30	32	22	11	4	13	149
06:00	121	4	0	0	2	7	23	59	55	42	22	7	0	15	357
07:00	269	8	4	8	12	21	65	113	117	72	34	8	6	46	783
08:00	303	9	21	34	42	45	108	166	86	43	28	5	1	50	941
09:00	302	24	25	41	27	52	138	158	64	22	12	10	2	68	945
10:00	305	25	11	28	63	83	125	133	85	26	3	8	7	46	948
11:00	315	26	6	59	54	111	143	118	61	6	9	6	5	72	991
12:00	405	29	17	50	94	117	171	102	37	15	7	11	6	59	1120
13:00	491	43	53	69	115	120	130	90	40	7	14	16	11	54	1253
14:00	431	44	51	57	123	168	152	80	26	7	13	20	6	65	1243
15:00	426	23	35	56	132	143	124	86	36	11	3	8	14	60	1157
16:00	381	22	29	36	108	114	167	121	53	22	16	7	6	65	1147
17:00	389	34	22	47	82	108	177	101	47	1	7	3	11	87	1116
18:00	368	19	39	50	122	143	152	94	36	8	15	10	11	44	1111
19:00	330	20	37	52	115	159	169	96	38	19	11	6	16	71	1139
20:00	236	9	4	31	100	132	165	118	33	6	1	9	5	61	910
21:00	193	3	1	6	37	84	140	115	36	19	4	13	1	58	710
22:00	124	3	2	4	14	34	94	84	29	27	20	11	5	39	490
23:00	42	11	5	1	0	9	27	42	51	8	16	15	1	25	253
24:00	13	6	0	0	3	2	8	17	29	30	18	8	0	9	143
DAY TOTAL	5475	364	364	629	1248	1653	2287	1923	1027	441	287	194	120	1022	17034
PERCENTS	32.1%	2.1%	2.1%	3.7%	7.3%	9.7%	13.4%	11.3%	6.0%	2.6%	1.7%	1.1%	0.7%	6.0%	100.0%

Statistical Information...

15th Percentile Speed
25.9 mph

85th Percentile Speed
47.4 mph

Median Speed
37.2 mph

Average Speed
37.0 mph

10 MPH Pace Speed
30 mph to 40 mph
2287 vehicles in pace
Representing 21.7% of the total vehicles

Vehicles > 65 MPH
120
1.1%

Mass Highway Department

SPEED SUMMARY
Sat 11/21/2020

Page: 4

Station #: 200240000133
Site ID: 110000000601
Location: Bos. Providence Hwy. NB, N. of Ivy Lane
Direction: ROAD TOTAL
Lane:

File: Sta.6 NB Ln1 & Ln2 Comb.prn
City: Dedham
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	4	2	0	0	0	0	4	15	12	9	3	0	0	4	53
02:00	1	0	0	0	0	2	1	14	6	5	9	0	0	2	40
03:00	5	0	0	0	0	0	2	2	0	5	3	0	0	3	20
04:00	0	0	0	0	0	0	0	7	7	4	6	0	0	5	29
05:00	7	0	0	0	0	2	0	9	11	10	10	6	0	2	57
06:00	22	0	0	1	4	11	18	30	23	34	10	5	8	16	182
07:00	116	14	3	1	2	11	21	40	73	49	36	19	0	18	403
08:00	112	5	2	0	10	33	72	82	59	52	10	16	3	46	502
09:00	197	2	4	5	18	46	107	113	69	25	17	3	4	53	663
10:00	282	19	8	30	60	122	133	89	41	9	4	8	4	64	873
11:00	392	18	16	53	108	145	152	94	33	11	8	7	15	62	1114
12:00	451	35	65	85	121	171	140	96	38	6	11	5	10	50	1284
13:00	509	30	128	109	147	129	140	62	28	6	10	13	16	51	1378
14:00	509	46	39	113	140	141	118	101	25	15	10	7	6	63	1333
15:00	494	38	76	96	165	174	171	83	37	14	12	12	11	73	1456
16:00	519	39	79	110	167	194	182	70	34	7	1	18	12	72	1504
17:00	462	24	44	117	185	201	128	79	14	4	8	9	12	83	1370
18:00	408	17	16	87	176	159	146	95	30	10	5	3	14	60	1226
19:00	321	9	12	26	106	194	166	94	38	2	5	11	6	64	1054
20:00	221	9	13	17	71	117	136	107	40	8	0	2	12	73	826
21:00	151	16	4	24	48	78	112	78	53	20	0	2	5	45	636
22:00	113	9	2	3	11	41	92	109	18	22	8	8	0	38	474
23:00	50	0	3	0	8	11	24	39	30	24	6	10	0	24	229
24:00	14	6	1	0	0	2	19	12	50	21	6	2	0	11	144
DAY TOTAL	5360	338	515	877	1547	1984	2084	1520	769	372	198	166	138	982	16850
PERCENTS	31.8%	2.0%	3.1%	5.2%	9.2%	11.8%	12.4%	9.0%	4.6%	2.2%	1.2%	1.0%	0.8%	5.8%	100.0%

Statistical Information...

15th Percentile Speed
24.1 mph

85th Percentile Speed
45.4 mph

Median Speed
35.0 mph

Average Speed
35.2 mph

10 MPH Pace Speed
30 mph to 40 mph
2084 vehicles in pace
Representing 19.8% of the total vehicles

Vehicles > 65 MPH
138
1.3%

Mass Highway Department

SPEED SUMMARY
Sun 11/22/2020

Page: 5

Station #: 200240000133
Site ID: 110000000601
Location: Bos. Providence Hwy. NB, N. of Ivy Lane
Direction: ROAD TOTAL
Lane:

File: Sta.6 NB Ln1 & Ln2 Comb.prn
City: Dedham
County: Speed

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	0	0	6	9	20	6	2	1	0	0	44
02:00	1	0	0	0	0	1	5	17	6	1	7	0	0	5	43
03:00	0	0	0	0	0	0	2	2	4	0	2	3	0	2	15
04:00	1	0	0	0	0	1	0	1	2	5	2	2	3	0	17
05:00	0	0	0	0	0	1	0	8	6	12	3	2	0	0	32
06:00	13	0	0	0	0	0	5	15	20	3	12	3	0	2	73
07:00	63	6	1	1	5	0	14	47	61	13	38	11	0	18	278
08:00	75	6	0	2	11	9	30	103	58	28	17	5	2	21	367
09:00	100	3	0	4	19	41	96	92	52	30	13	2	0	36	488
10:00	161	15	9	4	27	66	143	127	64	22	4	14	11	26	693
11:00	240	2	1	13	64	162	230	149	46	20	13	5	4	43	992
12:00	349	17	17	75	137	184	195	125	58	27	4	8	5	62	1263
13:00	380	7	28	60	182	139	201	138	39	9	8	2	8	45	1246
14:00	395	15	24	73	120	189	253	113	30	12	6	11	4	59	1304
15:00	325	18	25	50	157	213	205	109	17	4	5	7	8	63	1206
16:00	317	10	2	58	118	195	234	123	46	8	8	5	2	34	1160
17:00	278	10	2	27	96	157	182	129	40	13	9	0	0	56	999
18:00	268	9	6	35	105	104	159	127	55	5	0	2	8	47	930
19:00	197	5	4	9	37	80	148	139	50	9	7	10	2	31	728
20:00	118	2	0	2	5	44	112	109	42	10	13	5	2	36	500
21:00	89	4	0	5	18	32	82	59	35	7	6	5	0	27	369
22:00	56	1	1	0	3	10	20	34	42	21	8	9	1	14	220
23:00	13	9	1	0	6	6	15	33	17	29	7	0	0	6	142
24:00	9	0	0	5	0	5	5	25	23	7	10	3	0	5	97
DAY TOTAL	3448	139	121	423	1110	1639	2342	1833	833	301	204	115	60	638	13206
PERCENTS	26.1%	1.1%	0.9%	3.2%	8.4%	12.4%	17.7%	13.9%	6.3%	2.3%	1.5%	0.9%	0.5%	4.8%	100.0%

Statistical Information...

15th Percentile Speed
28.1 mph

85th Percentile Speed
45.9 mph

Median Speed
37.4 mph

Average Speed
37.4 mph

10 MPH Pace Speed
30 mph to 40 mph
2342 vehicles in pace
Representing 25.7% of the total vehicles

Vehicles > 65 MPH
60
0.7%

Mass Highway Department

SPEED SUMMARY
Wed 11/18/2020

Page: 1

Station #: 200240000118
Site ID: 110000000602
Location: Bos. Providence Hwy. SB, N. of Ivy Lane
Direction: ROAD TOTAL
Lane:

STA: 6 SB

File: Sta.6 SB Ln1 & Ln2 Comb.prn
City: Dedham
County: Speed Lns1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
12:00	32	2	1	0	7	74	173	234	138	51	27	15	3	103	860
13:00	49	3	1	0	3	49	178	262	186	72	26	12	3	124	968
14:00	52	1	1	0	3	27	184	292	154	64	46	22	8	140	994
15:00	42	4	2	2	6	53	248	304	147	78	40	11	6	107	1050
16:00	25	1	0	1	5	53	258	386	218	93	35	18	4	99	1196
17:00	11	1	0	0	9	67	347	411	214	83	47	8	1	38	1237
18:00	9	1	0	0	9	91	281	333	178	77	26	8	1	51	1065
19:00	11	0	0	0	6	56	213	222	160	72	35	8	3	34	820
20:00	2	0	0	0	6	40	141	196	128	70	51	17	0	10	661
21:00	0	1	0	1	3	17	79	111	91	50	27	8	2	6	396
22:00	0	0	0	0	0	8	37	45	54	29	19	5	0	3	200
23:00	0	0	0	0	0	5	18	21	31	26	26	5	2	2	136
24:00	0	0	0	0	2	1	3	12	29	23	23	9	5	2	109
DAY TOTAL	233	14	5	4	59	541	2160	2829	1728	788	428	146	38	719	9692
PERCENTS	2.4%	0.1%	0.1%	0.0%	0.6%	5.6%	22.3%	29.2%	17.8%	8.1%	4.4%	1.5%	0.4%	7.4%	100.0%

Statistical Information...

15th Percentile Speed
36.6 mph

85th Percentile Speed
50.6 mph

Median Speed
42.8 mph

Average Speed
43.6 mph

10 MPH Pace Speed
35 mph to 45 mph
2829 vehicles in pace
Representing 32.4% of the total vehicles

Vehicles > 65 MPH
38
0.4%

Mass Highway Department

SPEED SUMMARY
Thu 11/19/2020

Page: 2

Station #: 200240000118
Site ID: 110000000602
Location: Bos. Providence Hwy. SB, N. of Ivy Lane
Direction: ROAD TOTAL
Lane:

File: Sta.6 SB Ln1 & Ln2 Comb.prn
City: Dedham
County: Speed Lns1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	0	0	2	11	22	8	7	3	2	0	55
02:00	0	0	0	0	0	1	5	4	9	5	4	0	1	0	29
03:00	0	0	0	0	0	0	3	4	7	2	1	1	0	0	18
04:00	0	0	0	0	0	0	0	2	3	2	1	1	0	3	12
05:00	0	0	0	0	1	0	3	2	4	7	5	2	1	1	26
06:00	1	0	0	0	0	4	10	10	25	10	9	7	1	2	79
07:00	1	0	0	0	2	5	16	18	41	36	27	11	2	5	164
08:00	3	2	1	0	0	3	25	70	90	77	73	37	12	20	413
09:00	8	2	0	0	4	12	65	142	130	95	82	32	4	36	612
10:00	10	6	0	0	0	22	74	169	160	77	26	11	5	46	606
11:00	27	1	0	0	4	30	149	229	134	86	39	16	4	80	799
12:00	31	0	0	0	7	64	240	230	115	46	26	13	1	122	895
13:00	47	3	4	1	21	80	278	256	148	46	21	10	9	112	1036
14:00	63	6	0	0	18	55	204	285	144	65	29	11	4	107	991
15:00	56	4	1	1	6	32	210	292	172	78	26	16	5	134	1033
16:00	48	2	0	0	4	76	285	351	185	79	39	19	14	151	1253
17:00	35	2	0	6	20	94	370	393	150	50	23	12	8	124	1287
18:00	28	1	0	2	7	95	291	306	167	59	21	9	4	95	1085
19:00	17	0	0	0	7	41	197	222	168	57	23	5	3	88	828
20:00	13	1	0	0	6	38	131	177	128	53	30	8	5	81	671
21:00	4	1	0	0	2	22	80	116	81	36	21	4	2	42	411
22:00	1	4	0	0	2	11	49	63	48	22	26	8	1	28	263
23:00	2	1	0	0	0	4	12	27	32	16	12	11	1	11	129
24:00	1	0	0	1	2	2	4	17	33	30	14	10	4	11	129
DAY TOTAL	396	36	6	11	113	691	2703	3396	2196	1042	585	257	93	1299	12824
PERCENTS	3.1%	0.3%	0.0%	0.1%	0.9%	5.4%	21.1%	26.5%	17.1%	8.1%	4.6%	2.0%	0.7%	10.1%	100.0%

Statistical Information...

15th Percentile Speed
36.5 mph

85th Percentile Speed
51.5 mph

Median Speed
43.0 mph

Average Speed
43.8 mph

10 MPH Pace Speed
35 mph to 45 mph
3396 vehicles in pace
Representing 30.5% of the total vehicles

Vehicles > 65 MPH
93
0.8%

Mass Highway Department

SPEED SUMMARY
Fri 11/20/2020

Page: 3

Station #: 200240000118
Site ID: 110000000602
Location: Bos. Providence Hwy. SB, N. of Ivy Lane
Direction: ROAD TOTAL
Lane:

File: Sta.6 SB Ln1 & Ln2 Comb.prn
City: Dedham
County: Speed Lns1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	0	0	0	0	1	2	3	6	13	10	7	3	2	3	50
02:00	1	0	0	0	0	0	0	6	14	2	0	0	0	3	26
03:00	1	0	1	0	3	0	0	2	3	3	2	0	1	3	19
04:00	0	0	0	0	0	1	2	4	2	1	1	3	0	5	19
05:00	2	0	0	2	0	0	4	5	9	6	3	2	1	1	35
06:00	2	0	0	0	1	1	15	13	23	8	4	2	3	10	82
07:00	4	0	0	0	0	6	22	27	26	26	18	16	2	28	175
08:00	10	1	0	0	0	10	32	60	69	57	48	33	5	96	421
09:00	38	1	2	1	2	22	90	161	115	74	46	25	10	108	695
10:00	37	9	0	0	2	31	132	186	121	68	35	24	3	71	719
11:00	82	8	4	0	7	32	172	247	130	43	17	13	6	107	868
12:00	92	11	1	0	2	41	245	294	132	51	25	10	3	75	982
13:00	90	8	1	0	19	60	283	278	144	59	30	4	8	66	1050
14:00	106	18	1	1	1	67	269	264	145	43	16	16	1	60	1008
15:00	112	17	0	4	3	34	197	289	156	68	50	13	4	81	1028
16:00	91	7	3	0	5	52	302	331	157	91	44	14	11	111	1219
17:00	97	5	0	0	14	73	321	347	141	49	21	13	8	137	1226
18:00	71	1	1	2	7	119	331	276	101	44	15	14	15	142	1139
19:00	47	2	0	0	8	60	201	255	140	42	28	7	9	98	897
20:00	26	4	0	0	4	50	154	193	107	63	26	10	2	89	728
21:00	15	1	0	0	4	29	103	124	65	46	25	9	5	87	513
22:00	4	0	0	1	4	21	66	70	66	23	21	10	2	60	348
23:00	0	0	0	0	0	3	23	26	34	26	13	12	4	25	166
24:00	4	3	0	0	2	1	12	16	21	26	24	8	0	21	138
DAY TOTAL	932	96	14	11	89	715	2979	3480	1934	929	519	261	105	1487	13551
PERCENTS	6.9%	0.7%	0.1%	0.1%	0.7%	5.3%	22.0%	25.7%	14.3%	6.9%	3.8%	1.9%	0.8%	11.0%	100.0%

Statistical Information...

15th Percentile Speed
36.3 mph

85th Percentile Speed
50.8 mph

Median Speed
42.4 mph

Average Speed
43.2 mph

10 MPH Pace Speed
35 mph to 45 mph
3480 vehicles in pace
Representing 31.3% of the total vehicles

Vehicles > 65 MPH
105
0.9%

Mass Highway Department

SPEED SUMMARY
Sat 11/21/2020

Page: 4

Station #: 200240000118
Site ID: 110000000602
Location: Bos. Providence Hwy. SB, N. of Ivy Lane
Direction: ROAD TOTAL
Lane:

File: Sta.6 SB Ln1 & Ln2 Comb.prn
City: Dedham
County: Speed Lns1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	1	1	0	0	0	4	2	11	21	6	11	4	0	10	71
02:00	0	1	0	0	0	1	0	8	8	4	2	1	0	3	28
03:00	0	0	0	0	0	1	2	10	5	1	2	0	0	3	24
04:00	1	0	0	0	2	0	3	8	5	2	2	0	0	2	25
05:00	0	0	0	0	0	1	1	8	4	5	0	1	0	1	21
06:00	0	0	0	1	3	6	7	6	8	10	2	1	0	10	54
07:00	2	1	0	0	1	9	7	12	12	18	11	12	3	12	100
08:00	14	1	1	0	0	5	51	55	57	30	23	16	8	34	295
09:00	43	5	3	0	2	19	61	134	84	49	43	14	9	72	538
10:00	83	11	4	0	1	16	160	180	137	45	43	26	5	72	783
11:00	104	22	1	0	9	31	202	291	152	47	42	19	2	77	999
12:00	110	23	1	0	5	37	268	324	164	82	53	21	7	53	1148
13:00	115	10	2	2	0	61	310	312	122	39	38	6	7	82	1106
14:00	120	15	0	1	2	88	282	312	162	47	26	18	3	77	1153
15:00	80	14	2	0	6	76	321	325	145	51	21	16	6	122	1185
16:00	85	11	1	1	7	49	267	333	138	49	28	13	11	122	1115
17:00	62	6	0	0	10	62	330	261	132	39	28	8	11	134	1083
18:00	51	4	1	0	14	81	253	191	110	27	19	6	8	103	868
19:00	36	4	0	0	3	49	189	204	89	50	19	7	4	110	764
20:00	25	1	1	0	11	26	140	128	73	45	21	9	0	95	575
21:00	12	1	0	0	2	20	85	73	68	33	11	9	1	64	379
22:00	3	1	1	0	6	20	66	55	40	28	14	5	4	34	277
23:00	7	2	0	0	0	7	19	19	33	21	14	10	1	29	162
24:00	1	0	0	1	0	6	8	18	36	21	17	10	4	28	150
DAY TOTAL	955	134	18	6	84	675	3034	3278	1805	749	490	232	94	1349	12903
PERCENTS	7.4%	1.0%	0.1%	0.0%	0.7%	5.2%	23.5%	25.4%	14.0%	5.8%	3.8%	1.8%	0.7%	10.5%	100.0%

Statistical Information...

15th Percentile Speed
36.1 mph

85th Percentile Speed
49.9 mph

Median Speed
42.1 mph

Average Speed
42.8 mph

10 MPH Pace Speed
35 mph to 45 mph
3278 vehicles in pace
Representing 30.9% of the total vehicles

Vehicles > 65 MPH
94
0.9%

Mass Highway Department

SPEED SUMMARY
Sun 11/22/2020

Page: 5

Station #: 200240000118
Site ID: 110000000602
Location: Bos. Providence Hwy. SB, N. of Ivy Lane
Direction: ROAD TOTAL
Lane:

File: Sta.6 SB Ln1 & Ln2 Comb.prn
City: Dedham
County: Speed Lns1 & 2 Comb

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
01:00	4	0	0	0	0	0	1	7	10	11	8	1	0	10	52
02:00	0	0	1	0	0	1	1	4	9	3	4	5	0	8	36
03:00	1	0	0	0	0	2	1	3	3	2	2	0	0	1	15
04:00	0	0	0	0	0	0	1	2	7	3	3	0	0	2	18
05:00	0	0	0	0	0	0	2	2	2	2	1	0	2	0	11
06:00	0	0	0	0	0	4	5	5	6	1	4	1	0	0	26
07:00	0	0	0	0	1	0	14	24	17	7	6	10	2	4	85
08:00	2	0	0	0	0	7	35	46	38	32	29	9	2	14	214
09:00	15	1	0	0	1	13	47	96	78	52	44	18	3	39	407
10:00	18	1	1	1	6	16	94	110	101	69	49	13	2	85	566
11:00	26	4	0	1	1	23	162	186	130	57	30	14	7	97	738
12:00	45	2	1	0	2	33	229	232	145	57	27	9	4	101	887
13:00	52	0	1	1	2	49	230	322	114	58	29	10	3	128	999
14:00	36	2	1	1	9	33	232	268	162	50	31	20	3	124	972
15:00	25	1	0	2	3	40	238	245	132	56	22	4	3	91	862
16:00	35	0	0	0	0	56	181	256	119	69	22	6	12	139	895
17:00	16	1	0	0	2	65	209	204	114	34	24	3	1	92	765
18:00	15	0	0	0	9	35	159	168	81	39	23	7	6	78	620
19:00	7	1	0	2	5	20	104	108	58	42	19	11	0	41	418
20:00	9	0	0	0	5	16	66	85	42	32	26	9	0	63	353
21:00	4	0	1	0	4	21	62	68	34	16	13	1	0	28	252
22:00	4	0	0	1	0	8	16	28	18	10	8	5	1	23	122
23:00	2	1	1	0	3	5	10	16	16	7	7	5	0	15	88
24:00	0	1	0	0	0	2	6	22	22	12	11	7	3	9	95
DAY TOTAL	316	15	7	9	53	449	2105	2507	1458	721	442	168	54	1192	9496
PERCENTS	3.3%	0.2%	0.1%	0.1%	0.6%	4.7%	22.2%	26.4%	15.4%	7.6%	4.7%	1.8%	0.6%	12.6%	100.0%

Statistical Information...

15th Percentile Speed
36.6 mph

85th Percentile Speed
51.3 mph

Median Speed
42.7 mph

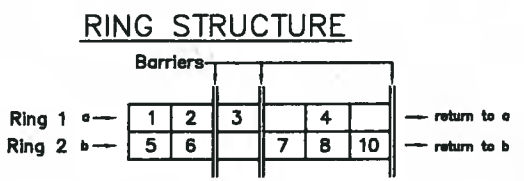
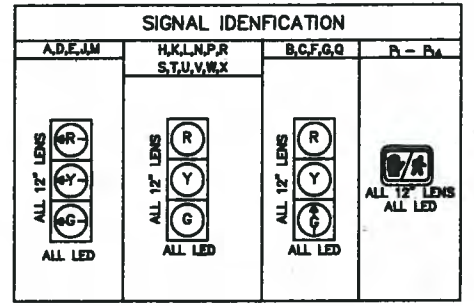
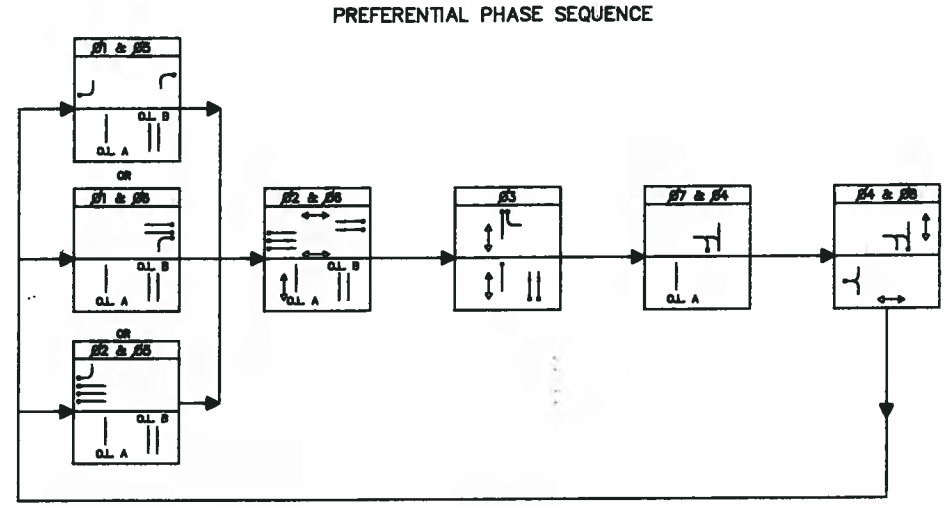
Average Speed
43.7 mph

10 MPH Pace Speed
35 mph to 45 mph
2507 vehicles in pace
Representing 31.4% of the total vehicles

Vehicles > 65 MPH
54
0.7%

Part 3: Signal Timing and Layout Data

TRAFFIC SIGNAL DATA
BOSTON
PROV. HWY/SPRING ST



MAJOR ITEMS REQUIRED

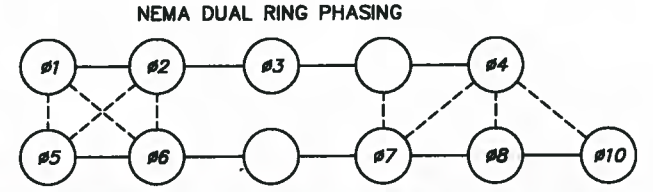
QUANTITY	DESCRIPTION
1	TRAFFIC CONTROLLER AND CABINET ASSEMBLY TYPE NEMA T82 TYPE 1 AT THE INTERSECTION OF V.F.W. PKWY.
1	20' MAST ARM ASSEMBLY, BASE & FDN.
2	25' MAST ARM ASSEMBLY, BASE & FDN.
1	8" SIGNAL POST, BASE & FDN.
1	10' SIGNAL POST, BASE & FDN.
12	SIGNAL HEAD, 3 SECTION ALL CIRCULAR
5	SIGNAL HEAD, 3 SECTION ALL LY ARROWS
5	SIGNAL HEAD, 3 SECTION VERTICAL GREEN ARROW
14	INTERNATIONAL SYMBOL, PEDESTRIAN HOUSING LED
4	PEDESTRIAN PUSH BUTTON, SIGN & SADDLE
20	TYPE Q ROADWAY LOOP DETECTOR
9	6"x8" LOOP DETECTORS
1	6"x12" LOOP DETECTOR
2	6"x8" TYPE D-2 BICYCLE LOOP
7	ELECTRIC HAND HOLE (SD2.022)
11	DUAL CHANNEL LOOP DETECTOR AMPLIFIER
3	PULL BOX (12"x12")
5	UNIDIRECTIONAL SINGLE CHANNEL OPTICAL DETECTOR (RECEIVER) (PREEMPTION)
3	DUAL CHANNEL PHASE SELECTOR (PREEMPTION)
1	SYSTEM CHASSIS (CARD RACK) (PREEMPTION)
2	PREEMPTION CONFIRMATION STROBE (CLEAR)

PLUS ALL MISCELLANEOUS EQUIPMENT AND MATERIAL NECESSARY TO PROVIDE A COMPLETE OPERATING TRAFFIC CONTROL SIGNAL.

- NOTES:
- SEQUENCE AND TIMING NOTES:
- #10 IS USED FOR PREEMPT 4 ONLY AND IS OMITTED DURING NORMAL OPERATIONS.
 - PHASES ASSOCIATED BY A SOLID LINE SHALL NOT OPERATE CONCURRENTLY.
 - PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.
 - THROUGH MOVEMENTS MAY INCLUDE RIGHT TURNS.
 - IF THE ASSIGNED RIGHT OF WAY FOR ANY TRAFFIC MOVEMENT IS TO REMAIN IN EFFECT DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATIONS FOR THAT TRAFFIC MOVEMENT SHALL NOT CHANGE DURING THE CHANGE INTERVAL(S) UNLESS OTHERWISE NOTED.

TRAFFIC CONTROLLER DATA

PARAMETER	SELECTION
PHASE ASSIGNMENTS	CUSTOM
OVERLAPS	CUSTOM
RINGS	DUAL
ALL RED REST	OFF
RED REVERT - # OF SECONDS	-
MINIMUM YELLOW IN SECONDS	4
MAX II BY INTERNAL CLOCK	YES
NIGHT TIME FLASH BY INTERNAL CLOCK	NOT USED



EMERGENCY VEHICLE PREEMPTION

EB-REC/A PREEMPT 1	NB-REC/A PREEMPT 2	SB-REC/A PREEMPT 3	NB-REC/A PREEMPT 4	EB-REC/A PREEMPT 5

* EXTEND FOR MIN. 10 SEC. ** EXTEND FOR MIN. 7 SEC.

- LOOP DETECTOR NOTES:
- DELAY AND EXTENSION TIMES ARE IN SECONDS.
 - DELAY TIME SHALL BE EFFECTIVE ONLY DURING THE RED PORTION OF THE PHASE THAT IS CALLED BY THE DETECTOR.
 - DELAY AND EXTENSION TIMES ARE PROGRAMMED IN THE CONTROLLER, NOT ON THE AMPLIFIERS
- SIGNAL IDENTIFICATION NOTES:
- SIGNAL HEADS Q,R,S,T,U,V,W,X HAVE 5" BACKPLATES.
 - SIGNAL HEADS Q,R,S,T,U,V,W ARE FIXED-MOUNTED.
- EMERGENCY PRE-EMPTION DATA NOTES:
- ACTIVATION OF FIRE PRE-EMPTION SHALL RESULT IN IMMEDIATE CLEARANCE OF ANY CONFLICTING MOVEMENTS IN PROGRESS, FOLLOWED BY FIRE PRE-EMPTION PHASE, FOLLOWED BY RETURN TO THE BEGINNING OF THE CYCLE.

FULLY-ACTUATED <input checked="" type="checkbox"/>	ISOLATED <input checked="" type="checkbox"/>	#1	#2	#3	#4	#5	#6	#7	#8	#10
SEMI-ACTUATED <input type="checkbox"/>	COORDINATED <input type="checkbox"/>									
PRE-TIMED <input type="checkbox"/>	WIRE <input type="checkbox"/> TBCU <input type="checkbox"/>									

SEQUENCE AND TIMING

STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	FLASH OPER	
V.F.W. PARKWAY	EB	D,E	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	FRL
V.F.W. PARKWAY	WB	F,G	R	R	R	GV	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FY
V.F.W. PARKWAY	EB	H	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FY
PROVIDENCE HIGHWAY	WB	A	QL	YL	RL	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FY
PROVIDENCE HIGHWAY	WB	B,C	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FY
SPRING ST	SB	M	RL	RL	RL	RL	RL	RL	QL	YL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	FRL
SPRING ST	SB	N,P	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
BRIDGE ST	SB	S,T	G	Y	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FY
BRIDGE ST	NB	J	RL	RL	RL	RL	RL	RL	QL	YL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	FRL
BRIDGE ST	NB	K,L	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
BRIDGE ST	NB	Q	GV	Y	R	GV	Y	R	GV	Y	R	GV	Y	R	GV	Y	R	GV	Y	R	GV	Y	R	GV	Y	R	GV	Y	R	GV	FY
BRIDGE ST	NB	R	G	Y	R	GV	Y	R	G	Y	R	GV	Y	R	G	Y	R	GV	Y	R	G	Y	R	GV	Y	R	G	Y	R	GV	FY
NEEDHAM ST	EB	U,V,W,X	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
PEDESTRIAN	N-S	P1-P2	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	OUT
PEDESTRIAN	N-S	P3-P4	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	OUT
PEDESTRIAN	E-W	P5-P6	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	OUT
PEDESTRIAN	E-W	P7-P10,P13-P14	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	OUT
PEDESTRIAN	E-W	P11-P12	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	OUT

EMERGENCY

MINIMUM INITIAL PASSAGE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27					
MAX 1 (ALL OTHER TIMES)	20	33	28	28	30	34	31	37	31	37	31	37	31	37	31	37	31	37	31	37	31	37	31	37	31	37	31					
MAX 2 (M-F 8:00 - 10:00)	24	38	32	32	34	38	35	41	35	41	35	41	35	41	35	41	35	41	35	41	35	41	35	41	35	41	35					
MAX 3 (M-F 15:00 - 18:00/BAT 11:00 - 14:00)	25	43	36	36	38	42	39	45	39	45	39	45	39	45	39	45	39	45	39	45	39	45	39	45	39	45	39					
CHANGE	4	1	5	1	4.5	1.5	3.5	3	4	1	5	1	4.5	1.5	3.5	3	4	1	5	1	4.5	1.5	3.5	3	4	1	5	1	4.5	1.5	3.5	3

LOOP DETECTOR DATA

DETECTOR NO.	NO. OF SEGMENTS	LOOP SIZE	SPICE PATTERN	NO. OF TURNS	# CALLED	# EXT.	MODE A=PULSE B=PREZ.	DELAY TIME	EXT. TIME
1	1	6"x8"	S	3	6	6	A	-	2
81	1	6"x8"	BICYCLE TYPE D-2		6	6	B	-	-
2	1	6"x8"	S	3	6	6	A	-	2
3	1	6"x8"	S	3	6	6	B	-	-
4	2	6"x20"	QUADRUPOLE		1	1	B	-	-
5	1	6"x8"	S	3	2	2	A	-	2
82	1	6"x8"	BICYCLE TYPE D-2		2	2	B	-	-
6	1	6"x8"	S	3	2	2	A	-	2
8	1	6"x8"	S	3	2	2	B	-	-
7	1	6"x8"	S	3	2	2	A	-	2
9	1	6"x8"	S	3	2	2	B	-	-
10	2	6"x20"	QUADRUPOLE		5	5	B	-	-
11	2	6"x20"	QUADRUPOLE		4 & 7	4 & 7	B	-	-
12	2	6"x20"	QUADRUPOLE		7	7	B	-	-
14	2	6"x20"	QUADRUPOLE		3	3	B	-	-
13	2	6"x20"	QUADRUPOLE		3	3	B	-	-
18	2	6"x20"	QUADRUPOLE		3	3	B	-	-
15	2	6"x20"	QUADRUPOLE		3	3	B	-	-
16	2	6"x20"	QUADRUPOLE		3	3	B	-	-
17	2	6"x20"	QUADRUPOLE		8	8	B	-	-
19	2	6"x8"	S	3	-	4	B	-	6.5
20	1	6"x12"	S	3	-	3	B	-	10

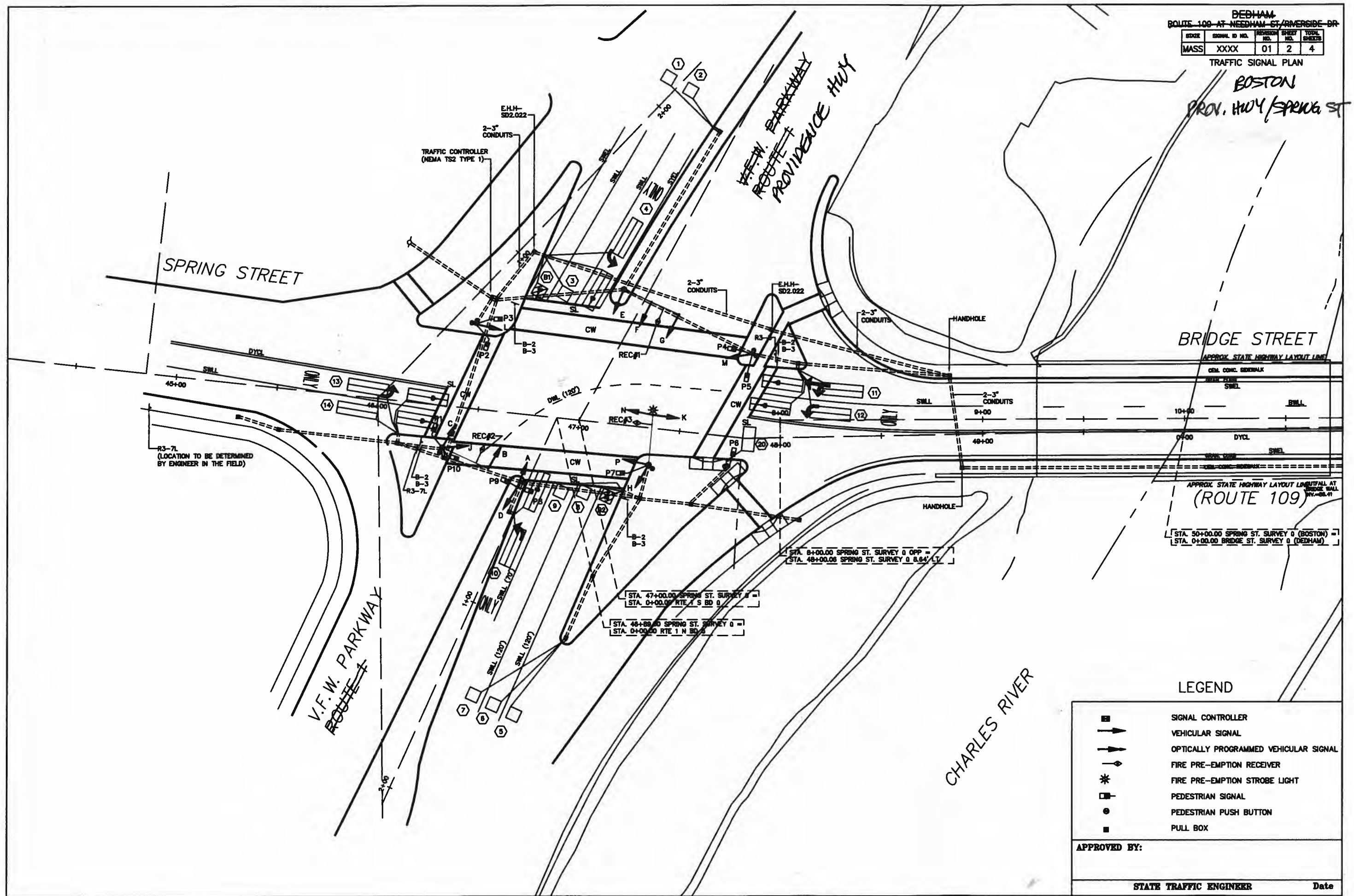
CONTROL MAKE & MODEL: ECONOLITE-ASC/2S-2100
UTILITY POLE No. # NOT AVAILABLE-UP, CORNER OF SPRING ST & OAKMERE ST
METER No. 14847085
EMERGENCY PREEMPTION (TYPE): 3M OPTICOM (FIRE)
APPROVED BY: _____
STATE TRAFFIC ENGINEER Date

06/30/08 23 41 37 20
MAX 2 10/31/08 20 28 40 35 20 31 17 35 2

SCALE	DRAWING NO.	REVISION NO.	SHEET NO.	TOTAL SHEETS
MASS	XXXX	01	2	4

TRAFFIC SIGNAL PLAN

BOSTON
PROV. HWY / SPRING ST



LEGEND

- SIGNAL CONTROLLER
- ➔ VEHICULAR SIGNAL
- ➔ OPTICALLY PROGRAMMED VEHICULAR SIGNAL
- ⬇️ FIRE PRE-EMPTION RECEIVER
- * FIRE PRE-EMPTION STROBE LIGHT
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSH BUTTON
- PULL BOX

APPROVED BY:

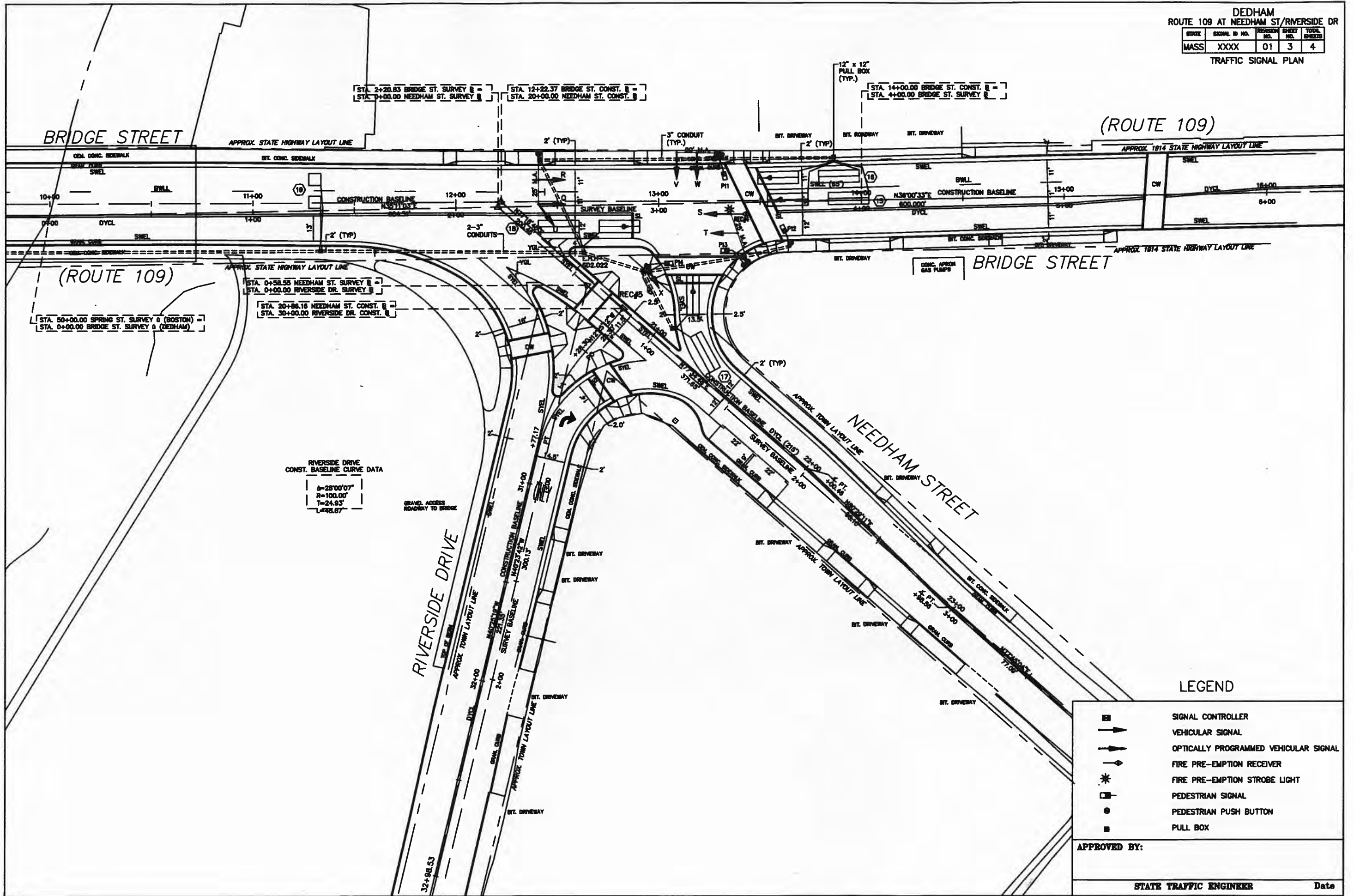
STATE TRAFFIC ENGINEER

Date

DEDHAM
ROUTE 109 AT NEEDHAM ST/RIVERSIDE DR

STATE	SIGNAL ID NO.	REVISION NO.	SHEET NO.	TOTAL SHEETS
MASS	XXXX	01	3	4

TRAFFIC SIGNAL PLAN

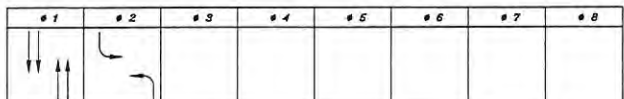


LEGEND

[Symbol]	SIGNAL CONTROLLER
[Symbol]	VEHICULAR SIGNAL
[Symbol]	OPTICALLY PROGRAMMED VEHICULAR SIGNAL
[Symbol]	FIRE PRE-EMPTION RECEIVER
[Symbol]	FIRE PRE-EMPTION STROBE LIGHT
[Symbol]	PEDESTRIAN SIGNAL
[Symbol]	PEDESTRIAN PUSH BUTTON
[Symbol]	PULL BOX

APPROVED BY: _____
STATE TRAFFIC ENGINEER Date _____

DEDHAM			
PROVIDENCE HWY. AT U-TURN			
STATE	SIGNAL ID NO.	REVISION NO.	TOTAL SHEETS
MASS	0789	01	3
TRAFFIC SIGNAL DATA			



SEQUENCE AND TIMING FOR SEMI ACTUATED CONTROL (ISOLATED)		TIMING IN SECONDS																								EMERGENCY ONLY	
STREET	DIRECTION	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
PROVIDENCE HWY.	NB	E	G	Y	R	R	R	R																			FY
PROVIDENCE HWY.	NB	F	GV	Y	R	R	R	R																			FY
PROVIDENCE HWY.	SB	A	GV	Y	R	R	R	R																			FY
PROVIDENCE HWY.	SB	B	G	Y	R	R	R	R																			FY
JUGHANDLE	NB	C	R	R	R	GL	Y	R																			FR
JUGHANDLE	NB	H	R	R	R	GV/SL	Y	R																			FR
JUGHANDLE	SB	C	R	R	R	GV/SL	Y	R																			FR
JUGHANDLE	SB	D	R	R	R	GL	Y	R																			FR
MINIMUM GREEN (INITIAL)		20																									
PASSAGE TIME (VEHICLE)		5																									
MAXIMUM 1		60																									
MAXIMUM 2		45																									
YELLOW CLEARANCE		4																									
RED CLEARANCE			1																								
WALK (W)																											
PEDESTRIAN CLEARANCE																											
RECALL			MIN																								
MEMORY			LOCKING	LOCKING																							

MAJOR ITEMS REQUIRED	
QUANTITY	ITEM
1	CONTROLLER TYPE BDW, CAB. & FDN.
1	SERVICE CONNECTION OVERHEAD
2	MAST ARM ASSEMBLY 20', BASE & FDN.
3	8' SIGNAL POLE, BASE, & FDN.
4	1 WAY 3 SECTION SIGNAL HEAD, 12" LENS
1	2 WAY 3 SECTION SIGNAL HEAD, 12" LENS
2	1 WAY 4 SECTION SIGNAL HEAD, 12" LENS
1	DUAL CHANNEL LOOP DETECTOR AMPLIFIER
6	ROADWAY LOOP DETECTOR
2	8" x 23" PULL BOX
8	12" x 12" PULL BOX
Necessary duct, cable, labor, miscellaneous material and equipment to complete the installation.	

NOTES:

SEQUENCE AND TIMING NOTES:

NEMA DUAL RING PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE SHALL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.
3. THROUGH MOVEMENTS MAY INCLUDE RIGHT TURNS.
4. IF THE ASSIGNED RIGHT OF WAY FOR ANY TRAFFIC MOVEMENT IS TO REMAIN IN EFFECT DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATIONS FOR THAT TRAFFIC MOVEMENT SHALL NOT CHANGE DURING THE CHANGE INTERVAL(S) UNLESS OTHERWISE NOTED.

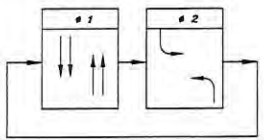
LOOP DETECTOR NOTES:

1. SEE LOOP DETECTOR DETAIL SHEET FROM DESIGN DOCUMENT FOR SPURCE PATTERN AND OTHER INFORMATION.
2. DELAY AND EXTENSION TIMES ARE IN SECONDS.
3. DELAY TIME SHALL BE EFFECTIVE ONLY DURING THE RED PORTION OF THE PHASE THAT IS CALLED BY THE DETECTOR.
4. DETECTOR NUMBER ① AND ② WERE NOT CONNECTED TO LOOP DETECTOR AMPLIFIERS AT THE TIME OF INVENTORY.

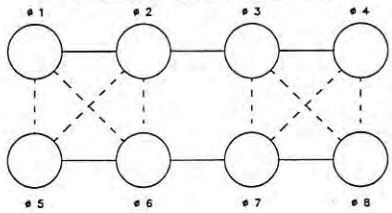
LOOP DETECTOR DATA

DETECTOR NUMBER	NUMBER OF SEGMENTS	LOOP SIZE	NUM. OF TURNS	# CALLED	# EXT.	MODE PULSE PRESENCE	DELAY TIME	EXT. TIME
①	1	5'x20'		Ø ₁	Ø ₁	PRESENCE	-	-
②	2	5'x20'		Ø ₁	Ø ₁	PRESENCE	-	-
③	1	5'x20' 9'x23'		Ø ₂	Ø ₂	PRESENCE	-	-
④	1	5'x20' 8'x30'		Ø ₂	Ø ₂	PRESENCE	-	-

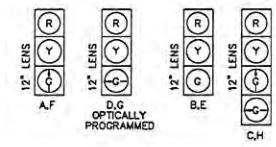
PREFERENTIAL PHASING SEQUENCE



NEMA DUAL RING PHASING NOTES:



SIGNAL IDENTIFICATION



CONTROLLER MAKE & MODEL: EPAC 300
 UTILITY POLE No. 32
 METER No. NONE
 EMERGENCY PRE-EMPTION (TYPE): NONE

APPROVED BY:

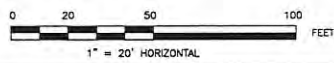
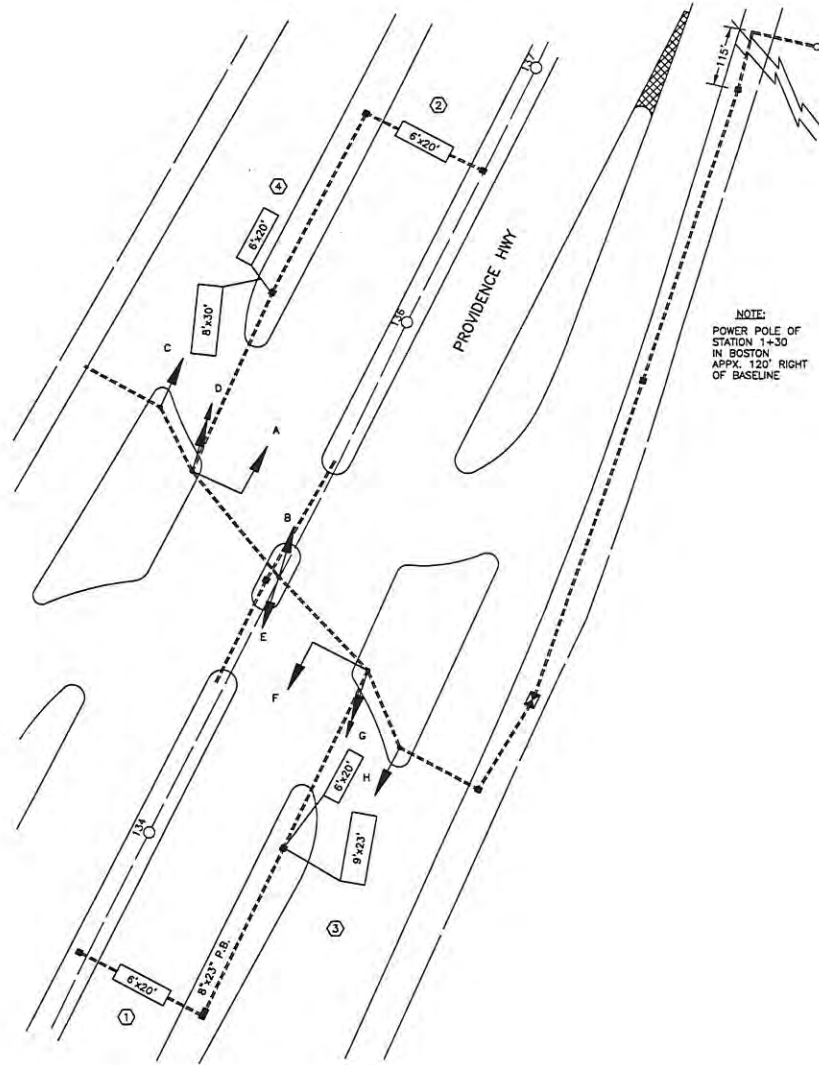
STATE TRAFFIC ENGINEER Date

0789001.DWG



DEDHAM				
PROVIDENCE HWY AT U-TURN				
STATE	SIGNAL ID NO.	REVISION NO.	SHEET NO.	TOTAL SHEETS
MASS	0789	01	2	

TRAFFIC SIGNAL PLAN

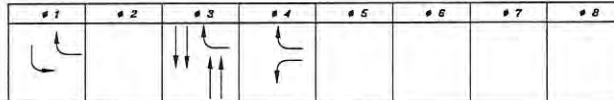


LEGEND

	SIGNAL CONTROLLER
	VEHICULAR SIGNAL
	OPTICALLY PROGRAMMED VEHICULAR SIGNAL
	FIRE PRE-EMPTION RECEIVER
	FIRE PRE-EMPTION STROBE LIGHT
	PEDESTRIAN SIGNAL
	PEDESTRIAN PUSH BUTTON
	PULL BOX
APPROVED BY:	
STATE TRAFFIC ENGINEER	Date

0288PFD101.DWG

TRAFFIC SIGNAL DATA



SEQUENCE AND TIMING FOR FULL ACTUATED CONTROL (ISOLATED)

STREET	DIRECTION	PHASING	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	PHASE
PROVIDENCE HWY.	NB	A,B	R	R	R				CV	Y	R	R	R	R													FY
PROVIDENCE HWY.	SB	E	GL	Y	R				R	R	R	R	R	R													FY
PROVIDENCE HWY.	SB	C,D	R	R	R				CV	Y	R	R	R	R													FY
PROVIDENCE HWY.	SB	F	R	R	R				R	R	R	R	R	R													FY
DEDHAM MALL	WB	G	R/GR	R/R/GR	R/GR				R/GR/R/GR/R/GR	R/GR	R/GR	R/GR	R/GR	R/GR													FR
DEDHAM MALL	WB	H,J	R	R	R				R	R	R	C	Y	R													FRL

TIMING IN SECONDS		5	6	5																							
MINIMUM GREEN (INITIAL)		5			6																						
PASSAGE TIME (VEHICLE)		4			3				4																		
MAXIMUM 1		20			30				20																		
MAXIMUM 2		20			30				20																		
YELLOW CLEARANCE			3						4					3													
RED CLEARANCE				2						2					2												
WALK (W)																											
PEDESTRIAN CLEARANCE																											
RECALL		OFF							EXT/MAX					OFF													
MEMORY		LOCKING							LOCKING					LOCKING													

MAJOR ITEMS REQUIRED	
QUANTITY	ITEM
1	CONTROLLER TYPE 80W, CAB. & FDN.
1	SERVICE CONNECTION OVERHEAD
2	MAST ARM ASSEMBLY 30', BASE & FDN.
3	8' SIGNAL POLE, BASE, & FDN.
3	1 WAY 3 SECTION SIGNAL HEAD, 12" LENS
2	2 WAY 3 SECTION SIGNAL HEAD, 12" LENS
1	2 WAY 3,4 SECTION SIGNAL HEAD, 12" LENS
2	SINGLE CHANNEL LOOP DETECTOR AMPLIFIER
1	DUAL CHANNEL LOOP DETECTOR AMPLIFIER
4	ROADWAY LOOP DETECTOR
6	12" x 12" PULL BOX

Necessary duct, cable, labor, miscellaneous material and equipment to complete the installation.

NOTES:

SEQUENCE AND TIMING NOTES:

NEMA DUAL RING PHASING NOTES:

- PHASES ASSOCIATED BY A SOLID LINE SHALL NOT OPERATE CONCURRENTLY.
- PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.
- THROUGH MOVEMENTS MAY INCLUDE RIGHT TURNS.
- IF THE ASSIGNED RIGHT OF WAY FOR ANY TRAFFIC MOVEMENT IS TO REMAIN IN EFFECT DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATIONS FOR THAT TRAFFIC MOVEMENT SHALL NOT CHANGE DURING THE CHANGE INTERVAL(S) UNLESS OTHERWISE NOTED.

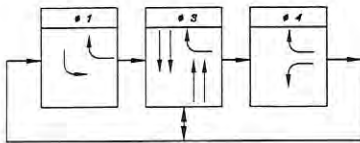
LOOP DETECTOR NOTES:

- SEE LOOP DETECTOR DETAIL SHEET FROM DESIGN DOCUMENT FOR SPLICE PATTERN AND OTHER INFORMATION.
- DELAY AND EXTENSION TIMES ARE IN SECONDS.
- DELAY TIME SHALL BE EFFECTIVE ONLY DURING THE RED PORTION OF THE PHASE THAT IS CALLED BY THE DETECTOR.

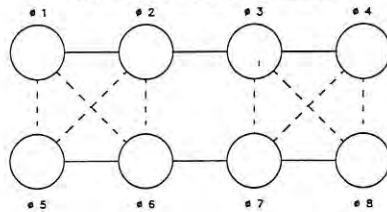
LOOP DETECTOR DATA

DETECTOR NUMBER	NUMBER OF SEGMENTS	LOOP SIZE	NUM. OF TURNS	# CALLED	# EXT.	MODE PULSE PRESENCE	DELAY TIME	EXT. TIME
①	1	6'x20'		Ø ₁	Ø ₁	PRESENCE	-	-
②	1	6'x25'		Ø ₃	Ø ₃	PRESENCE	-	-
③	1	6'x25'		Ø ₃	Ø ₃	PRESENCE	-	-
④	1	6'x20'		Ø ₄	Ø ₄	PRESENCE	-	-

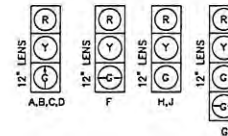
PREFERENTIAL PHASING SEQUENCE



NEMA DUAL RING PHASING NOTES:



SIGNAL IDENTIFICATION

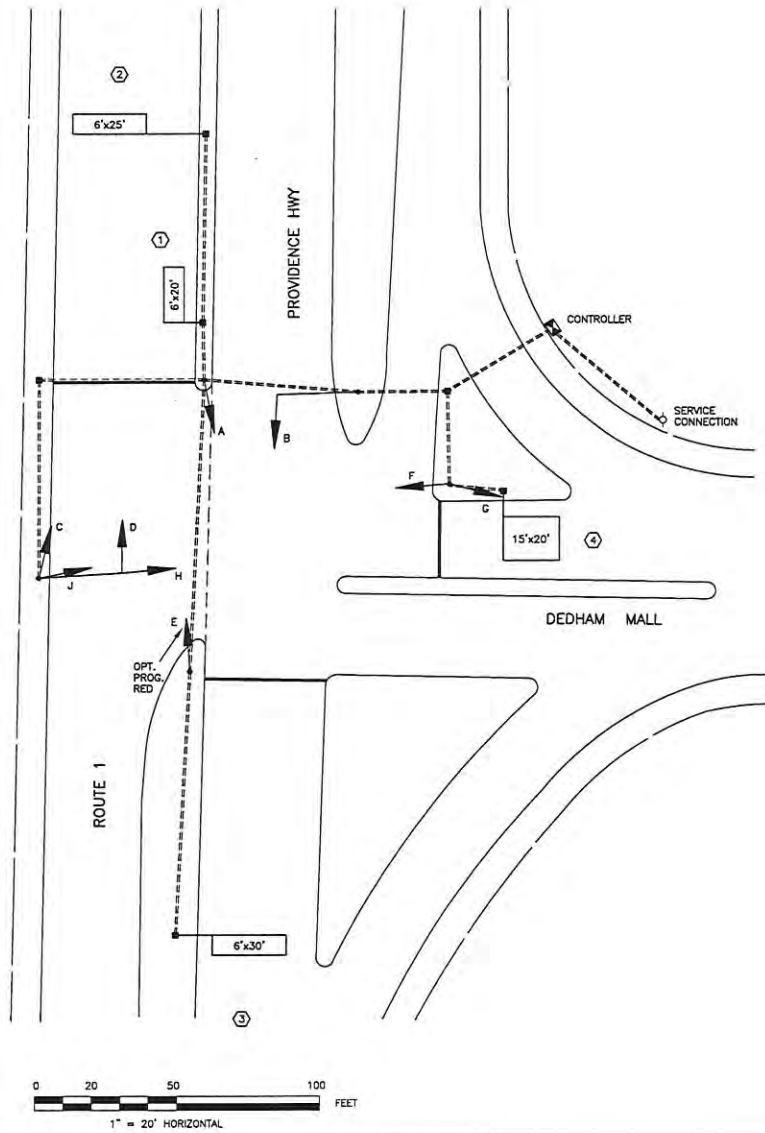


CONTROLLER MAKE & MODEL: TCT LMD 8000
 UTILITY POLE No. BECO 29A
 METER No. 58 789 480
 EMERGENCY PRE-EMPTION (TYPE): NONE

APPROVED BY:

STATE TRAFFIC ENGINEER Date

078801.DWG



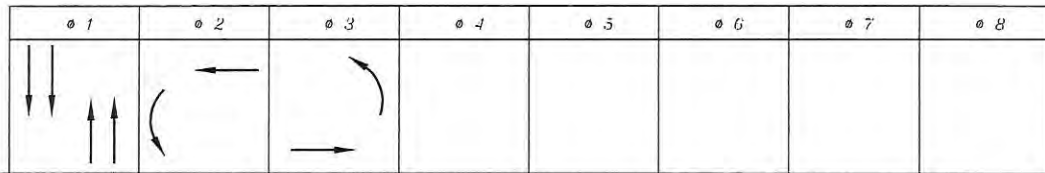
LEGEND

- SIGNAL CONTROLLER
- VEHICULAR SIGNAL
- OPTICALLY PROGRAMMED VEHICULAR SIGNAL
- FIRE PRE-EMPTION RECEIVER
- FIRE PRE-EMPTION STROBE LIGHT
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSH BUTTON
- PULL BOX

APPROVED BY: _____

STATE TRAFFIC ENGINEER Date

0788P0101.DWG



SEQUENCE AND TIMING FOR FULLY-ACTUATED CONTROL (COORDINATED)

STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	FLASH OVER	
PROVIDENCE HWY.	SB	A	GV	Y	R	R	R	R	R	R	R																FY	
PROVIDENCE HWY.	SB	B	GV/GR	Y	R	R	R	R	R	R	R																FY	
PROVIDENCE HWY.	SB	C	GV	Y	R	R	R	R	R	R	R																FY	
PROVIDENCE HWY.	SB	D,E	GV	Y	R	R	R	R	R	R	R																FY	
PROVIDENCE HWY.	NB	F	GV	Y	R	R	R	R	R	R	R																FY	
PROVIDENCE HWY.	NB	G	GV/GR	Y	R	R	R	R	R	R	R																FY	
PROVIDENCE HWY.	NB	J,K	GV	Y	R	R	R	R	R	R	R																FY	
ROTARY	NB	L,M	R	R	R	R	R	R	G	Y	R																FR	
ROTARY	SB	N,O	R	R	R	R	R	R	G	Y	R																FR	
WASHINGTON ST.	WB	P,Q	R	R	R	G	Y	R	R	R	R																FR	
WASHINGTON ST.	EB	R,S	R	R	R	R	R	R	G	Y	R																FR	
WASHINGTON ST.	EB	T	GL/GR	YL/GR	RL/GR	RL/GR	RL/GR	RL/GR	RL/GR	RL/GR	RL/GR																FR	
PEDESTRIAN	N-S	P1	W/FDW	DW	DW	DW	DW	DW	DW	DW	DW																OFF	
PEDESTRIAN	E-W	P2	DW	DW	DW	W/FDW	DW	DW	DW	DW	DW																OFF	
			<i>TIMING IN SECONDS</i>																									
MINIMUM GREEN (INITIAL)			16			15			16																			EMERGENCY ONLY
PASSING TIME (VEHICLE)			5			4.5			4.5																			
MINIMUM 1			52			31.8			21																			
MINIMUM 2																												
YELLOW CLEARANCE				4			4.2			4																		
RED CLEARANCE					1			1			1																	
WALK (W)			7			7																						
PEDESTRIAN CLEARANCE			12			15																						
RECALL																												
MEMORY																												

SIGNAL PLAN

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
10 PARK PLAZA BOSTON, MA

TOWN: DEDHAM
LOCATION: PROVIDENCE HIGHWAY AND WASHINGTON STREET
DATE: PERMIT NO.:

SCALE: NTS

DRAWN BY: PN

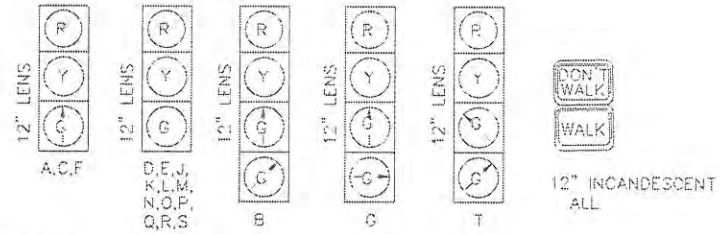
APPROVED: PV

COORDINATION DATA
(ALL ENTRIES IN SECONDS)

CYCLE	TIME PERIOD	OFFSET	CYCLE LENGTH
CYCLE 1	AM PEAK 7:00 AM-9:00 PM	114	130
CYCLE 2	PM PEAK 4:00 PM-6:00 PM	114	130
CYCLE 3	SAT/SUN 10:00 AM-3:00 PM	111	130
CYCLE 4	FREE		

SPLIT	ø1	ø2	ø3	ø4	ø5	ø6	ø7	ø8	ø9
SPLIT 1	52	44	34						
SPLIT 2	62	41	27						
SPLIT 3	58	46	26						
SPLIT 4									

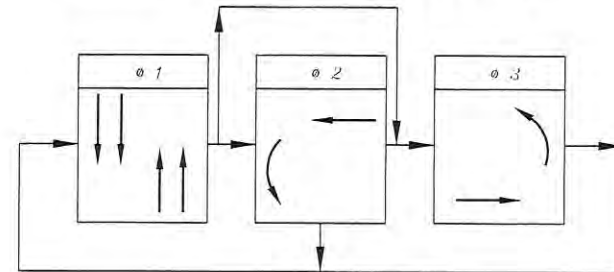
SIGNAL IDENTIFICATION



NOTES:

1. ALL SIGNALS SHALL HAVE CUT AWAY VISORS.
2. ALL SIGNALS SHALL HAVE 5" LOUVERED BACK PLATES.
3. ALL SIGNALS SHALL HAVE RED, YELLOW AND GREEN LEDS.

PREFERENTIAL PHASING SEQUENCE



SIGNAL PLAN

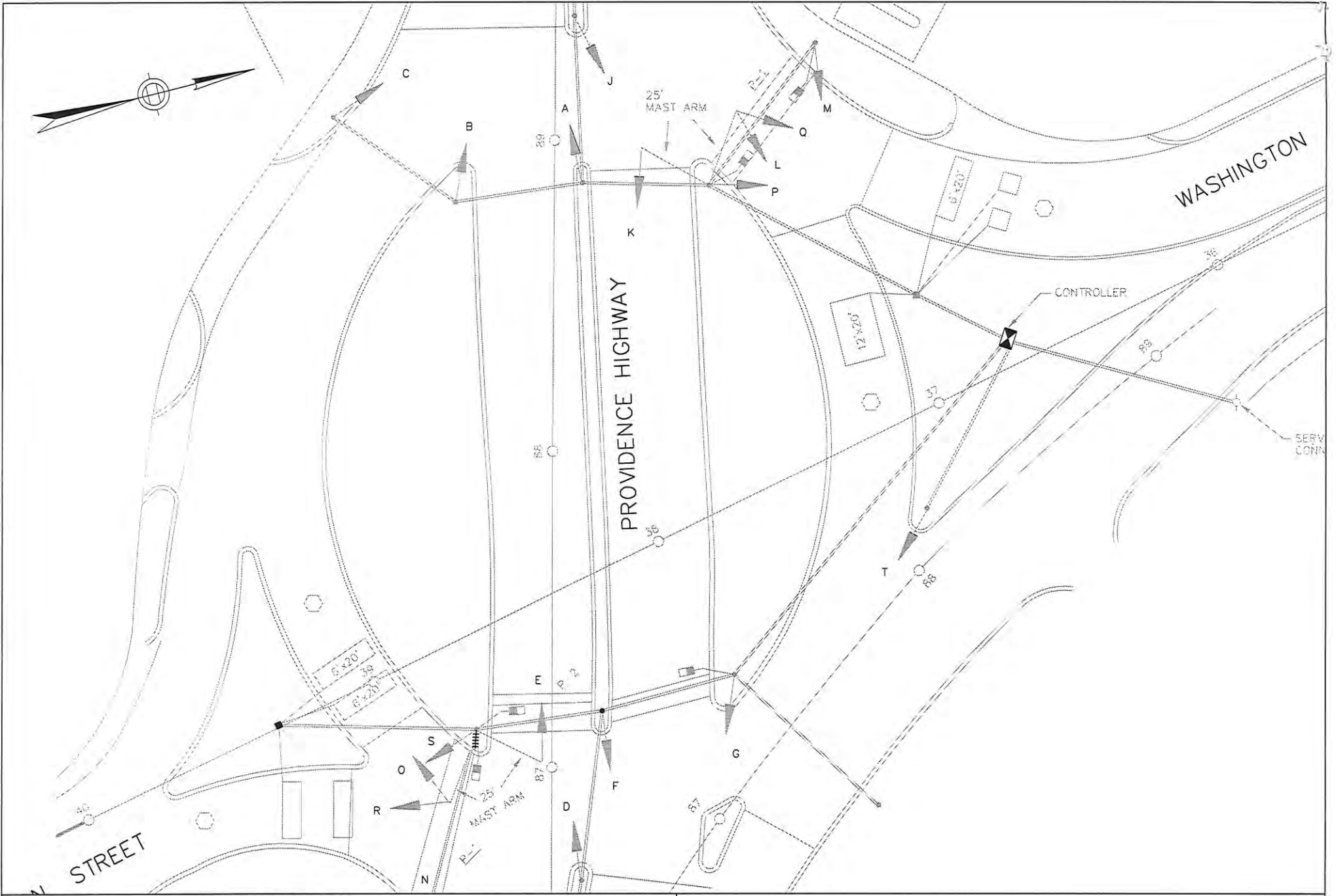
COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
10 PARK PLAZA BOSTON, MA

TOWN: DEDHAM
LOCATION: PROVIDENCE HIGHWAY AND WASHINGTON STREET
DATE: PERMIT NO.:

SCALE: NTS

DRAWN BY: PN

APPROVED: PV

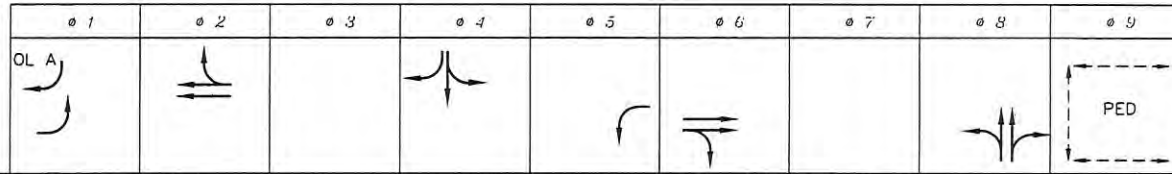
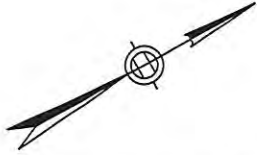


LAYOUT PLAN

COMMONWEALTH OF MASSACHUSETTS
 DEPARTMENT OF PUBLIC WORKS
 10 PARK PLAZA BOSTON, MA

TOWN: DEDHAM
 LOCATION: PROVIDENCE HIGHWAY AND WASHINGTON STREET
 DATE: PERMIT NO.:

SCALE: 1"=40'
 DRAWN BY: PN
 APPROVED: PV



SEQUENCE AND TIMING FOR FULLY-ACTUATED CONTROL (COORDINATED)

STREET	DIRECTION	PHASINGS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	FLASH OPTS	
PROVIDENCE HIGHWAY (LEFT)	NB	E,F	GL	YL	RL	RL	RL	RL				RL	RL	RL	RL	RL	RL	RL	RL	RL				RL	RL	RL	RL	RL	RL	RL	FRL
PROVIDENCE HIGHWAY	NB	G,H	R	R	R	R	R	R				R	R	R	R	R	R	G	Y	R				R	R	R	R	R	R	R	FY
PROVIDENCE HIGHWAY (LEFT)	SB	A,B	RL	RL	RL	RL	RL	RL				RL	RL	RL	GL	YL	RL	RL	RL	RL				RL	RL	RL	RL	RL	RL	RL	FRL
PROVIDENCE HIGHWAY	SB	C,D	R	R	R	R	G	Y	R			R	R	R	R	R	R	R	R	R				R	R	R	R	R	R	R	FY
EASTERN AVENUE	WB	J,K	R	R	R	R	R	R				R	R	R	R	R	R	R	R	R				G	Y	R	R	R	R	R	FR
EASTERN AVENUE	EB	M	R	R	R	R	R	R				G	Y	R	R	R	R	R	R	R				R	R	R	R	R	R	R	FR
EASTERN AVENUE	EB	L	R/GR	R/YR	R	R	R	R				G	Y	R	R	R	R	R	R	R				R	R	R	R	R	R	R	FR
PEDESTRIAN	ALL	P1-P6	DW	DW	DW	DW	DW	DW				DW	DW	DW	DW	DW	DW	DW	DW	DW				DW	DW	DW	W	FDW	DW	OFF	

TIMING IN SECONDS

MINIMUM GREEN (INITIAL)	8				12							8			8				12					8							MINOR/MAJOR	
PASSAGE TIME (VEHICLE)	2				2							2			2				2					2								
MAXIMUM 1	13				45.5							12			8				50.5					12								
MAXIMUM 2																																
YELLOW CLEARANCE			4				4.5							4						4.5						4						
RED CLEARANCE					3				2					3						3							3					
WALK (W)																												7				
PEDESTRIAN CLEARANCE																													21	1		
RECALL			OFF				SOFT							OFF				OFF								OFF				OFF		
MEMORY			NON-LOCKING				NON-LOCKING							NON-LOCKING				NON-LOCKING								NON-LOCKING				NON-LOCKING		

SIGNAL PLAN

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
10 PARK PLAZA BOSTON, MA

TOWN: DEDHAM
LOCATION: PROVIDENCE HIGHWAY AND
EASTERN AVE
DATE: PERMIT NO.:

SCALE: NTS

DRAWN BY: PN

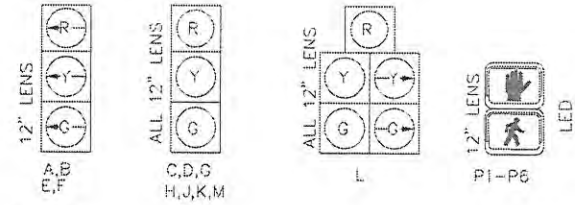
APPROVED: PV

COORDINATION DATA
(ALL ENTRIES IN SECONDS)

CYCLE	TIME PERIOD	OFFSET	CYCLE LENGTH
CYCLE 1	AM PEAK 7:00 AM-9:00 PM	0	130
CYCLE 2	PM PEAK 4:00 PM-6:00 PM	0	130
CYCLE 3	SAT/SUN 10:00 AM-3:00 PM	0	130
CYCLE 4	FREE		

SPLIT	ø1	ø2	ø3	ø4	ø5	ø6	ø7	ø8	ø9
SPLIT 1	20	59		51	14	65		51	
SPLIT 2	29	63		38	23	69		38	
SPLIT 3	27	59		44	14	72		44	
SPLIT 4									

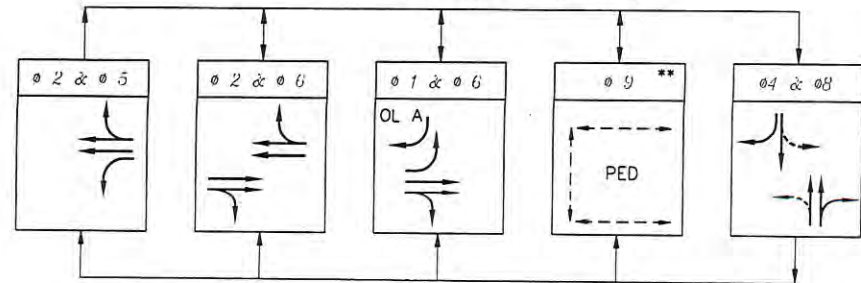
SIGNAL IDENTIFICATION



NOTES:

1. ALL SIGNALS SHALL HAVE CUT AWAY VISORS.
2. ALL SIGNALS SHALL HAVE 5" LOUVERED BACK PLATES
3. ALL SIGNALS SHALL HAVE RED, YELLOW AND GREEN LEDS.

PREFERENTIAL PHASING SEQUENCE



** UPON PED BUTTON ACTIVATION ONLY

EMERGENCY PRE-EMPTION DATA

APPROACH	DETECTOR	PHASE	TIME (SEC)
PROV. HWY SB	OP1	ø2+ø5	MIN. 10 MAX. 120
PROV. HWY NB	OP2	ø1+ø6	MIN. 10 MAX. 120
EASTERN AVE EB	OP3	ø4	MIN. 10 MAX. 120
EASTERN AVE WB	OP4	ø8	MIN. 10 MAX. 120

SIGNAL PLAN

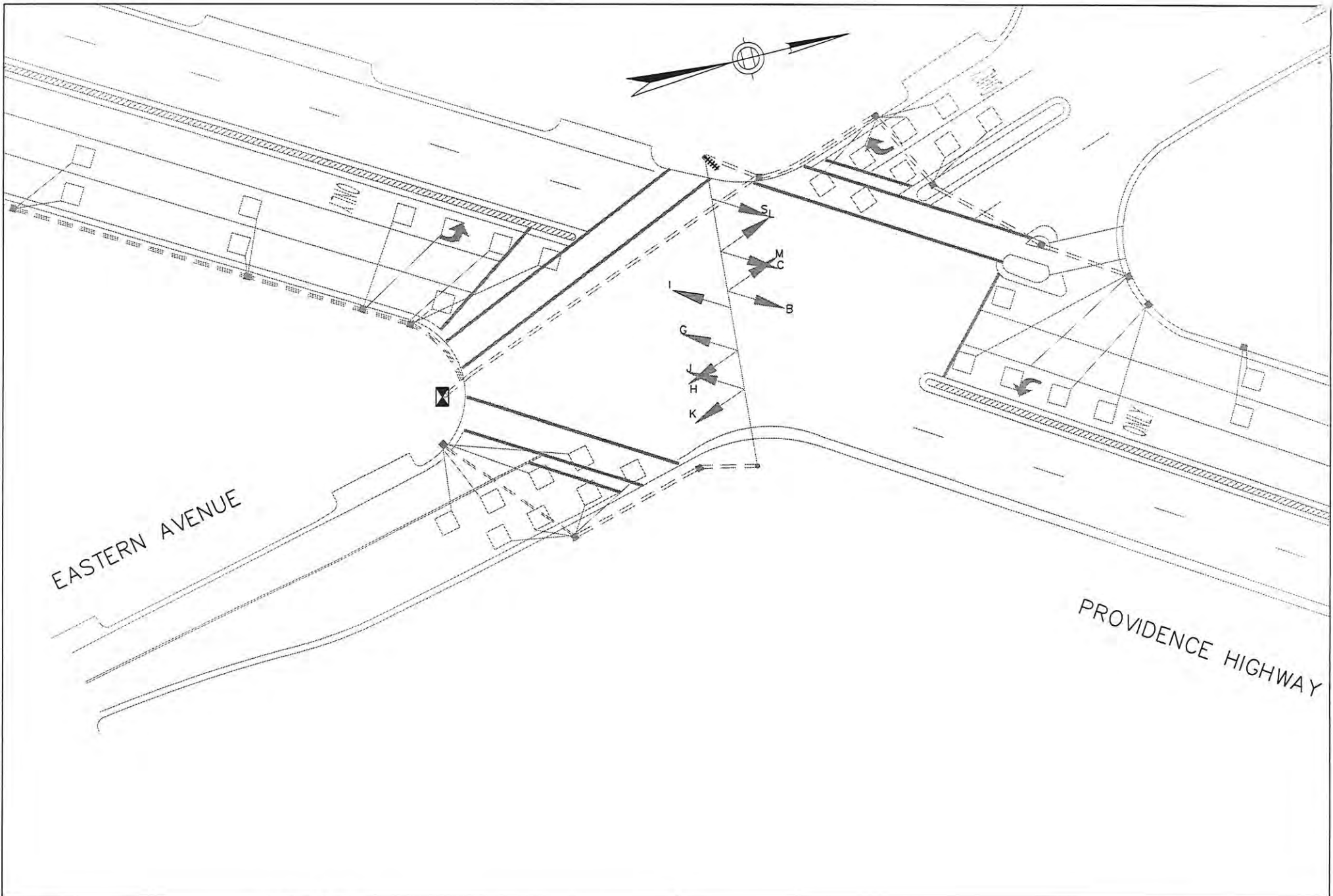
COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
10 PARK PLAZA BOSTON, MA

TOWN: DEDHAM
LOCATION: PROVIDENCE HIGHWAY AND EASTERN AVE
DATE: PERMIT NO.:

SCALE: NTS

DRAWN BY: PN

APPROVED: PV



LAYOUT PLAN

COMMONWEALTH OF MASSACHUSETTS
 DEPARTMENT OF PUBLIC WORKS
 10 PARK PLAZA BOSTON, MA

TOWN: DEDHAM
 LOCATION: PROVIDENCE HIGHWAY AND
 EASTERN AVE
 DATE: PERMIT NO.:

SCALE: 1"=40'

DRAWN BY: PN

APPROVED: PV

Part 4: Turning Movement Count (TMC) Data

207703- 1 (VFW Parkway @ VA Medical) TMC - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800895, Location: 42.274052, -71.173632, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound					VA Medical driveway Westbound					VFW Parkway Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2020-11-19 6:00AM	253	75	0	328	0	4	0	0	4	1	131	894	0	1025	0	1357
7:00AM	537	89	0	626	0	5	3	0	8	3	138	952	3	1093	0	1727
8:00AM	831	54	0	885	0	6	4	0	10	5	72	949	5	1026	0	1921
3:00PM	1398	34	3	1435	0	10	7	0	17	3	44	855	25	924	0	2376
4:00PM	1426	17	4	1447	0	11	7	0	18	2	21	788	18	827	0	2292
5:00PM	1171	18	13	1202	0	9	3	0	12	3	12	767	15	794	0	2008
2020-11-21 11:00AM	1169	8	6	1183	0	0	0	0	0	16	15	925	20	960	1	2143
12:00PM	1127	14	7	1148	0	1	0	0	1	17	11	1048	47	1106	0	2255
1:00PM	1200	8	6	1214	1	1	0	0	1	7	16	1079	50	1145	2	2360
Total	9112	317	39	9468	1	47	24	0	71	57	460	8257	183	8900	3	18439
% Approach	96.2%	3.3%	0.4%	-	-	66.2%	33.8%	0%	-	-	5.2%	92.8%	2.1%	-	-	-
% Total	49.4%	1.7%	0.2%	51.3%	-	0.3%	0.1%	0%	0.4%	-	2.5%	44.8%	1.0%	48.3%	-	-
Motorcycles	6	0	0	6	-	0	0	0	0	-	0	8	0	8	-	14
% Motorcycles	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0.1%	0%	0.1%	-	0.1%
Lights	8959	306	38	9303	-	47	24	0	71	-	428	8113	181	8722	-	18096
% Lights	98.3%	96.5%	97.4%	98.3%	-	100%	100%	0%	100%	-	93.0%	98.3%	98.9%	98.0%	-	98.1%
Single-Unit Trucks	81	3	1	85	-	0	0	0	0	-	2	87	1	90	-	175
% Single-Unit Trucks	0.9%	0.9%	2.6%	0.9%	-	0%	0%	0%	0%	-	0.4%	1.1%	0.5%	1.0%	-	0.9%
Articulated Trucks	9	0	0	9	-	0	0	0	0	-	0	12	1	13	-	22
% Articulated Trucks	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0.1%	0.5%	0.1%	-	0.1%
Buses	50	6	0	56	-	0	0	0	0	-	30	19	0	49	-	105
% Buses	0.5%	1.9%	0%	0.6%	-	0%	0%	0%	0%	-	6.5%	0.2%	0%	0.6%	-	0.6%
Bicycles on Road	7	2	0	9	-	0	0	0	0	-	0	18	0	18	-	27
% Bicycles on Road	0.1%	0.6%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0.2%	0%	0.2%	-	0.1%
Pedestrians	-	-	-	-	1	-	-	-	-	55	-	-	-	-	-	3
% Pedestrians	-	-	-	-	100%	-	-	-	-	96.5%	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	2	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	3.5%	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 1 (VFW Parkway @ VA Medical) TMC - TMC

Thu Nov 19, 2020

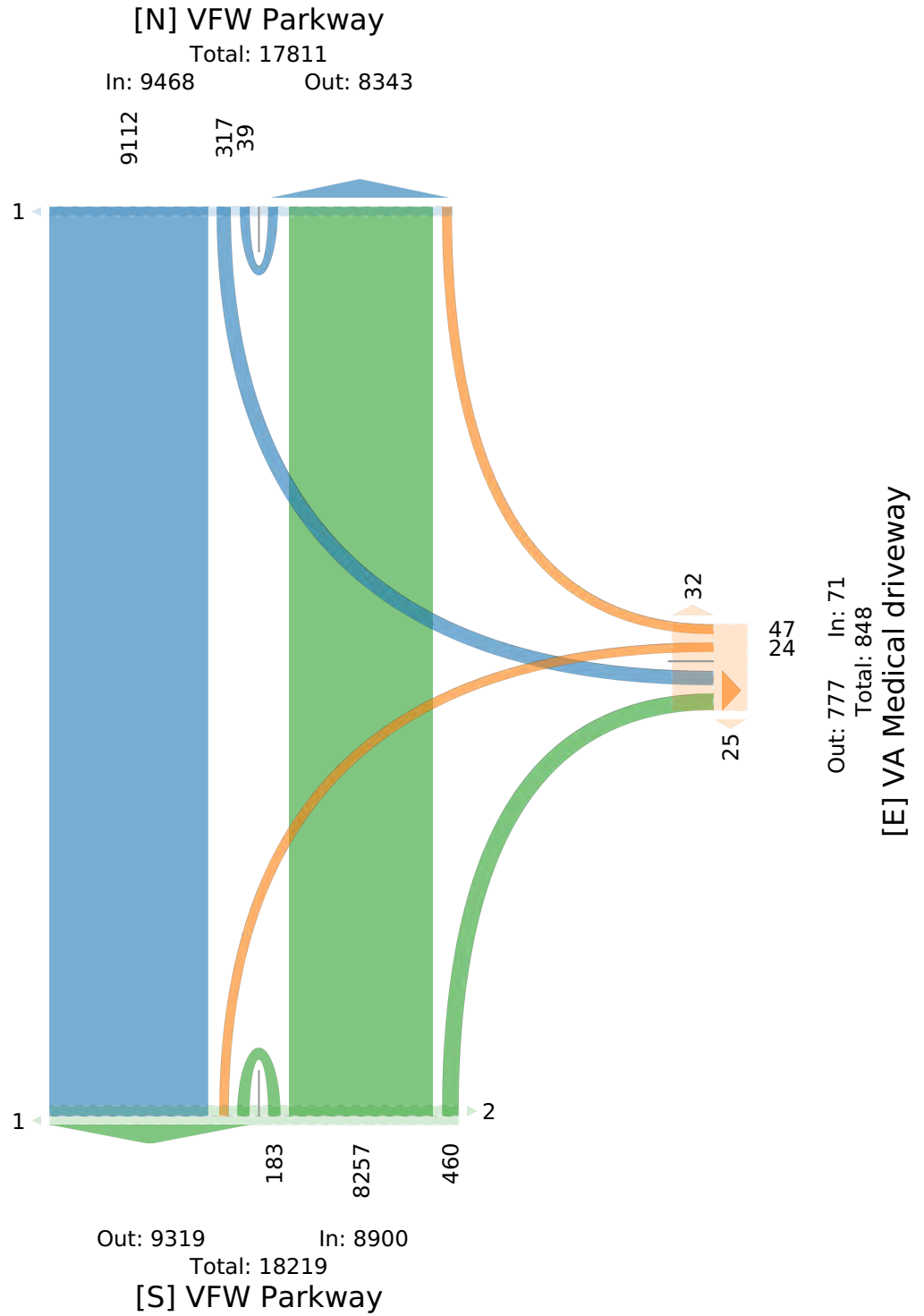
Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800895, Location: 42.274052, -71.173632, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703- 1 (VFW Parkway @ VA Medical) TMC - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 8AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800895, Location: 42.274052, -71.173632, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound					VA Medical driveway Westbound					VFW Parkway Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2020-11-19 8:00AM	223	18	0	241	0	1	3	0	4	1	22	239	4	265	0	510
8:15AM	209	15	0	224	0	2	0	0	2	0	17	216	0	233	0	459
8:30AM	206	10	0	216	0	1	1	0	2	3	16	262	1	279	0	497
8:45AM	193	11	0	204	0	2	0	0	2	1	17	232	0	249	0	455
Total	831	54	0	885	0	6	4	0	10	5	72	949	5	1026	0	1921
% Approach	93.9%	6.1%	0%	-	-	60.0%	40.0%	0%	-	-	7.0%	92.5%	0.5%	-	-	-
% Total	43.3%	2.8%	0%	46.1%	-	0.3%	0.2%	0%	0.5%	-	3.7%	49.4%	0.3%	53.4%	-	-
PHF	0.932	0.750	-	0.918	-	0.750	0.333	-	0.625	-	0.818	0.906	0.313	0.919	-	0.942
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	797	52	0	849	-	6	4	0	10	-	69	922	5	996	-	1855
% Lights	95.9%	96.3%	0%	95.9%	-	100%	100%	0%	100%	-	95.8%	97.2%	100%	97.1%	-	96.6%
Single-Unit Trucks	22	1	0	23	-	0	0	0	0	-	0	21	0	21	-	44
% Single-Unit Trucks	2.6%	1.9%	0%	2.6%	-	0%	0%	0%	0%	-	0%	2.2%	0%	2.0%	-	2.3%
Articulated Trucks	2	0	0	2	-	0	0	0	0	-	0	3	0	3	-	5
% Articulated Trucks	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0%	0.3%	0%	0.3%	-	0.3%
Buses	10	1	0	11	-	0	0	0	0	-	3	3	0	6	-	17
% Buses	1.2%	1.9%	0%	1.2%	-	0%	0%	0%	0%	-	4.2%	0.3%	0%	0.6%	-	0.9%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	5	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 1 (VFW Parkway @ VA Medical) TMC - TMC

Thu Nov 19, 2020

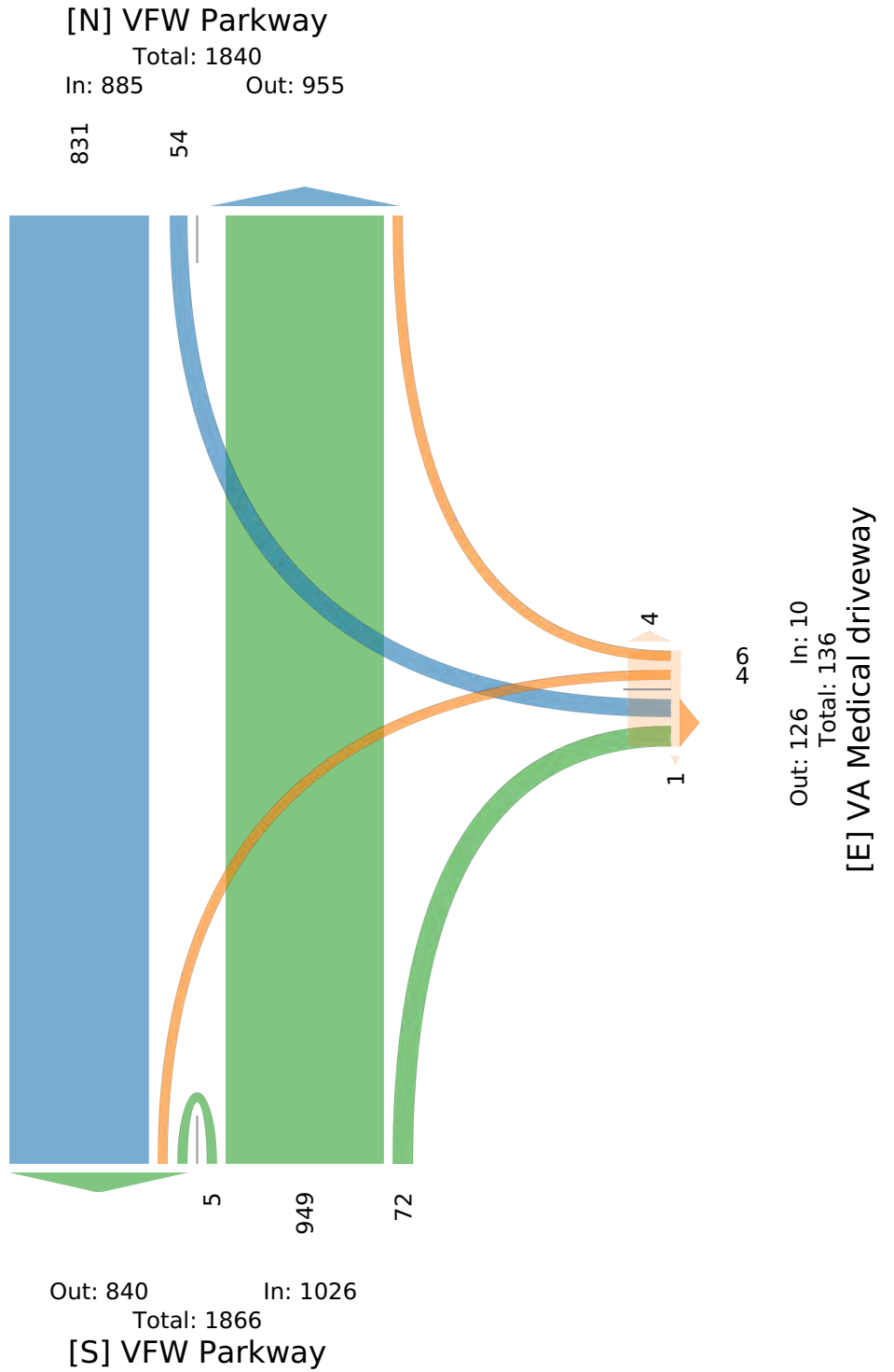
AM Peak (Nov 19 2020 8AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800895, Location: 42.274052, -71.173632, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703- 1 (VFW Parkway @ VA Medical) TMC - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 3:15PM - 4:15 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800895, Location: 42.274052, -71.173632, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound					VA Medical driveway Westbound					VFW Parkway Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2020-11-19 3:15PM	360	9	0	369	0	2	1	0	3	0	15	232	3	250	0	622
3:30PM	362	6	0	368	0	3	0	0	3	0	12	193	7	212	0	583
3:45PM	344	11	2	357	0	4	2	0	6	3	6	205	9	220	0	583
4:00PM	398	2	2	402	0	4	1	0	5	0	6	184	8	198	0	605
Total	1464	28	4	1496	0	13	4	0	17	3	39	814	27	880	0	2393
% Approach	97.9%	1.9%	0.3%	-	-	76.5%	23.5%	0%	-	-	4.4%	92.5%	3.1%	-	-	-
% Total	61.2%	1.2%	0.2%	62.5%	-	0.5%	0.2%	0%	0.7%	-	1.6%	34.0%	1.1%	36.8%	-	-
PHF	0.918	0.636	0.500	0.929	-	0.813	0.500	-	0.708	-	0.650	0.877	0.750	0.880	-	0.961
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	1444	28	4	1476	-	13	4	0	17	-	36	803	26	865	-	2358
% Lights	98.6%	100%	100%	98.7%	-	100%	100%	0%	100%	-	92.3%	98.6%	96.3%	98.3%	-	98.5%
Single-Unit Trucks	13	0	0	13	-	0	0	0	0	-	0	5	1	6	-	19
% Single-Unit Trucks	0.9%	0%	0%	0.9%	-	0%	0%	0%	0%	-	0%	0.6%	3.7%	0.7%	-	0.8%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses	5	0	0	5	-	0	0	0	0	-	3	6	0	9	-	14
% Buses	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	-	7.7%	0.7%	0%	1.0%	-	0.6%
Bicycles on Road	2	0	0	2	-	0	0	0	0	-	0	0	0	0	-	2
% Bicycles on Road	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	66.7%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	33.3%	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 1 (VFW Parkway @ VA Medical) TMC - TMC

Thu Nov 19, 2020

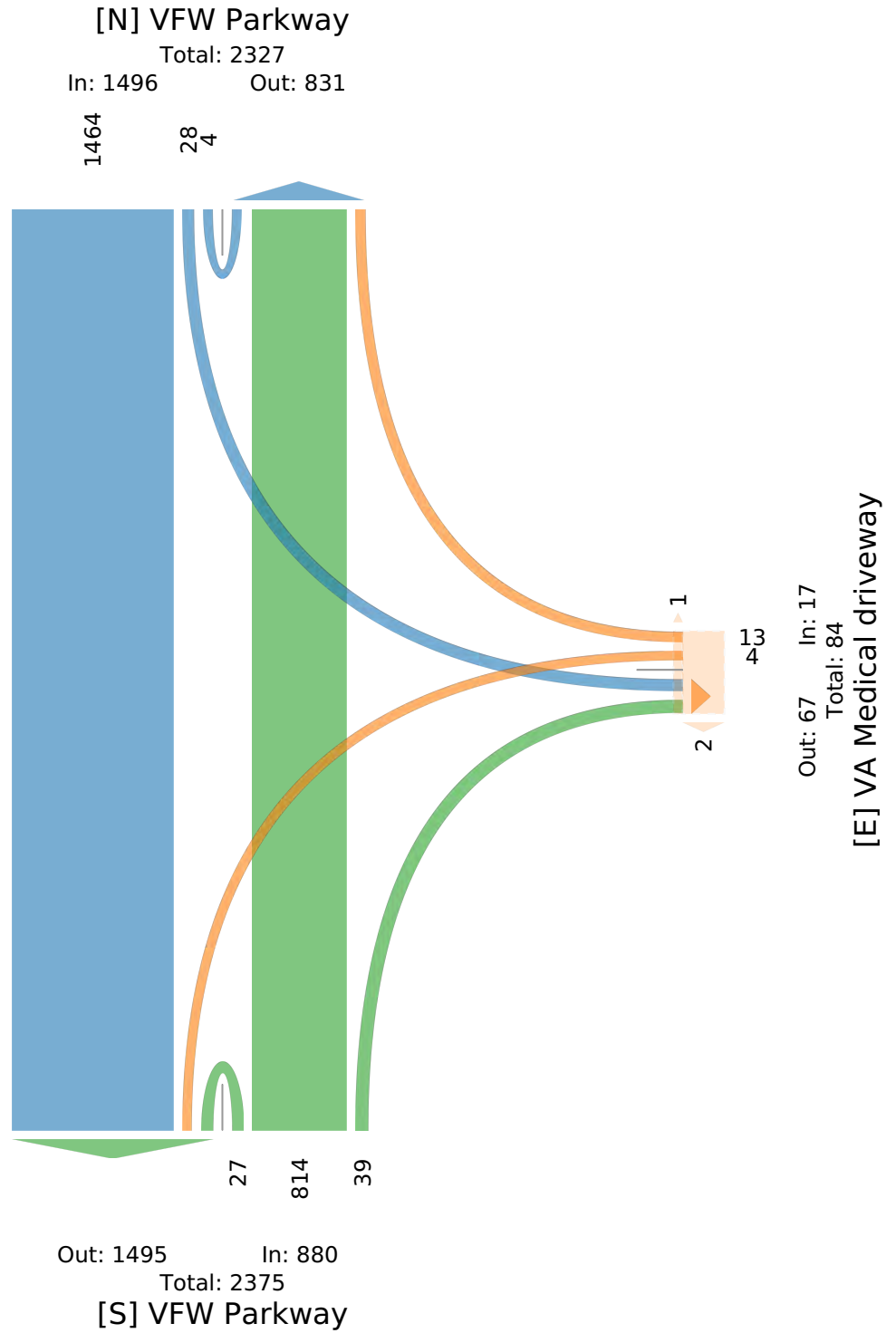
PM Peak (Nov 19 2020 3:15PM - 4:15 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800895, Location: 42.274052, -71.173632, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US



207703- 1 (VFW Parkway @ VA Medical) TMC - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800895, Location: 42.274052, -71.173632, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound					VA Medical driveway Westbound					VFW Parkway Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2020-11-21 11:45AM	309	4	3	316	0	0	0	0	0	9	5	239	11	255	1	571
12:00PM	266	2	3	271	0	0	0	0	0	6	3	246	15	264	0	535
12:15PM	297	5	1	303	0	0	0	0	0	2	3	253	13	269	0	572
12:30PM	297	4	2	303	0	1	0	0	1	7	2	307	8	317	0	621
Total	1169	15	9	1193	0	1	0	0	1	24	13	1045	47	1105	1	2299
% Approach	98.0%	1.3%	0.8%	-	-	100%	0%	0%	-	-	1.2%	94.6%	4.3%	-	-	-
% Total	50.8%	0.7%	0.4%	51.9%	-	0%	0%	0%	0%	-	0.6%	45.5%	2.0%	48.1%	-	-
PHF	0.949	0.750	0.750	0.947	-	0.250	-	-	0.250	-	0.650	0.847	0.783	0.868	-	0.922
Motorcycles	1	0	0	1	-	0	0	0	0	-	0	1	0	1	-	2
% Motorcycles	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0.1%	0%	0.1%	-	0.1%
Lights	1156	14	8	1178	-	1	0	0	1	-	11	1028	47	1086	-	2265
% Lights	98.9%	93.3%	88.9%	98.7%	-	100%	0%	0%	100%	-	84.6%	98.4%	100%	98.3%	-	98.5%
Single-Unit Trucks	5	1	1	7	-	0	0	0	0	-	0	9	0	9	-	16
% Single-Unit Trucks	0.4%	6.7%	11.1%	0.6%	-	0%	0%	0%	0%	-	0%	0.9%	0%	0.8%	-	0.7%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	2	0	2	-	2
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0.2%	0%	0.2%	-	0.1%
Buses	3	0	0	3	-	0	0	0	0	-	2	0	0	2	-	5
% Buses	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	-	15.4%	0%	0%	0.2%	-	0.2%
Bicycles on Road	4	0	0	4	-	0	0	0	0	-	0	5	0	5	-	9
% Bicycles on Road	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	-	0%	0.5%	0%	0.5%	-	0.4%
Pedestrians	-	-	-	-	0	-	-	-	-	24	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 1 (VFW Parkway @ VA Medical) TMC - TMC

Sat Nov 21, 2020

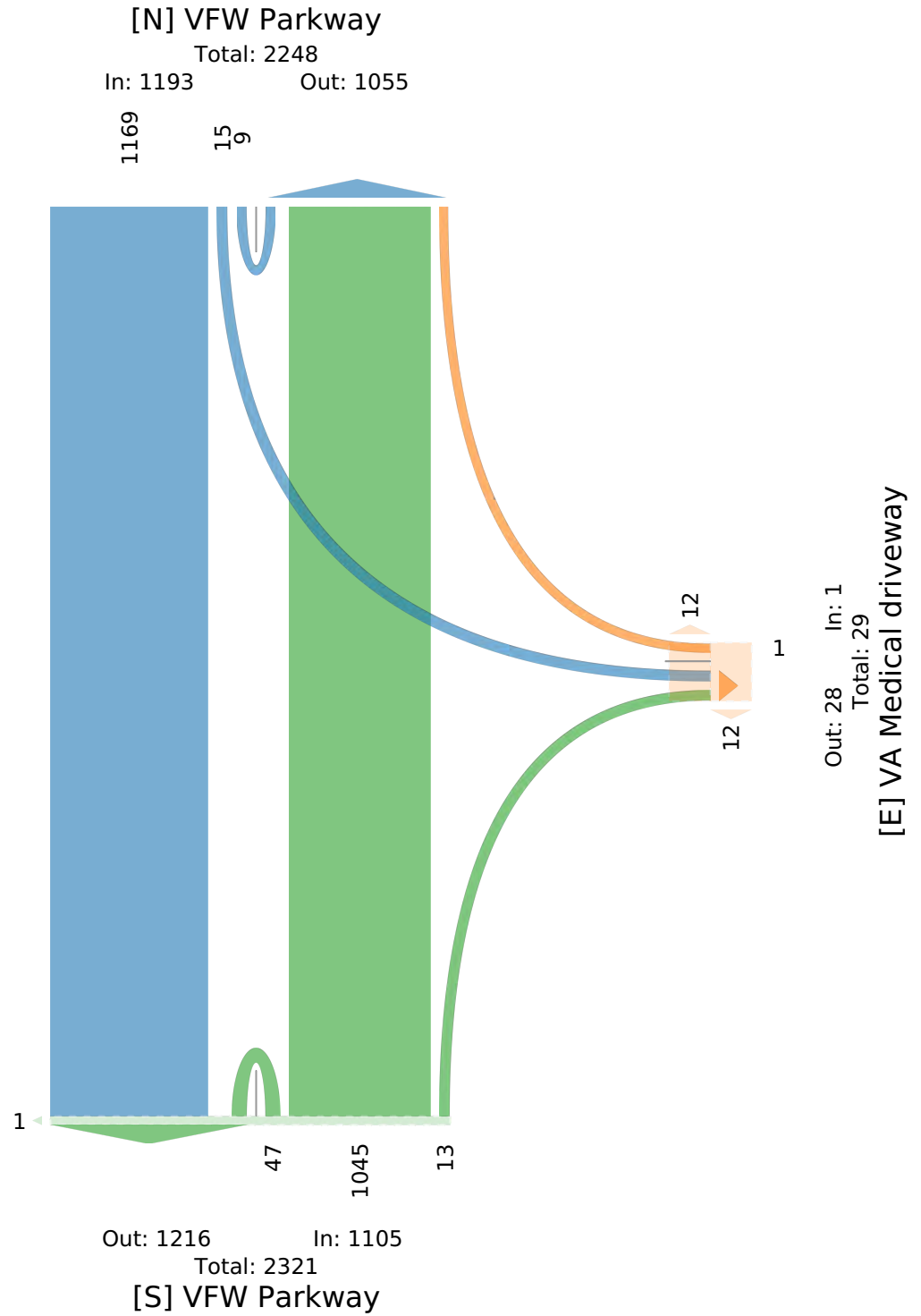
Midday Peak (WKND) (Nov 21 2020 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800895, Location: 42.274052, -71.173632, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703- 1 (VFW Parkway @ VA Medical) TMC - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800895, Location: 42.274052, -71.173632, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound					VA Medical driveway Westbound					VFW Parkway Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2020-11-21 1:00PM	333	3	3	339	1	0	0	0	0	2	5	286	13	304	0	643
1:15PM	287	2	2	291	0	1	0	0	1	0	1	247	19	267	0	559
1:30PM	276	1	1	278	0	0	0	0	0	2	7	276	10	293	2	571
1:45PM	304	2	0	306	0	0	0	0	0	3	3	270	8	281	0	587
Total	1200	8	6	1214	1	1	0	0	1	7	16	1079	50	1145	2	2360
% Approach	98.8%	0.7%	0.5%	-	-	100%	0%	0%	-	-	1.4%	94.2%	4.4%	-	-	-
% Total	50.8%	0.3%	0.3%	51.4%	-	0%	0%	0%	0%	-	0.7%	45.7%	2.1%	48.5%	-	-
PHF	0.901	0.583	0.500	0.895	-	0.250	-	-	0.250	-	0.571	0.941	0.658	0.940	-	0.916
Motorcycles	3	0	0	3	-	0	0	0	0	-	0	6	0	6	-	9
% Motorcycles	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0%	0.6%	0%	0.5%	-	0.4%
Lights	1188	7	6	1201	-	1	0	0	1	-	14	1060	49	1123	-	2325
% Lights	99.0%	87.5%	100%	98.9%	-	100%	0%	0%	100%	-	87.5%	98.2%	98.0%	98.1%	-	98.5%
Single-Unit Trucks	6	0	0	6	-	0	0	0	0	-	0	6	0	6	-	12
% Single-Unit Trucks	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	-	0%	0.6%	0%	0.5%	-	0.5%
Articulated Trucks	1	0	0	1	-	0	0	0	0	-	0	0	1	1	-	2
% Articulated Trucks	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0%	2.0%	0.1%	-	0.1%
Buses	2	0	0	2	-	0	0	0	0	-	2	1	0	3	-	5
% Buses	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	12.5%	0.1%	0%	0.3%	-	0.2%
Bicycles on Road	0	1	0	1	-	0	0	0	0	-	0	6	0	6	-	7
% Bicycles on Road	0%	12.5%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0.6%	0%	0.5%	-	0.3%
Pedestrians	-	-	-	-	1	-	-	-	-	6	-	-	-	-	2	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	85.7%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	14.3%	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 1 (VFW Parkway @ VA Medical) TMC - TMC

Sat Nov 21, 2020

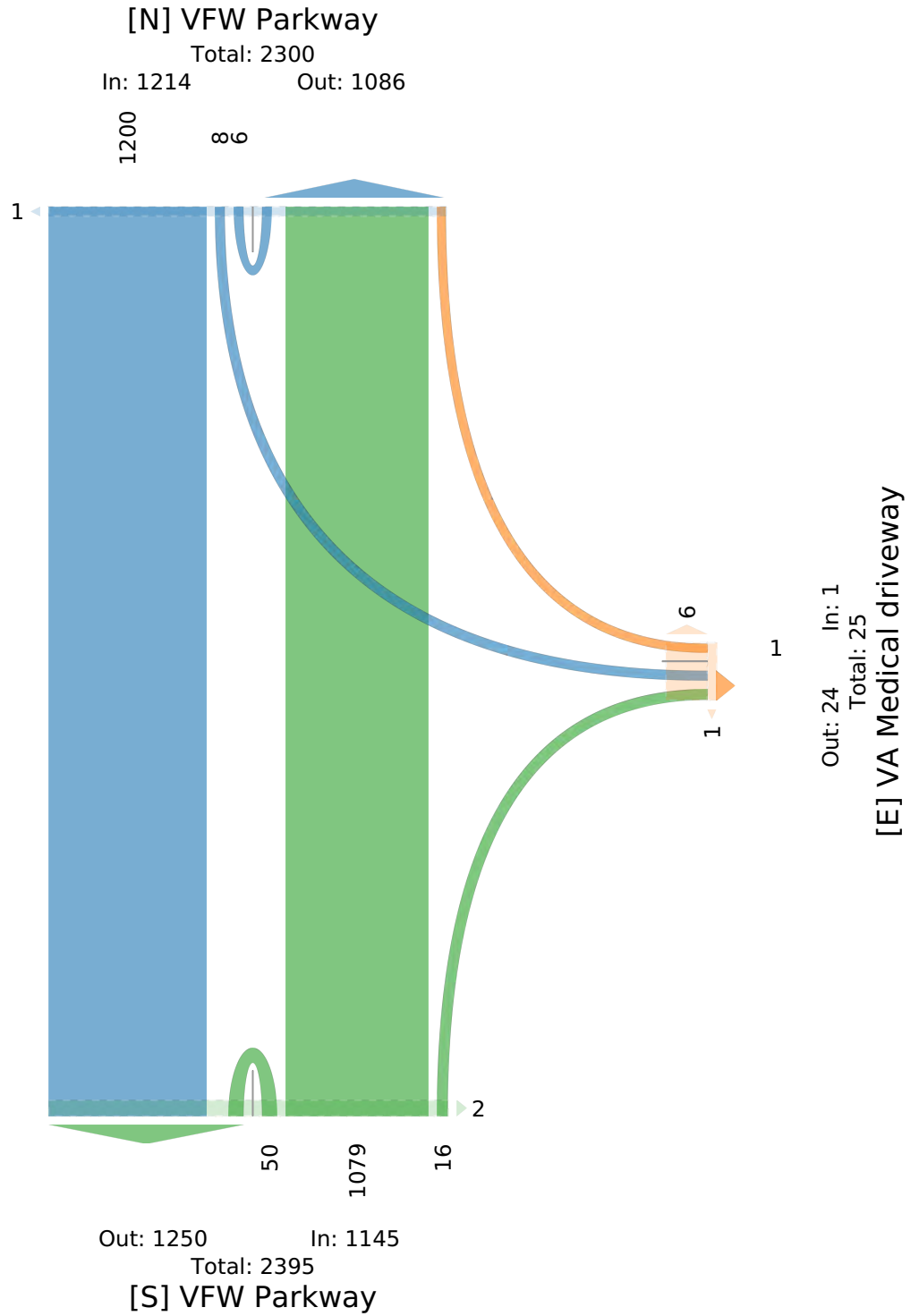
PM Peak (WKND) (Nov 21 2020 1PM - 2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800895, Location: 42.274052, -71.173632, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US



207703- 2 (VFW Parkway @ Bridge St) TMC - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800896, Location: 42.271522, -71.172688, Site Code: S20-024

Provided by: Precision Data Industries,
LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound						Spring Street Westbound						VFW Parkway Northbound						Bridge Street Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-11-19 6:00AM	107	127	18	0	252	4	25	158	51	0	234	0	152	526	43	33	754	11	85	128	467	0	680	0	1920
7:00AM	278	271	28	2	579	6	33	245	107	0	385	2	216	562	86	41	905	2	124	209	496	0	829	1	2698
8:00AM	356	428	56	0	840	0	52	254	164	0	470	1	227	530	113	47	917	6	143	199	439	0	781	0	3008
3:00PM	655	758	37	2	1452	4	40	330	293	0	663	1	308	555	145	89	1097	7	185	288	323	0	796	3	4008
4:00PM	634	772	46	1	1453	5	46	293	298	0	637	2	320	500	136	94	1050	3	193	225	284	1	703	3	3843
5:00PM	507	680	54	1	1242	7	37	223	238	0	498	0	289	488	151	80	1008	6	170	275	273	0	718	3	3466
2020-11-21 11:00AM	385	730	58	2	1175	4	70	273	258	0	601	3	349	630	137	90	1206	8	281	206	271	0	758	4	3740
12:00PM	444	695	61	1	1201	1	71	312	292	0	675	3	403	746	147	109	1405	6	219	228	289	0	736	0	4017
1:00PM	490	742	58	0	1290	9	72	290	286	0	648	3	471	740	130	108	1449	3	205	249	319	0	773	2	4160
Total	3856	5203	416	9	9484	40	446	2378	1987	0	4811	15	2735	5277	1088	691	9791	52	1605	2007	3161	1	6774	16	30860
% Approach	40.7%	54.9%	4.4%	0.1%	-	-	9.3%	49.4%	41.3%	0%	-	-	27.9%	53.9%	11.1%	7.1%	-	-	23.7%	29.6%	46.7%	0%	-	-	-
% Total	12.5%	16.9%	1.3%	0%	30.7%	-	1.4%	7.7%	6.4%	0%	15.6%	-	8.9%	17.1%	3.5%	2.2%	31.7%	-	5.2%	6.5%	10.2%	0%	22.0%	-	-
Motorcycles	4	4	1	0	9	-	0	5	6	0	11	-	3	3	1	0	7	-	3	3	4	0	10	-	37
% Motorcycles	0.1%	0.1%	0.2%	0%	0.1%	-	0%	0.2%	0.3%	0%	0.2%	-	0.1%	0.1%	0.1%	0%	0.1%	-	0.2%	0.1%	0.1%	0%	0.1%	-	0.1%
Lights	3767	5147	362	9	9285	-	393	2325	1929	0	4647	-	2655	5222	1059	681	9617	-	1579	1950	3097	1	6627	-	30176
% Lights	97.7%	98.9%	87.0%	100%	97.9%	-	88.1%	97.8%	97.1%	0%	96.6%	-	97.1%	99.0%	97.3%	98.6%	98.2%	-	98.4%	97.2%	98.0%	100%	97.8%	-	97.8%
Single-Unit Trucks	36	39	24	0	99	-	16	27	42	0	85	-	60	42	25	7	134	-	17	33	31	0	81	-	399
% Single-Unit Trucks	0.9%	0.7%	5.8%	0%	1.0%	-	3.6%	1.1%	2.1%	0%	1.8%	-	2.2%	0.8%	2.3%	1.0%	1.4%	-	1.1%	1.6%	1.0%	0%	1.2%	-	1.3%
Articulated Trucks	4	6	4	0	14	-	5	8	6	0	19	-	15	4	2	1	22	-	3	6	3	0	12	-	67
% Articulated Trucks	0.1%	0.1%	1.0%	0%	0.1%	-	1.1%	0.3%	0.3%	0%	0.4%	-	0.5%	0.1%	0.2%	0.1%	0.2%	-	0.2%	0.3%	0.1%	0%	0.2%	-	0.2%
Buses	25	5	25	0	55	-	31	11	4	0	46	-	2	6	1	2	11	-	2	6	14	0	22	-	134
% Buses	0.6%	0.1%	6.0%	0%	0.6%	-	7.0%	0.5%	0.2%	0%	1.0%	-	0.1%	0.1%	0.1%	0.3%	0.1%	-	0.1%	0.3%	0.4%	0%	0.3%	-	0.4%
Bicycles on Road	20	2	0	0	22	-	1	2	0	0	3	-	0	0	0	0	0	-	1	9	12	0	22	-	47
% Bicycles on Road	0.5%	0%	0%	0%	0.2%	-	0.2%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.1%	0.4%	0.4%	0%	0.3%	-	0.2%
Pedestrians	-	-	-	-	-	38	-	-	-	-	-	14	-	-	-	-	-	45	-	-	-	-	-	14	-
% Pedestrians	-	-	-	-	-	95.0%	-	-	-	-	-	93.3%	-	-	-	-	-	86.5%	-	-	-	-	-	87.5%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	2	-
% Bicycles on Crosswalk	-	-	-	-	-	5.0%	-	-	-	-	-	6.7%	-	-	-	-	-	13.5%	-	-	-	-	-	12.5%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 2 (VFW Parkway @ Bridge St) TMC - TMC

Thu Nov 19, 2020

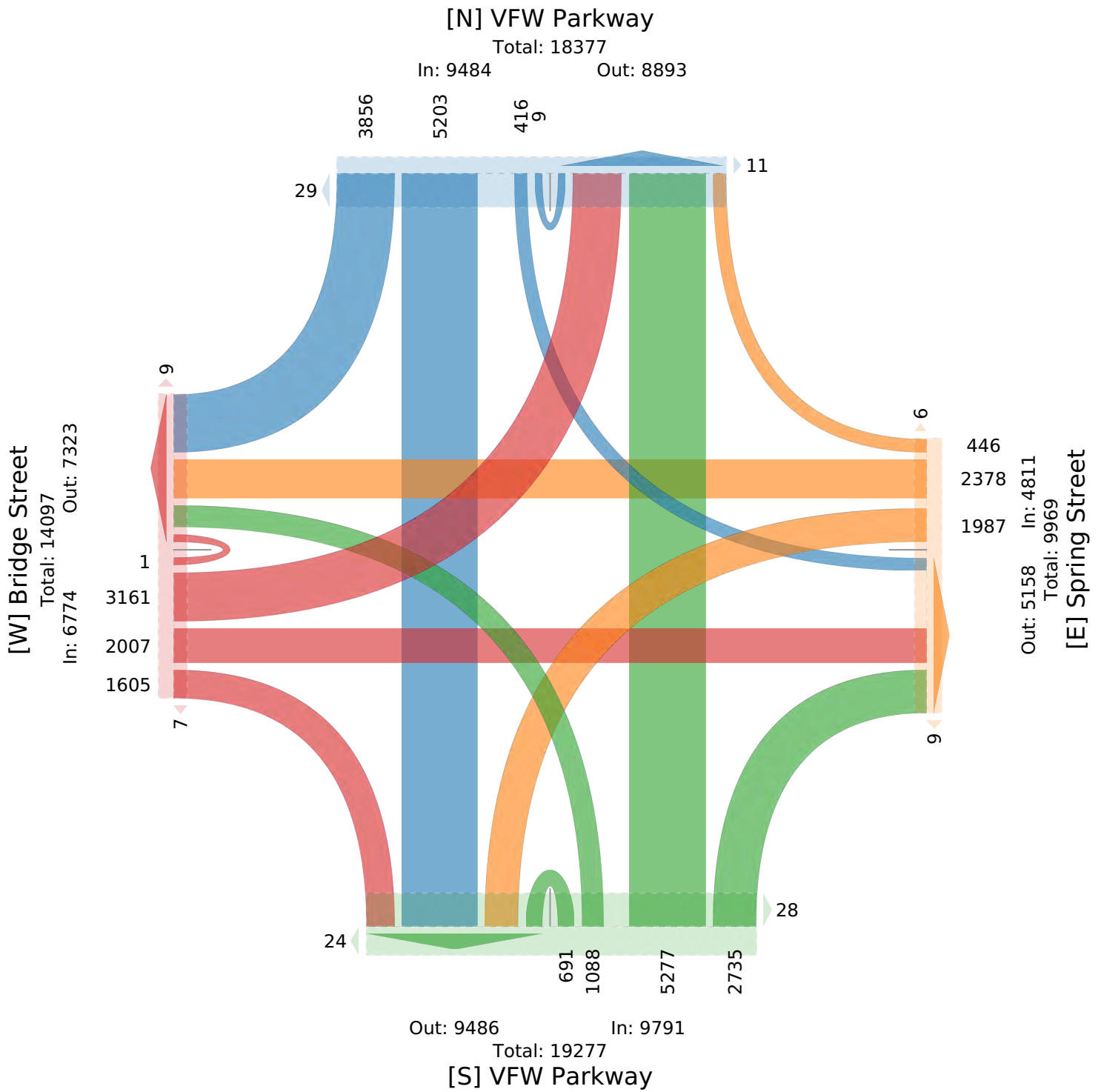
Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800896, Location: 42.271522, -71.172688, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US



207703- 2 (VFW Parkway @ Bridge St) TMC - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800896, Location: 42.271522, -71.172688, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound						Spring Street Westbound						VFW Parkway Northbound						Bridge Street Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-11-19 7:45AM	89	83	8	1	181	3	5	62	41	0	108	0	51	118	31	11	211	0	40	72	121	0	233	0	733
8:00AM	100	108	11	0	219	0	13	65	47	0	125	1	58	132	36	10	236	3	27	59	121	0	207	0	787
8:15AM	104	107	9	0	220	0	10	83	29	0	122	0	58	124	25	11	218	1	33	46	100	0	179	0	739
8:30AM	80	117	17	0	214	0	11	60	43	0	114	0	64	161	31	15	271	0	50	45	109	0	204	0	803
Total	373	415	45	1	834	3	39	270	160	0	469	1	231	535	123	47	936	4	150	222	451	0	823	0	3062
% Approach	44.7%	49.8%	5.4%	0.1%	-	-	8.3%	57.6%	34.1%	0%	-	-	24.7%	57.2%	13.1%	5.0%	-	-	18.2%	27.0%	54.8%	0%	-	-	-
% Total	12.2%	13.6%	1.5%	0%	27.2%	-	1.3%	8.8%	5.2%	0%	15.3%	-	7.5%	17.5%	4.0%	1.5%	30.6%	-	4.9%	7.3%	14.7%	0%	26.9%	-	-
PHF	0.897	0.887	0.662	0.250	0.948	-	0.750	0.813	0.851	-	0.938	-	0.902	0.831	0.854	0.783	0.863	-	0.750	0.771	0.932	-	0.883	-	0.953
Motorcycles	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Motorcycles	0.3%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	364	405	30	1	800	-	35	265	153	0	453	-	215	523	123	44	905	-	147	215	444	0	806	-	2964
% Lights	97.6%	97.6%	66.7%	100%	95.9%	-	89.7%	98.1%	95.6%	0%	96.6%	-	93.1%	97.8%	100%	93.6%	96.7%	-	98.0%	96.8%	98.4%	0%	97.9%	-	96.8%
Single-Unit Trucks	5	7	8	0	20	-	0	1	6	0	7	-	12	9	0	1	22	-	3	6	5	0	14	-	63
% Single-Unit Trucks	1.3%	1.7%	17.8%	0%	2.4%	-	0%	0.4%	3.8%	0%	1.5%	-	5.2%	1.7%	0%	2.1%	2.4%	-	2.0%	2.7%	1.1%	0%	1.7%	-	2.1%
Articulated Trucks	0	1	1	0	2	-	0	3	0	0	3	-	4	2	0	1	7	-	0	0	1	0	1	-	13
% Articulated Trucks	0%	0.2%	2.2%	0%	0.2%	-	0%	1.1%	0%	0%	0.6%	-	1.7%	0.4%	0%	2.1%	0.7%	-	0%	0%	0.2%	0%	0.1%	-	0.4%
Buses	3	2	6	0	11	-	4	1	1	0	6	-	0	1	0	1	2	-	0	1	1	0	2	-	21
% Buses	0.8%	0.5%	13.3%	0%	1.3%	-	10.3%	0.4%	0.6%	0%	1.3%	-	0%	0.2%	0%	2.1%	0.2%	-	0%	0.5%	0.2%	0%	0.2%	-	0.7%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 2 (VFW Parkway @ Bridge St) TMC - TMC

Thu Nov 19, 2020

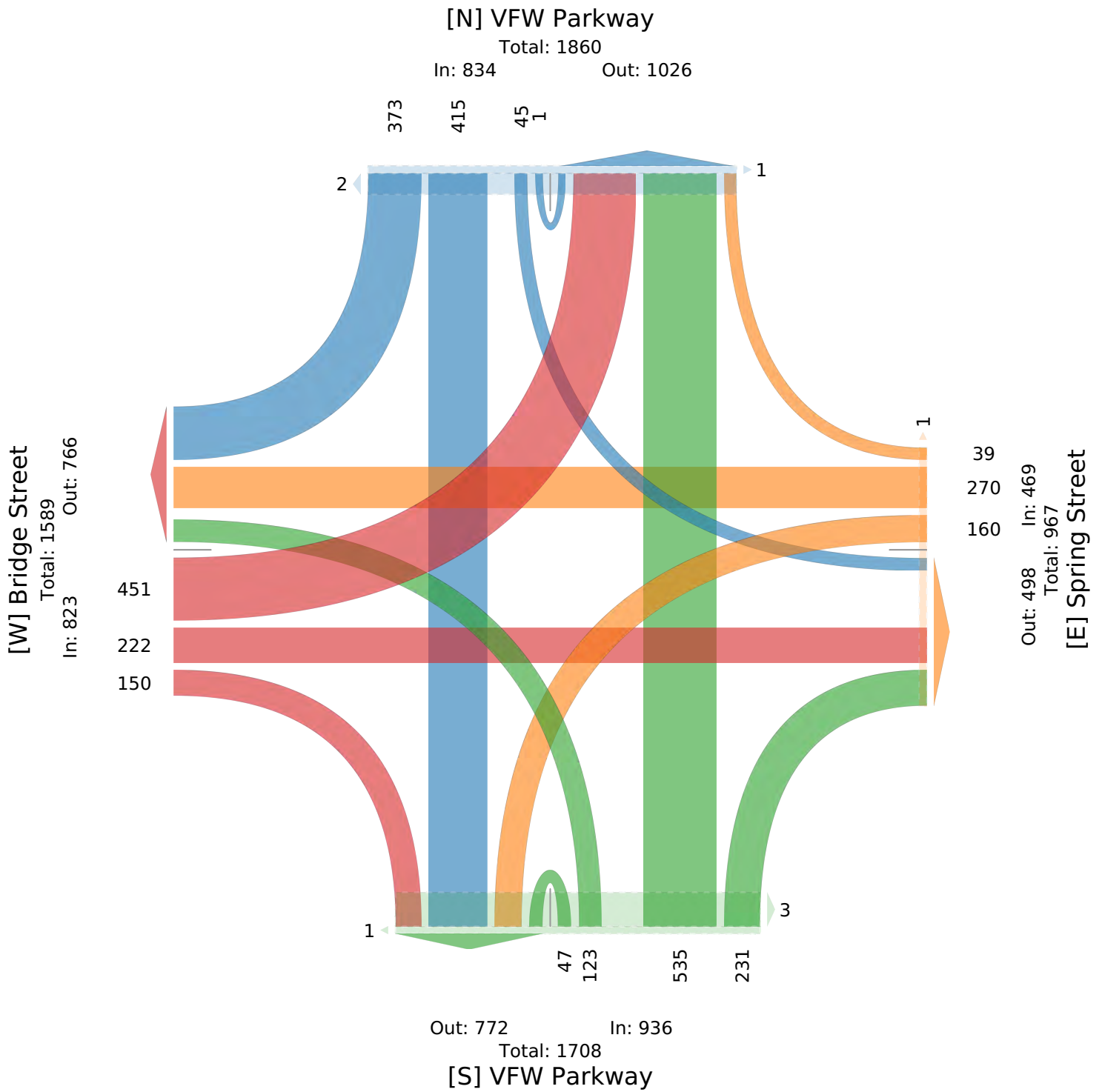
AM Peak (Nov 19 2020 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800896, Location: 42.271522, -71.172688, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US



207703- 2 (VFW Parkway @ Bridge St) TMC - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 3PM - 4 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800896, Location: 42.271522, -71.172688, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound						Spring Street Westbound						VFW Parkway Northbound						Bridge Street Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-11-19 3:00PM	147	190	6	1	344	2	11	91	79	0	181	0	74	136	38	19	267	3	51	69	98	0	218	2	1010
3:15PM	178	195	8	0	381	1	14	69	62	0	145	0	74	150	40	24	288	2	46	83	94	0	223	0	1037
3:30PM	162	198	13	1	374	0	8	97	84	0	189	1	71	124	29	18	242	2	42	71	66	0	179	1	984
3:45PM	168	175	10	0	353	1	7	73	68	0	148	0	89	145	38	28	300	0	46	65	65	0	176	0	977
Total	655	758	37	2	1452	4	40	330	293	0	663	1	308	555	145	89	1097	7	185	288	323	0	796	3	4008
% Approach	45.1%	52.2%	2.5%	0.1%	-	-	6.0%	49.8%	44.2%	0%	-	-	28.1%	50.6%	13.2%	8.1%	-	-	23.2%	36.2%	40.6%	0%	-	-	-
% Total	16.3%	18.9%	0.9%	0%	36.2%	-	1.0%	8.2%	7.3%	0%	16.5%	-	7.7%	13.8%	3.6%	2.2%	27.4%	-	4.6%	7.2%	8.1%	0%	19.9%	-	-
PHF	0.913	0.957	0.712	0.500	0.949	-	0.714	0.851	0.872	-	0.877	-	0.865	0.925	0.906	0.795	0.914	-	0.907	0.867	0.824	-	0.892	-	0.965
Motorcycles	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Motorcycles	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	632	747	35	2	1416	-	36	322	278	0	636	-	302	550	142	86	1080	-	183	282	315	0	780	-	3912
% Lights	96.5%	98.5%	94.6%	100%	97.5%	-	90.0%	97.6%	94.9%	0%	95.9%	-	98.1%	99.1%	97.9%	96.6%	98.5%	-	98.9%	97.9%	97.5%	0%	98.0%	-	97.6%
Single-Unit Trucks	11	8	1	0	20	-	2	7	13	0	22	-	3	3	2	3	11	-	2	3	3	0	8	-	61
% Single-Unit Trucks	1.7%	1.1%	2.7%	0%	1.4%	-	5.0%	2.1%	4.4%	0%	3.3%	-	1.0%	0.5%	1.4%	3.4%	1.0%	-	1.1%	1.0%	0.9%	0%	1.0%	-	1.5%
Articulated Trucks	0	2	0	0	2	-	0	1	1	0	2	-	3	0	1	0	4	-	0	0	0	0	0	-	8
% Articulated Trucks	0%	0.3%	0%	0%	0.1%	-	0%	0.3%	0.3%	0%	0.3%	-	1.0%	0%	0.7%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0.2%
Buses	7	0	1	0	8	-	2	0	1	0	3	-	0	2	0	0	2	-	0	3	5	0	8	-	21
% Buses	1.1%	0%	2.7%	0%	0.6%	-	5.0%	0%	0.3%	0%	0.5%	-	0%	0.4%	0%	0%	0.2%	-	0%	1.0%	1.5%	0%	1.0%	-	0.5%
Bicycles on Road	5	0	0	0	5	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	5
% Bicycles on Road	0.8%	0%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	71.4%	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	28.6%	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 2 (VFW Parkway @ Bridge St) TMC - TMC

Thu Nov 19, 2020

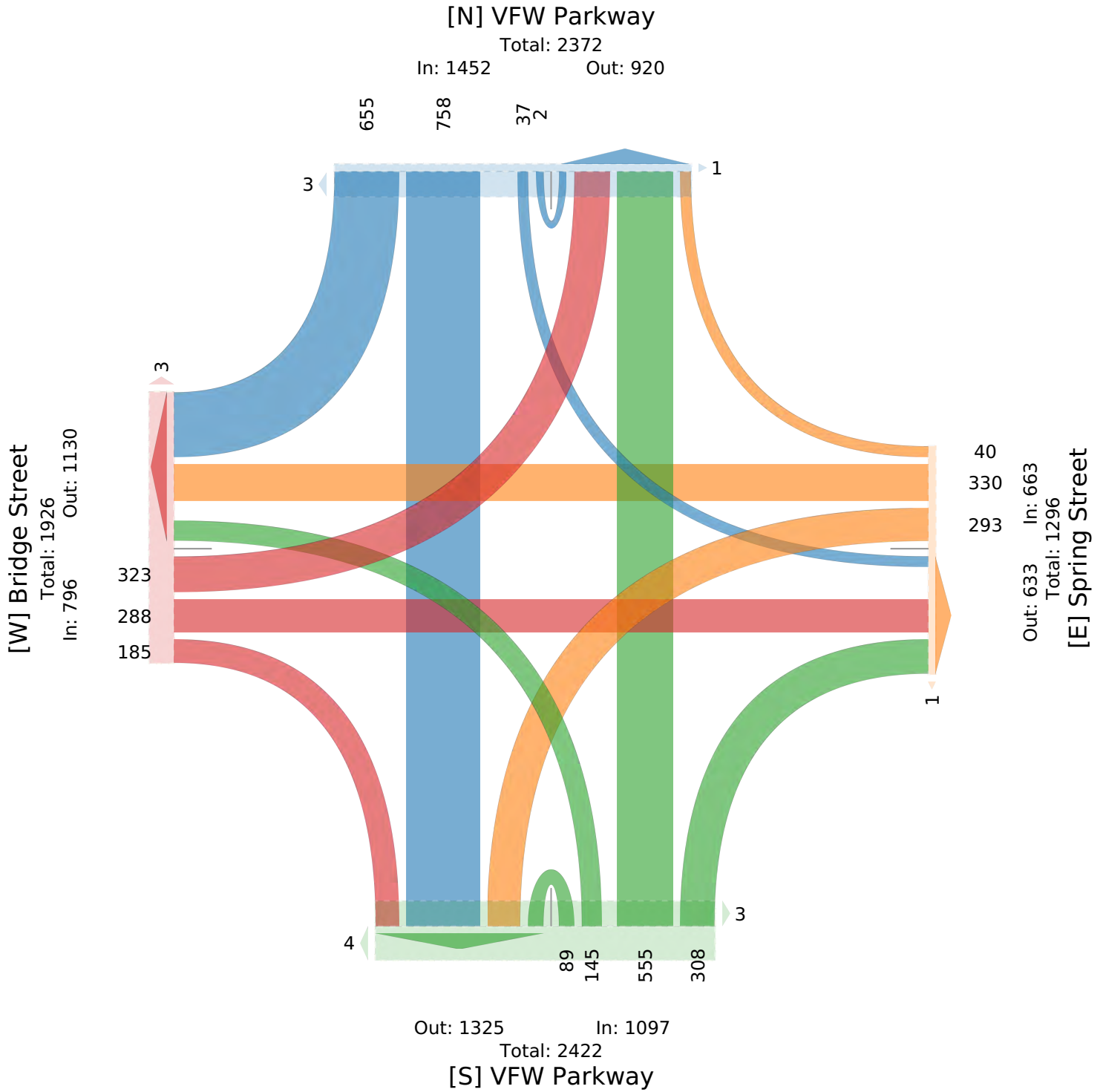
PM Peak (Nov 19 2020 3PM - 4 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800896, Location: 42.271522, -71.172688, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703- 2 (VFW Parkway @ Bridge St) TMC - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 12PM - 1 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800896, Location: 42.271522, -71.172688, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound						Spring Street Westbound						VFW Parkway Northbound						Bridge Street Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-11-21 12:00PM	112	178	18	0	308	0	9	82	79	0	170	0	106	180	31	26	343	1	51	59	63	0	173	0	994
12:15PM	125	176	20	0	321	0	20	69	70	0	159	0	94	185	50	22	351	1	66	55	69	0	190	0	1021
12:30PM	108	174	6	1	289	0	19	86	79	0	184	1	96	215	33	27	371	2	55	47	75	0	177	0	1021
12:45PM	99	167	17	0	283	1	23	75	64	0	162	2	107	166	33	34	340	2	47	67	82	0	196	0	981
Total	444	695	61	1	1201	1	71	312	292	0	675	3	403	746	147	109	1405	6	219	228	289	0	736	0	4017
% Approach	37.0%	57.9%	5.1%	0.1%	-	-	10.5%	46.2%	43.3%	0%	-	-	28.7%	53.1%	10.5%	7.8%	-	-	29.8%	31.0%	39.3%	0%	-	-	-
% Total	11.1%	17.3%	1.5%	0%	29.9%	-	1.8%	7.8%	7.3%	0%	16.8%	-	10.0%	18.6%	3.7%	2.7%	35.0%	-	5.5%	5.7%	7.2%	0%	18.3%	-	-
PHF	0.885	0.975	0.763	0.250	0.937	-	0.761	0.907	0.924	-	0.916	-	0.942	0.867	0.735	0.801	0.947	-	0.830	0.848	0.878	-	0.937	-	0.982
Motorcycles	1	1	0	0	2	-	0	0	0	0	0	-	0	1	0	0	1	-	2	0	0	0	2	-	5
% Motorcycles	0.2%	0.1%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0.9%	0%	0%	0%	0.3%	-	0.1%
Lights	437	691	58	1	1187	-	65	308	289	0	662	-	401	745	143	109	1398	-	216	222	284	0	722	-	3969
% Lights	98.4%	99.4%	95.1%	100%	98.8%	-	91.5%	98.7%	99.0%	0%	98.1%	-	99.5%	99.9%	97.3%	100%	99.5%	-	98.6%	97.4%	98.3%	0%	98.1%	-	98.8%
Single-Unit Trucks	1	2	2	0	5	-	3	3	3	0	9	-	2	0	3	0	5	-	1	2	4	0	7	-	26
% Single-Unit Trucks	0.2%	0.3%	3.3%	0%	0.4%	-	4.2%	1.0%	1.0%	0%	1.3%	-	0.5%	0%	2.0%	0%	0.4%	-	0.5%	0.9%	1.4%	0%	1.0%	-	0.6%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	1	0	1	-	0	0	0	0	0	-	2
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.1%	-	0%	0%	0.7%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	0	1	0	1	-	2	0	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	3
% Buses	0%	0%	1.6%	0%	0.1%	-	2.8%	0%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Bicycles on Road	5	1	0	0	6	-	1	0	0	0	1	-	0	0	0	0	0	-	0	4	1	0	5	-	12
% Bicycles on Road	1.1%	0.1%	0%	0%	0.5%	-	1.4%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	1.8%	0.3%	0%	0.7%	-	0.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	6	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 2 (VFW Parkway @ Bridge St) TMC - TMC

Sat Nov 21, 2020

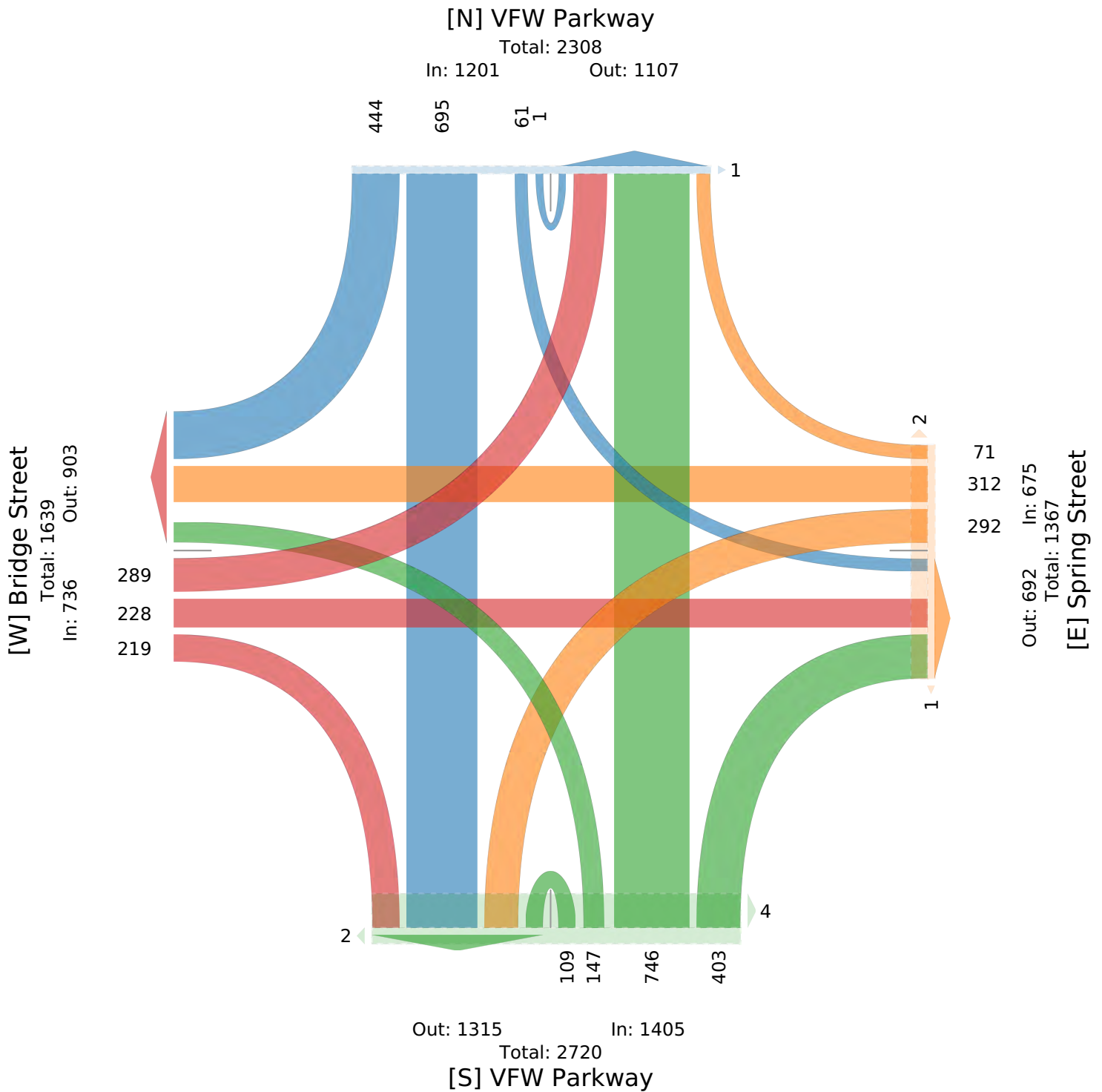
Midday Peak (WKND) (Nov 21 2020 12PM - 1 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800896, Location: 42.271522, -71.172688, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703- 2 (VFW Parkway @ Bridge St) TMC - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800896, Location: 42.271522, -71.172688, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound						Spring Street Westbound						VFW Parkway Northbound						Bridge Street Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-11-21 1:00PM	125	226	17	0	368	2	18	69	64	0	151	2	103	206	28	26	363	0	50	59	66	0	175	2	1057
1:15PM	136	177	14	0	327	1	21	88	82	0	191	0	130	165	23	34	352	1	56	60	80	0	196	0	1066
1:30PM	92	188	18	0	298	6	17	64	71	0	152	1	103	189	43	26	361	0	48	71	85	0	204	0	1015
1:45PM	137	151	9	0	297	0	16	69	69	0	154	0	135	180	36	22	373	2	51	59	88	0	198	0	1022
Total	490	742	58	0	1290	9	72	290	286	0	648	3	471	740	130	108	1449	3	205	249	319	0	773	2	4160
% Approach	38.0%	57.5%	4.5%	0%	-	-	11.1%	44.8%	44.1%	0%	-	-	32.5%	51.1%	9.0%	7.5%	-	-	26.5%	32.2%	41.3%	0%	-	-	-
% Total	11.8%	17.8%	1.4%	0%	31.0%	-	1.7%	7.0%	6.9%	0%	15.6%	-	11.3%	17.8%	3.1%	2.6%	34.8%	-	4.9%	6.0%	7.7%	0%	18.6%	-	-
PHF	0.887	0.820	0.806	-	0.880	-	0.857	0.837	0.872	-	0.854	-	0.872	0.898	0.756	0.794	0.971	-	0.927	0.870	0.913	-	0.938	-	0.979
Motorcycles	2	0	1	0	3	-	0	3	1	0	4	-	2	2	0	0	4	-	0	1	3	0	4	-	15
% Motorcycles	0.4%	0%	1.7%	0%	0.2%	-	0%	1.0%	0.3%	0%	0.6%	-	0.4%	0.3%	0%	0%	0.3%	-	0%	0.4%	0.9%	0%	0.5%	-	0.4%
Lights	478	736	56	0	1270	-	66	282	283	0	631	-	463	735	128	108	1434	-	203	241	306	0	750	-	4085
% Lights	97.6%	99.2%	96.6%	0%	98.4%	-	91.7%	97.2%	99.0%	0%	97.4%	-	98.3%	99.3%	98.5%	100%	99.0%	-	99.0%	96.8%	95.9%	0%	97.0%	-	98.2%
Single-Unit Trucks	3	4	0	0	7	-	3	3	2	0	8	-	6	3	2	0	11	-	1	3	2	0	6	-	32
% Single-Unit Trucks	0.6%	0.5%	0%	0%	0.5%	-	4.2%	1.0%	0.7%	0%	1.2%	-	1.3%	0.4%	1.5%	0%	0.8%	-	0.5%	1.2%	0.6%	0%	0.8%	-	0.8%
Articulated Trucks	2	1	0	0	3	-	1	0	0	0	1	-	0	0	0	0	0	-	0	2	1	0	3	-	7
% Articulated Trucks	0.4%	0.1%	0%	0%	0.2%	-	1.4%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.8%	0.3%	0%	0.4%	-	0.2%
Buses	1	0	1	0	2	-	2	0	0	0	2	-	0	0	0	0	0	-	0	0	2	0	2	-	6
% Buses	0.2%	0%	1.7%	0%	0.2%	-	2.8%	0%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0.6%	0%	0.3%	-	0.1%
Bicycles on Road	4	1	0	0	5	-	0	2	0	0	2	-	0	0	0	0	0	-	1	2	5	0	8	-	15
% Bicycles on Road	0.8%	0.1%	0%	0%	0.4%	-	0%	0.7%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.5%	0.8%	1.6%	0%	1.0%	-	0.4%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	66.7%	-	-	-	-	-	33.3%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-	-	-	-	-	66.7%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 2 (VFW Parkway @ Bridge St) TMC - TMC

Sat Nov 21, 2020

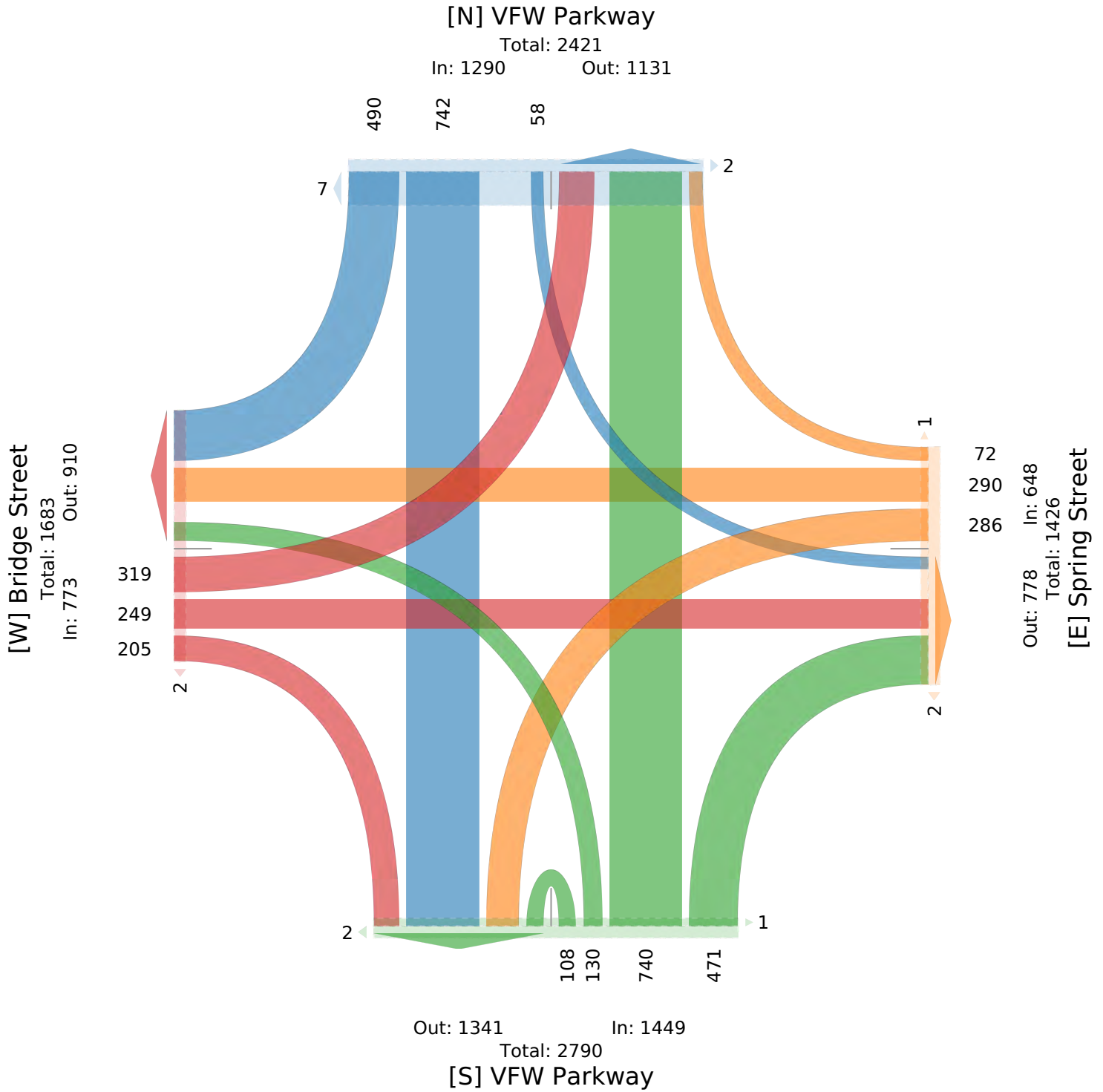
PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800896, Location: 42.271522, -71.172688, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US



207703 - 3 (Bridge St @ Riverside Dr) - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801133, Location: 42.270299, -71.174057, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Riverside Drive Southbound							Bridge Street Westbound							Gas Station driveway Northbound							
	HR	R	T	L	U	App	Ped*	R	BR	T	L	U	App	Ped*	R	T	BL	L	U	App	Ped*	
2020-11-19 6:00AM	0	0	0	0	0	0	4	5	195	107	2	0	309	0	0	0	0	0	0	0	0	1
7:00AM	8	0	0	1	0	9	2	8	313	255	0	0	576	1	6	1	0	1	0	8	0	
8:00AM	13	0	0	0	0	13	1	17	376	326	3	0	722	0	9	0	2	1	0	12	1	
3:00PM	17	0	0	0	0	17	9	46	473	605	4	0	1128	0	0	2	0	2	0	4	6	
4:00PM	15	0	0	0	0	15	8	45	357	642	5	0	1049	0	11	3	0	1	1	16	4	
5:00PM	14	0	0	0	0	14	2	43	362	489	4	0	898	2	8	2	0	1	0	11	11	
2020-11-21 11:00AM	12	0	0	0	0	12	14	31	368	399	8	1	807	0	1	0	0	1	0	2	9	
12:00PM	16	0	0	0	0	16	17	42	418	442	2	0	904	1	4	0	1	2	0	7	4	
1:00PM	20	0	0	0	0	20	17	43	421	444	7	0	915	0	3	2	0	3	0	8	5	
Total	115	0	0	1	0	116	74	280	3283	3709	35	1	7308	4	42	10	3	12	1	68	41	
% Approach	99.1%	0%	0%	0.9%	0%	-	-	3.8%	44.9%	50.8%	0.5%	0%	-	-	61.8%	14.7%	4.4%	17.6%	1.5%	-	-	
% Total	0.8%	0%	0%	0%	0%	0.8%	-	2.0%	23.0%	26.0%	0.2%	0%	51.2%	-	0.3%	0.1%	0%	0.1%	0%	0.5%	-	
Motorcycles	0	0	0	0	0	0	-	0	3	6	0	0	9	-	0	0	0	0	0	0	-	
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0.1%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-	
Lights	109	0	0	1	0	110	-	276	3218	3611	35	1	7141	-	40	10	3	12	1	66	-	
% Lights	94.8%	0%	0%	100%	0%	94.8%	-	98.6%	98.0%	97.4%	100%	100%	97.7%	-	95.2%	100%	100%	100%	100%	97.1%	-	
Single-Unit Trucks	2	0	0	0	0	2	-	0	39	49	0	0	88	-	2	0	0	0	0	2	-	
% Single-Unit Trucks	1.7%	0%	0%	0%	0%	1.7%	-	0%	1.2%	1.3%	0%	0%	1.2%	-	4.8%	0%	0%	0%	0%	2.9%	-	
Articulated Trucks	0	0	0	0	0	0	-	0	5	10	0	0	15	-	0	0	0	0	0	0	-	
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	0%	0.2%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-	
Buses	2	0	0	0	0	2	-	1	9	21	0	0	31	-	0	0	0	0	0	0	-	
% Buses	1.7%	0%	0%	0%	0%	1.7%	-	0.4%	0.3%	0.6%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	-	
Bicycles on Road	2	0	0	0	0	2	-	3	9	12	0	0	24	-	0	0	0	0	0	0	-	
% Bicycles on Road	1.7%	0%	0%	0%	0%	1.7%	-	1.1%	0.3%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	0%	-	
Pedestrians	-	-	-	-	-	-	63	-	-	-	-	-	-	3	-	-	-	-	-	-	28	
% Pedestrians	-	-	-	-	-	-	85.1%	-	-	-	-	-	-	75.0%	-	-	-	-	-	-	68.3%	
Bicycles on Crosswalk	-	-	-	-	-	-	11	-	-	-	-	-	-	1	-	-	-	-	-	-	13	
% Bicycles on Crosswalk	-	-	-	-	-	-	14.9%	-	-	-	-	-	-	25.0%	-	-	-	-	-	-	31.7%	

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703 - 3 (Bridge St @ Riverside Dr) - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801133, Location: 42.270299, -71.174057, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Bridge Street Eastbound							Needham Street Southeastbound							Int
	R	T	L	HL	U	App	Ped*	HR	BR	BL	HL	U	App	Ped*	
2020-11-19 6:00AM	1	519	1	0	0	521	0	0	0	175	0	0	175	0	1005
7:00AM	1	530	1	0	0	532	0	2	1	287	0	0	290	5	1415
8:00AM	0	470	1	2	0	473	0	0	1	290	0	0	291	1	1511
3:00PM	0	508	4	0	0	512	1	1	2	265	0	0	268	5	1929
4:00PM	0	409	0	0	0	409	2	6	2	296	0	0	304	7	1793
5:00PM	0	416	2	0	0	418	6	5	1	284	0	0	290	11	1631
2020-11-21 11:00AM	0	465	0	2	0	467	5	7	1	302	0	0	310	11	1598
12:00PM	1	451	1	1	0	454	0	6	2	281	0	0	289	8	1670
1:00PM	0	489	5	0	0	494	1	4	3	279	0	0	286	9	1723
Total	3	4257	15	5	0	4280	15	31	13	2459	0	0	2503	57	14275
% Approach	0.1%	99.5%	0.4%	0.1%	0%	-	-	1.2%	0.5%	98.2%	0%	0%	-	-	-
% Total	0%	29.8%	0.1%	0%	0%	30.0%	-	0.2%	0.1%	17.2%	0%	0%	17.5%	-	-
Motorcycles	0	7	0	0	0	7	-	0	0	2	0	0	2	-	18
% Motorcycles	0%	0.2%	0%	0%	0%	0.2%	-	0%	0%	0.1%	0%	0%	0.1%	-	0.1%
Lights	2	4167	15	5	0	4189	-	29	13	2402	0	0	2444	-	13950
% Lights	66.7%	97.9%	100%	100%	0%	97.9%	-	93.5%	100%	97.7%	0%	0%	97.6%	-	97.7%
Single-Unit Trucks	0	49	0	0	0	49	-	2	0	32	0	0	34	-	175
% Single-Unit Trucks	0%	1.2%	0%	0%	0%	1.1%	-	6.5%	0%	1.3%	0%	0%	1.4%	-	1.2%
Articulated Trucks	0	8	0	0	0	8	-	0	0	3	0	0	3	-	26
% Articulated Trucks	0%	0.2%	0%	0%	0%	0.2%	-	0%	0%	0.1%	0%	0%	0.1%	-	0.2%
Buses	0	14	0	0	0	14	-	0	0	9	0	0	9	-	56
% Buses	0%	0.3%	0%	0%	0%	0.3%	-	0%	0%	0.4%	0%	0%	0.4%	-	0.4%
Bicycles on Road	1	12	0	0	0	13	-	0	0	11	0	0	11	-	50
% Bicycles on Road	33.3%	0.3%	0%	0%	0%	0.3%	-	0%	0%	0.4%	0%	0%	0.4%	-	0.4%
Pedestrians	-	-	-	-	-	-	13	-	-	-	-	-	-	56	-
% Pedestrians	-	-	-	-	-	-	86.7%	-	-	-	-	-	-	98.2%	-
Bicycles on Crosswalk	-	-	-	-	-	-	2	-	-	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	-	-	13.3%	-	-	-	-	-	-	1.8%	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703 - 3 (Bridge St @ Riverside Dr) - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

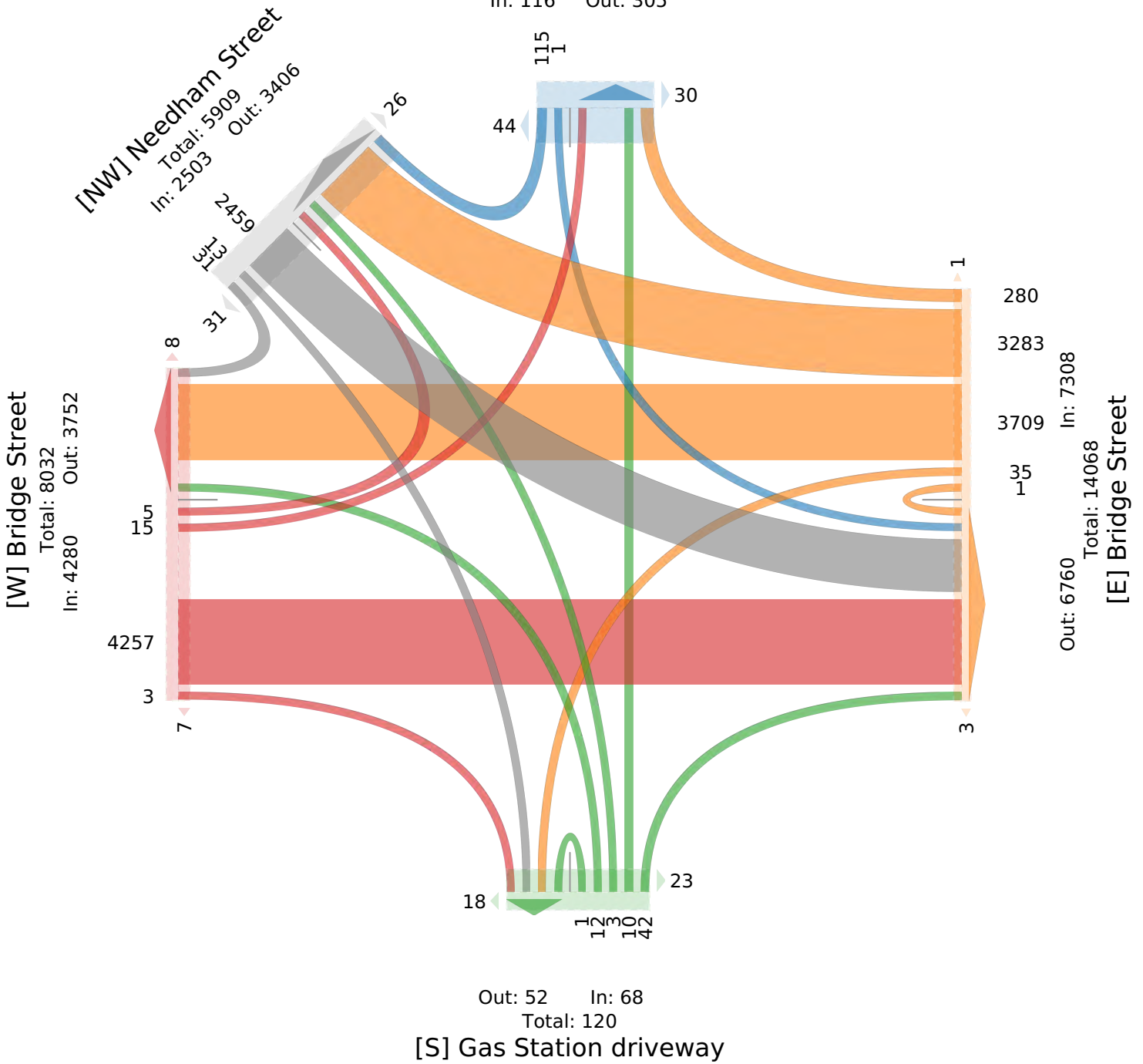
ID: 801133, Location: 42.270299, -71.174057, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Riverside Drive

Total: 421

In: 116 Out: 305



207703 - 3 (Bridge St @ Riverside Dr) - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801133, Location: 42.270299, -71.174057, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Riverside Drive Southbound								Bridge Street Westbound								Gas Station driveway Northbound							
	HR	R	T	L	U	App	Ped*	R	BR	T	L	U	App	Ped*	R	T	BL	L	U	App	Ped*			
2020-11-19 7:45AM	3	0	0	0	0	3	0	1	88	82	0	0	171	1	2	0	0	0	0	2	0			
8:00AM	1	0	0	0	0	1	0	7	106	82	0	0	195	0	3	0	1	1	0	5	0			
8:15AM	3	0	0	0	0	3	1	2	103	110	1	0	216	0	2	0	0	0	0	2	0			
8:30AM	5	0	0	0	0	5	0	5	88	75	1	0	169	0	2	0	0	0	0	2	0			
Total	12	0	0	0	0	12	1	15	385	349	2	0	751	1	9	0	1	1	0	11	0			
% Approach	100%	0%	0%	0%	0%	-	-	2.0%	51.3%	46.5%	0.3%	0%	-	-	81.8%	0%	9.1%	9.1%	0%	-	-			
% Total	0.8%	0%	0%	0%	0%	0.8%	-	0.9%	24.1%	21.8%	0.1%	0%	47.0%	-	0.6%	0%	0.1%	0.1%	0%	0.7%	-			
PHF	0.600	-	-	-	-	0.600	-	0.536	0.908	0.793	0.500	-	0.869	-	0.750	-	0.250	0.250	-	0.550	-			
Motorcycles	0	0	0	0	0	0	-	0	0	1	0	0	1	-	0	0	0	0	0	0	-			
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0.3%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-			
Lights	12	0	0	0	0	12	-	14	381	342	2	0	739	-	9	0	1	1	0	11	-			
% Lights	100%	0%	0%	0%	0%	100%	-	93.3%	99.0%	98.0%	100%	0%	98.4%	-	100%	0%	100%	100%	0%	100%	-			
Single-Unit Trucks	0	0	0	0	0	0	-	0	4	4	0	0	8	-	0	0	0	0	0	0	-			
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	-	0%	1.0%	1.1%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	0%	-			
Articulated Trucks	0	0	0	0	0	0	-	0	0	1	0	0	1	-	0	0	0	0	0	0	-			
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	0%	0%	0.3%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-			
Buses	0	0	0	0	0	0	-	1	0	1	0	0	2	-	0	0	0	0	0	0	-			
% Buses	0%	0%	0%	0%	0%	0%	-	6.7%	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	0%	-			
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-			
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-			
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	0			
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	-			
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0			
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	-			

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703 - 3 (Bridge St @ Riverside Dr) - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801133, Location: 42.270299, -71.174057, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Bridge Street Eastbound							Needham Street Southeastbound							Int
	R	T	L	HL	U	App	Ped*	HR	BR	BL	HL	U	App	Ped*	
2020-11-19 7:45AM	0	156	0	0	0	156	0	1	0	75	0	0	76	1	408
8:00AM	0	112	1	0	0	113	0	0	1	77	0	0	78	0	392
8:15AM	0	114	0	1	0	115	0	0	0	71	0	0	71	1	407
8:30AM	0	137	0	0	0	137	0	0	0	78	0	0	78	0	391
Total	0	519	1	1	0	521	0	1	1	301	0	0	303	2	1598
% Approach	0%	99.6%	0.2%	0.2%	0%	-	-	0.3%	0.3%	99.3%	0%	0%	-	-	-
% Total	0%	32.5%	0.1%	0.1%	0%	32.6%	-	0.1%	0.1%	18.8%	0%	0%	19.0%	-	-
PHF	-	0.832	0.250	0.250	-	0.835	-	0.250	0.250	0.965	-	-	0.971	-	0.979
Motorcycles	0	0	0	0	0	0	-	0	0	0	0	0	0	-	1
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.1%
Lights	0	506	1	1	0	508	-	1	1	294	0	0	296	-	1566
% Lights	0%	97.5%	100%	100%	0%	97.5%	-	100%	100%	97.7%	0%	0%	97.7%	-	98.0%
Single-Unit Trucks	0	10	0	0	0	10	-	0	0	6	0	0	6	-	24
% Single-Unit Trucks	0%	1.9%	0%	0%	0%	1.9%	-	0%	0%	2.0%	0%	0%	2.0%	-	1.5%
Articulated Trucks	0	1	0	0	0	1	-	0	0	0	0	0	0	-	2
% Articulated Trucks	0%	0.2%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-	0.1%
Buses	0	2	0	0	0	2	-	0	0	1	0	0	1	-	5
% Buses	0%	0.4%	0%	0%	0%	0.4%	-	0%	0%	0.3%	0%	0%	0.3%	-	0.3%
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703 - 3 (Bridge St @ Riverside Dr) - TMC

Thu Nov 19, 2020

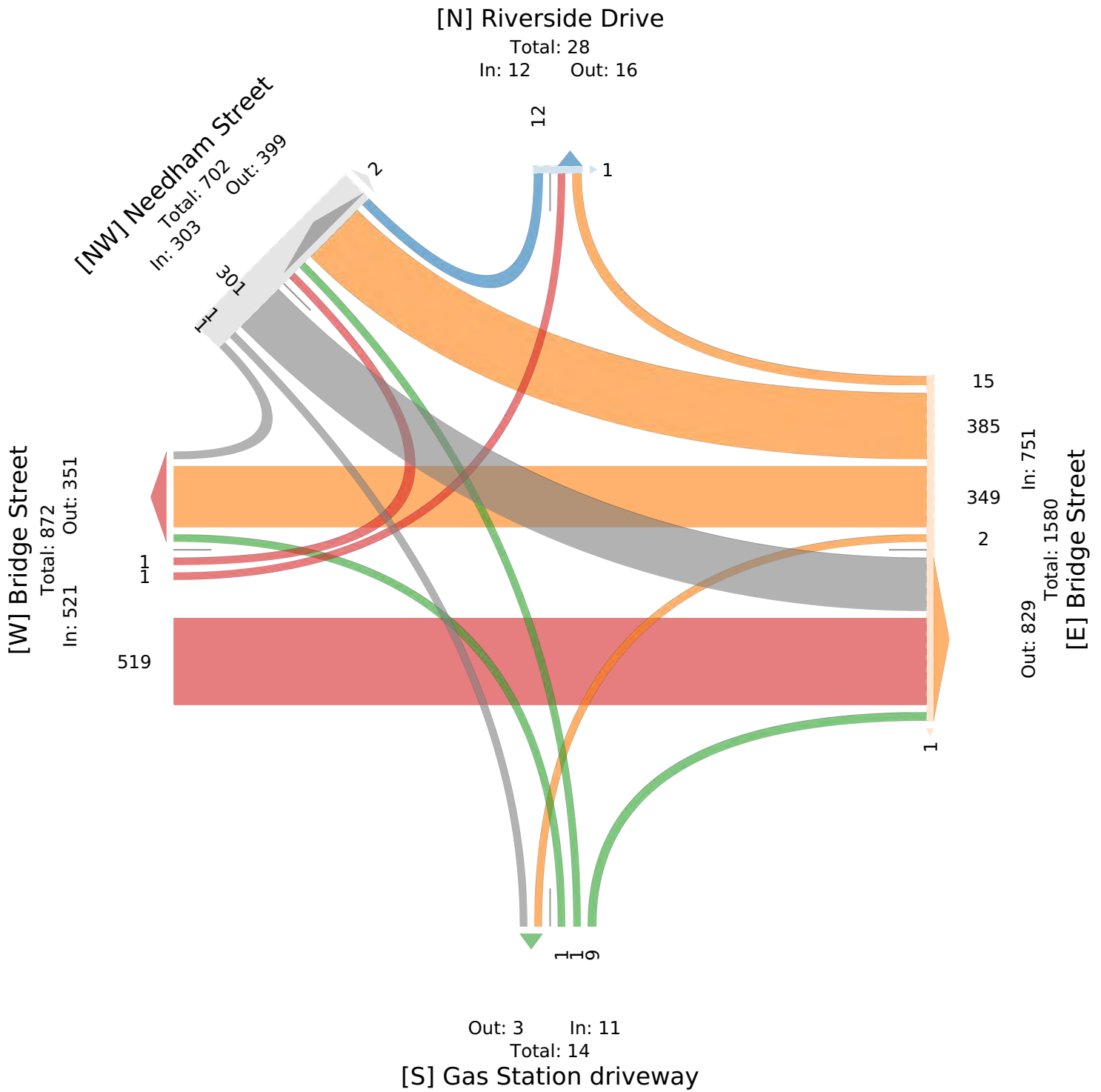
AM Peak (Nov 19 2020 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801133, Location: 42.270299, -71.174057, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703 - 3 (Bridge St @ Riverside Dr) - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 3PM - 4 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801133, Location: 42.270299, -71.174057, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Riverside Drive Southbound								Bridge Street Westbound								Gas Station driveway Northbound							
	HR	R	T	L	U	App	Ped*	R	BR	T	L	U	App	Ped*	R	T	BL	L	U	App	Ped*			
2020-11-19 3:00PM	7	0	0	0	0	7	3	9	121	138	0	0	268	0	0	0	0	0	0	0	0	3		
3:15PM	3	0	0	0	0	3	2	15	97	182	0	0	294	0	0	0	1	0	1	0	2	1		
3:30PM	5	0	0	0	0	5	1	14	111	160	1	0	286	0	0	0	0	0	1	0	1	2		
3:45PM	2	0	0	0	0	2	3	8	144	125	3	0	280	0	0	0	1	0	0	0	1	0		
Total	17	0	0	0	0	17	9	46	473	605	4	0	1128	0	0	0	2	0	2	0	4	6		
% Approach	100%	0%	0%	0%	0%	-	-	4.1%	41.9%	53.6%	0.4%	0%	-	-	0%	50.0%	0%	50.0%	0%	-	-	-		
% Total	0.9%	0%	0%	0%	0%	0.9%	-	2.4%	24.5%	31.4%	0.2%	0%	58.5%	-	0%	0.1%	0%	0.1%	0%	0.2%	-	-		
PHF	0.607	-	-	-	-	0.607	-	0.750	0.821	0.831	0.333	-	0.958	-	-	0.500	-	0.500	-	0.500	-	-		
Motorcycles	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-		
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-		
Lights	16	0	0	0	0	16	-	45	462	588	4	0	1099	-	0	2	0	2	0	4	-	-		
% Lights	94.1%	0%	0%	0%	0%	94.1%	-	97.8%	97.7%	97.2%	100%	0%	97.4%	-	0%	100%	0%	100%	0%	100%	-	-		
Single-Unit Trucks	1	0	0	0	0	1	-	0	8	12	0	0	20	-	0	0	0	0	0	0	0	-		
% Single-Unit Trucks	5.9%	0%	0%	0%	0%	5.9%	-	0%	1.7%	2.0%	0%	0%	1.8%	-	0%	0%	0%	0%	0%	0%	0%	-		
Articulated Trucks	0	0	0	0	0	0	-	0	2	2	0	0	4	-	0	0	0	0	0	0	0	-		
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	0%	0.4%	0.3%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	0%	-		
Buses	0	0	0	0	0	0	-	0	1	3	0	0	4	-	0	0	0	0	0	0	0	-		
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0.2%	0.5%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	0%	-		
Bicycles on Road	0	0	0	0	0	0	-	1	0	0	0	0	1	-	0	0	0	0	0	0	0	-		
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	2.2%	0%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	0%	-		
Pedestrians	-	-	-	-	-	-	6	-	-	-	-	-	-	0	-	-	-	-	-	-	-	5		
% Pedestrians	-	-	-	-	-	-	66.7%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83.3%		
Bicycles on Crosswalk	-	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1		
% Bicycles on Crosswalk	-	-	-	-	-	-	33.3%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16.7%		

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703 - 3 (Bridge St @ Riverside Dr) - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 3PM - 4 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801133, Location: 42.270299, -71.174057, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Bridge Street Eastbound								Needham Street Southeastbound								Int
	R	T	L	HL	U	App	Ped*	HR	BR	BL	HL	U	App	Ped*			
2020-11-19 3:00PM	0	157	0	0	0	157	0	0	1	60	0	0	61	1	493		
3:15PM	0	152	1	0	0	153	0	0	1	67	0	0	68	1	520		
3:30PM	0	112	1	0	0	113	1	0	0	64	0	0	64	1	469		
3:45PM	0	87	2	0	0	89	0	1	0	74	0	0	75	2	447		
Total	0	508	4	0	0	512	1	1	2	265	0	0	268	5	1929		
% Approach	0%	99.2%	0.8%	0%	0%	-	-	0.4%	0.7%	98.9%	0%	0%	-	-	-		
% Total	0%	26.3%	0.2%	0%	0%	26.5%	-	0.1%	0.1%	13.7%	0%	0%	13.9%	-	-		
PHF	-	0.809	0.500	-	-	0.815	-	0.250	0.500	0.895	-	-	0.893	-	0.927		
Motorcycles	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0		
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%		
Lights	0	498	4	0	0	502	-	1	2	260	0	0	263	-	1884		
% Lights	0%	98.0%	100%	0%	0%	98.0%	-	100%	100%	98.1%	0%	0%	98.1%	-	97.7%		
Single-Unit Trucks	0	8	0	0	0	8	-	0	0	0	0	0	0	-	29		
% Single-Unit Trucks	0%	1.6%	0%	0%	0%	1.6%	-	0%	0%	0%	0%	0%	0%	-	1.5%		
Articulated Trucks	0	0	0	0	0	0	-	0	0	0	0	0	0	-	4		
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.2%		
Buses	0	2	0	0	0	2	-	0	0	5	0	0	5	-	11		
% Buses	0%	0.4%	0%	0%	0%	0.4%	-	0%	0%	1.9%	0%	0%	1.9%	-	0.6%		
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	1		
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.1%		
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	4	-		
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	80.0%	-		
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-		
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	20.0%	-		

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703 - 3 (Bridge St @ Riverside Dr) - TMC

Thu Nov 19, 2020

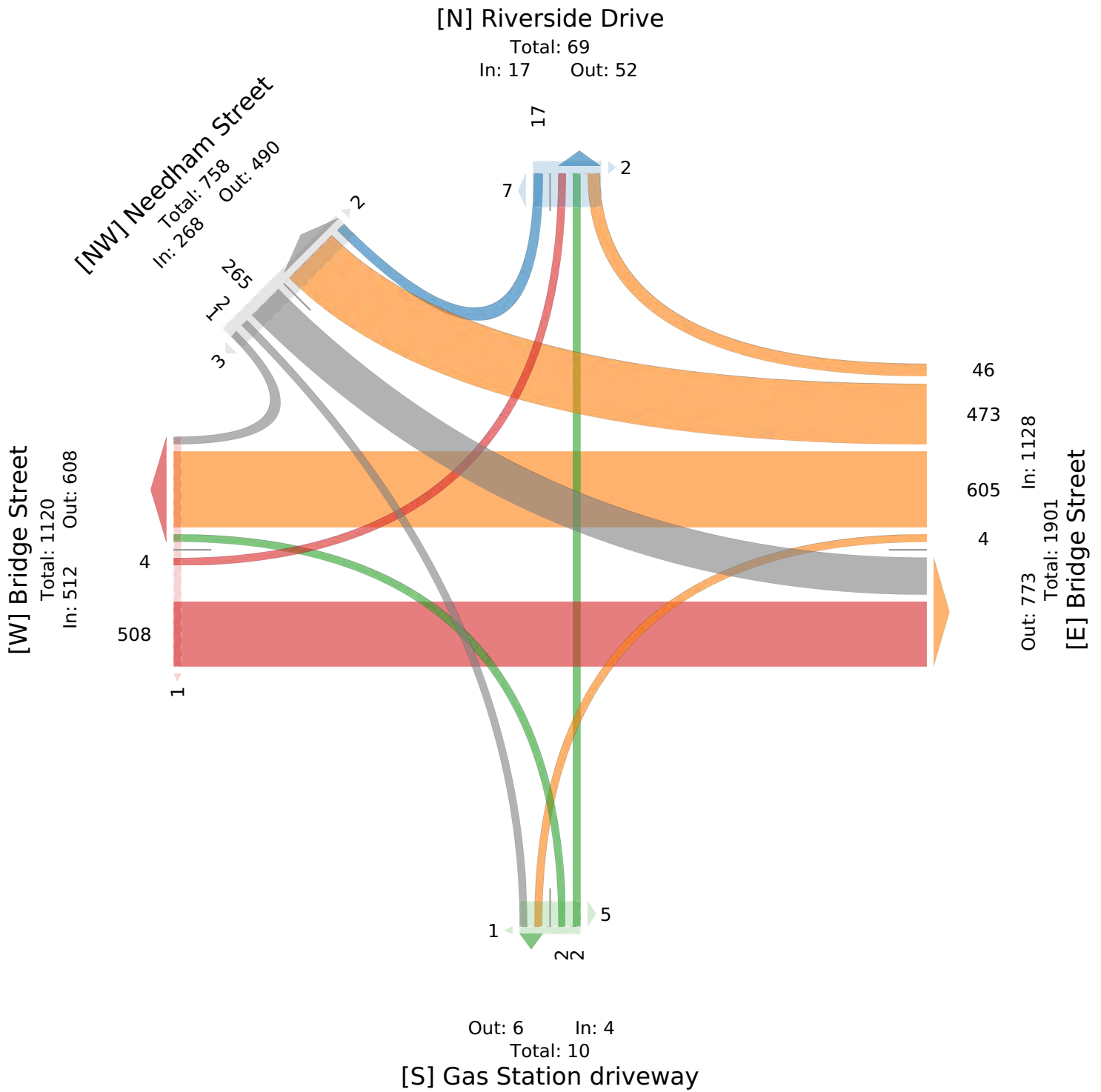
PM Peak (Nov 19 2020 3PM - 4 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801133, Location: 42.270299, -71.174057, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703 - 3 (Bridge St @ Riverside Dr) - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 12PM - 1 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801133, Location: 42.270299, -71.174057, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Riverside Drive Southbound								Bridge Street Westbound								Gas Station driveway Northbound							
	HR	R	T	L	U	App	Ped*	R	BR	T	L	U	App	Ped*	R	T	BL	L	U	App	Ped*			
2020-11-21 12:00PM	10	0	0	0	0	10	2	11	111	107	0	0	229	0	0	0	0	1	0	1	1			
12:15PM	4	0	0	0	0	4	4	12	98	130	1	0	241	0	2	0	0	0	0	2	2			
12:30PM	1	0	0	0	0	1	4	7	106	111	0	0	224	1	2	0	1	0	0	3	1			
12:45PM	1	0	0	0	0	1	7	12	103	94	1	0	210	0	0	0	0	1	0	1	0			
Total	16	0	0	0	0	16	17	42	418	442	2	0	904	1	4	0	1	2	0	7	4			
% Approach	100%	0%	0%	0%	0%	-	-	4.6%	46.2%	48.9%	0.2%	0%	-	-	57.1%	0%	14.3%	28.6%	0%	-	-			
% Total	1.0%	0%	0%	0%	0%	1.0%	-	2.5%	25.0%	26.5%	0.1%	0%	54.1%	-	0.2%	0%	0.1%	0.1%	0%	0.4%	-			
PHF	0.375	-	-	-	-	0.375	-	0.854	0.952	0.851	0.500	-	0.934	-	0.500	-	0.250	0.500	-	0.583	-			
Motorcycles	0	0	0	0	0	0	-	0	0	1	0	0	1	-	0	0	0	0	0	0	-			
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-			
Lights	14	0	0	0	0	14	-	41	412	432	2	0	887	-	4	0	1	2	0	7	-			
% Lights	87.5%	0%	0%	0%	0%	87.5%	-	97.6%	98.6%	97.7%	100%	0%	98.1%	-	100%	0%	100%	100%	0%	100%	-			
Single-Unit Trucks	1	0	0	0	0	1	-	0	2	5	0	0	7	-	0	0	0	0	0	0	-			
% Single-Unit Trucks	6.3%	0%	0%	0%	0%	6.3%	-	0%	0.5%	1.1%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	0%	-			
Articulated Trucks	0	0	0	0	0	0	-	0	1	1	0	0	2	-	0	0	0	0	0	0	-			
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	0%	0.2%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-			
Buses	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-			
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-			
Bicycles on Road	1	0	0	0	0	1	-	1	3	3	0	0	7	-	0	0	0	0	0	0	-			
% Bicycles on Road	6.3%	0%	0%	0%	0%	6.3%	-	2.4%	0.7%	0.7%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	0%	-			
Pedestrians	-	-	-	-	-	-	11	-	-	-	-	-	-	0	-	-	-	-	-	-	2			
% Pedestrians	-	-	-	-	-	-	64.7%	-	-	-	-	-	-	0%	-	-	-	-	-	-	50.0%			
Bicycles on Crosswalk	-	-	-	-	-	-	6	-	-	-	-	-	-	1	-	-	-	-	-	-	2			
% Bicycles on Crosswalk	-	-	-	-	-	-	35.3%	-	-	-	-	-	-	100%	-	-	-	-	-	-	50.0%			

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703 - 3 (Bridge St @ Riverside Dr) - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 12PM - 1 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801133, Location: 42.270299, -71.174057, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Bridge Street Eastbound							Needham Street Southeastbound							Int
	R	T	L	HL	U	App	Ped*	HR	BR	BL	HL	U	App	Ped*	
2020-11-21 12:00PM	0	106	1	1	0	108	0	1	0	59	0	0	60	3	408
12:15PM	1	113	0	0	0	114	0	1	0	82	0	0	83	2	444
12:30PM	0	119	0	0	0	119	0	2	1	70	0	0	73	1	420
12:45PM	0	113	0	0	0	113	0	2	1	70	0	0	73	2	398
Total	1	451	1	1	0	454	0	6	2	281	0	0	289	8	1670
% Approach	0.2%	99.3%	0.2%	0.2%	0%	-	-	2.1%	0.7%	97.2%	0%	0%	-	-	-
% Total	0.1%	27.0%	0.1%	0.1%	0%	27.2%	-	0.4%	0.1%	16.8%	0%	0%	17.3%	-	-
PHF	-	0.939	0.250	0.250	-	0.943	-	0.750	0.500	0.861	-	-	0.875	-	0.947
Motorcycles	0	1	0	0	0	1	-	0	0	0	0	0	0	-	2
% Motorcycles	0%	0.2%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-	0.1%
Lights	0	441	1	1	0	443	-	6	2	276	0	0	284	-	1635
% Lights	0%	97.8%	100%	100%	0%	97.6%	-	100%	100%	98.2%	0%	0%	98.3%	-	97.9%
Single-Unit Trucks	0	5	0	0	0	5	-	0	0	3	0	0	3	-	16
% Single-Unit Trucks	0%	1.1%	0%	0%	0%	1.1%	-	0%	0%	1.1%	0%	0%	1.0%	-	1.0%
Articulated Trucks	0	0	0	0	0	0	-	0	0	0	0	0	0	-	2
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.1%
Buses	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%
Bicycles on Road	1	4	0	0	0	5	-	0	0	2	0	0	2	-	15
% Bicycles on Road	100%	0.9%	0%	0%	0%	1.1%	-	0%	0%	0.7%	0%	0%	0.7%	-	0.9%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	8	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703 - 3 (Bridge St @ Riverside Dr) - TMC

Sat Nov 21, 2020

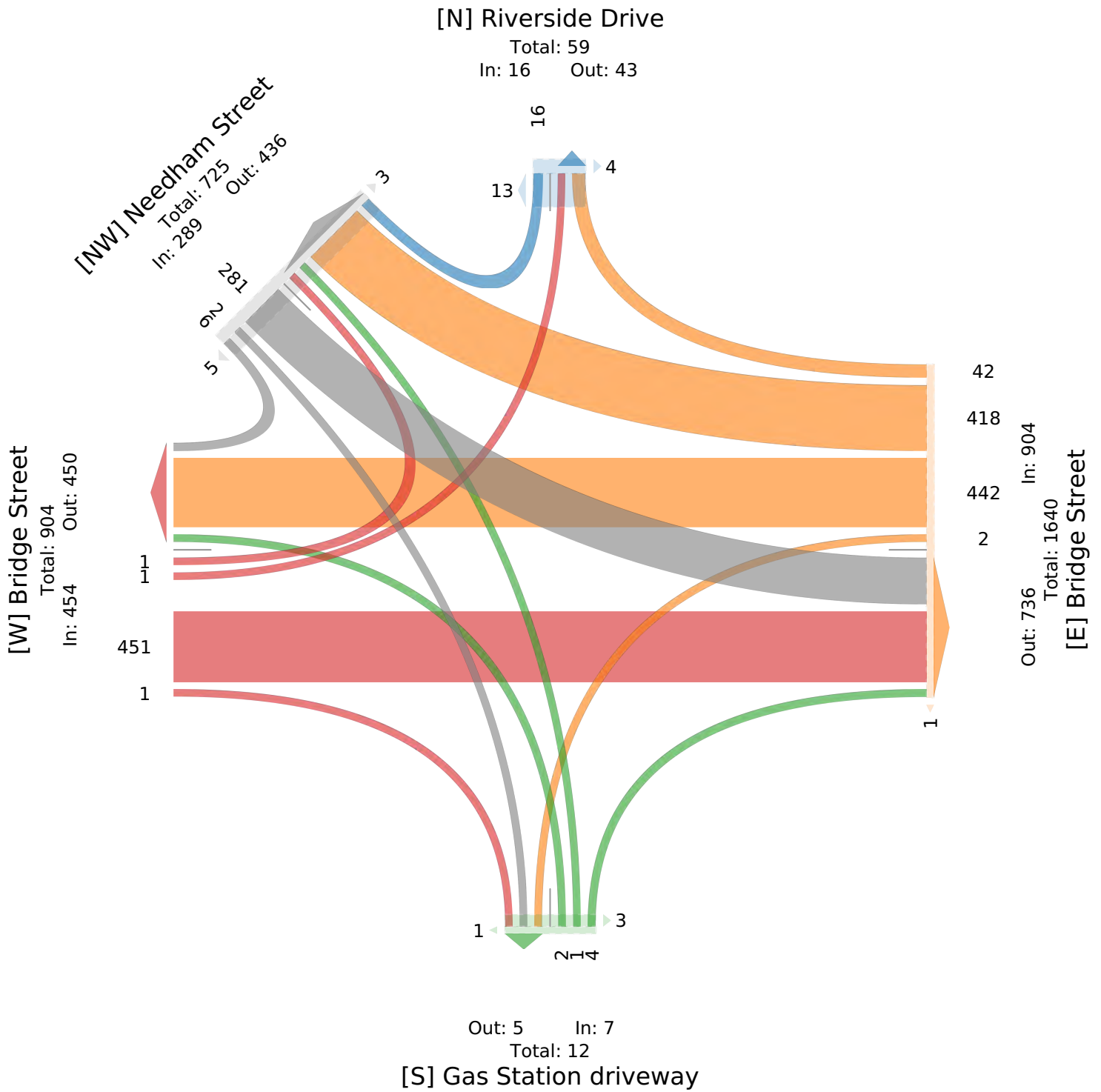
Midday Peak (WKND) (Nov 21 2020 12PM - 1 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801133, Location: 42.270299, -71.174057, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703 - 3 (Bridge St @ Riverside Dr) - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801133, Location: 42.270299, -71.174057, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Riverside Drive Southbound								Bridge Street Westbound								Gas Station driveway Northbound							
	HR	R	T	L	U	App	Ped*	R	BR	T	L	U	App	Ped*	R	T	BL	L	U	App	Ped*			
2020-11-21 1:00PM	3	0	0	0	0	3	3	9	95	115	2	0	221	0	2	2	0	0	0	4	2			
1:15PM	5	0	0	0	0	5	3	9	121	120	0	0	250	0	1	0	0	1	0	2	1			
1:30PM	4	0	0	0	0	4	5	7	88	107	2	0	204	0	0	0	0	0	0	0	0			
1:45PM	8	0	0	0	0	8	6	18	117	102	3	0	240	0	0	0	0	2	0	2	2			
Total	20	0	0	0	0	20	17	43	421	444	7	0	915	0	3	2	0	3	0	8	5			
% Approach	100%	0%	0%	0%	0%	-	-	4.7%	46.0%	48.5%	0.8%	0%	-	-	37.5%	25.0%	0%	37.5%	0%	-	-			
% Total	1.2%	0%	0%	0%	0%	1.2%	-	2.5%	24.4%	25.8%	0.4%	0%	53.1%	-	0.2%	0.1%	0%	0.2%	0%	0.5%	-			
PHF	0.594	-	-	-	-	0.594	-	0.583	0.876	0.926	0.583	-	0.918	-	0.375	0.250	-	0.375	-	0.500	-			
Motorcycles	0	0	0	0	0	0	-	0	2	3	0	0	5	-	0	0	0	0	0	0	-			
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0.5%	0.7%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	0%	-			
Lights	19	0	0	0	0	19	-	42	412	431	7	0	892	-	3	2	0	3	0	8	-			
% Lights	95.0%	0%	0%	0%	0%	95.0%	-	97.7%	97.9%	97.1%	100%	0%	97.5%	-	100%	100%	0%	100%	0%	100%	-			
Single-Unit Trucks	0	0	0	0	0	0	-	0	3	4	0	0	7	-	0	0	0	0	0	0	-			
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	-	0%	0.7%	0.9%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	0%	-			
Articulated Trucks	0	0	0	0	0	0	-	0	0	2	0	0	2	-	0	0	0	0	0	0	-			
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	0%	0%	0.5%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-			
Buses	0	0	0	0	0	0	-	0	0	1	0	0	1	-	0	0	0	0	0	0	-			
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-			
Bicycles on Road	1	0	0	0	0	1	-	1	4	3	0	0	8	-	0	0	0	0	0	0	-			
% Bicycles on Road	5.0%	0%	0%	0%	0%	5.0%	-	2.3%	1.0%	0.7%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	0%	-			
Pedestrians	-	-	-	-	-	-	17	-	-	-	-	-	-	0	-	-	-	-	-	-	4			
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	80.0%			
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1			
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	20.0%			

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703 - 3 (Bridge St @ Riverside Dr) - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801133, Location: 42.270299, -71.174057, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Bridge Street Eastbound							Needham Street Southeastbound						Int	
	R	T	L	HL	U	App	Ped*	HR	BR	BL	HL	U	App		Ped*
2020-11-21 1:00PM	0	107	1	0	0	108	1	1	0	68	0	0	69	2	405
1:15PM	0	112	0	0	0	112	0	3	2	73	0	0	78	2	447
1:30PM	0	152	0	0	0	152	0	0	0	65	0	0	65	2	425
1:45PM	0	118	4	0	0	122	0	0	1	73	0	0	74	3	446
Total	0	489	5	0	0	494	1	4	3	279	0	0	286	9	1723
% Approach	0%	99.0%	1.0%	0%	0%	-	-	1.4%	1.0%	97.6%	0%	0%	-	-	-
% Total	0%	28.4%	0.3%	0%	0%	28.7%	-	0.2%	0.2%	16.2%	0%	0%	16.6%	-	-
PHF	-	0.803	0.313	-	-	0.811	-	0.333	0.375	0.949	-	-	0.934	-	0.964
Motorcycles	0	4	0	0	0	4	-	0	0	2	0	0	2	-	11
% Motorcycles	0%	0.8%	0%	0%	0%	0.8%	-	0%	0%	0.7%	0%	0%	0.7%	-	0.6%
Lights	0	476	5	0	0	481	-	4	3	273	0	0	280	-	1680
% Lights	0%	97.3%	100%	0%	0%	97.4%	-	100%	100%	97.8%	0%	0%	97.9%	-	97.5%
Single-Unit Trucks	0	2	0	0	0	2	-	0	0	2	0	0	2	-	11
% Single-Unit Trucks	0%	0.4%	0%	0%	0%	0.4%	-	0%	0%	0.7%	0%	0%	0.7%	-	0.6%
Articulated Trucks	0	1	0	0	0	1	-	0	0	0	0	0	0	-	3
% Articulated Trucks	0%	0.2%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-	0.2%
Buses	0	2	0	0	0	2	-	0	0	0	0	0	0	-	3
% Buses	0%	0.4%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	-	0.2%
Bicycles on Road	0	4	0	0	0	4	-	0	0	2	0	0	2	-	15
% Bicycles on Road	0%	0.8%	0%	0%	0%	0.8%	-	0%	0%	0.7%	0%	0%	0.7%	-	0.9%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	-	9
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703 - 3 (Bridge St @ Riverside Dr) - TMC

Sat Nov 21, 2020

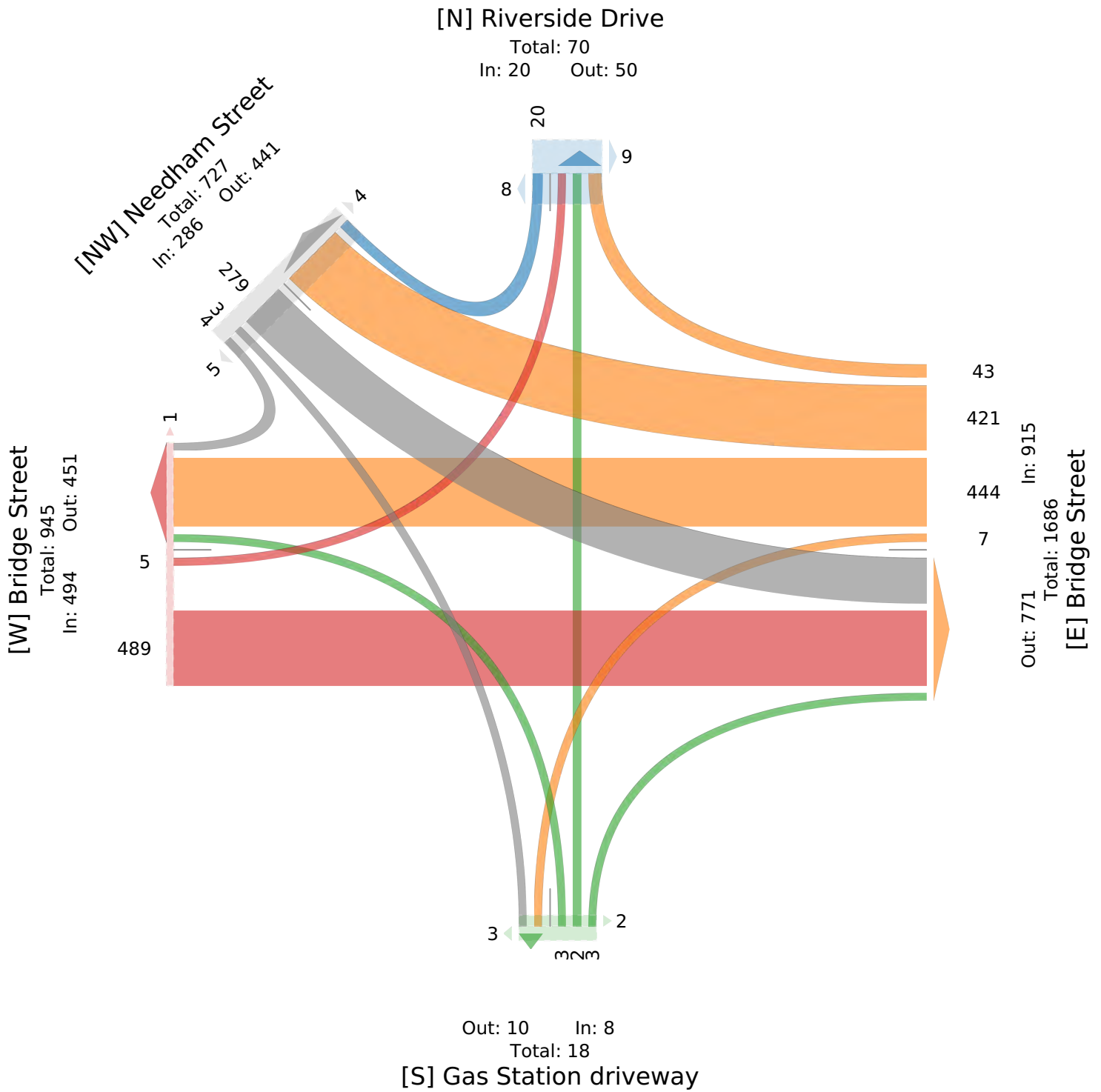
PM Peak (WKND) (Nov 21 2020 1PM - 2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801133, Location: 42.270299, -71.174057, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703- 4 (Spring St @ VA Medical) TMC - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800900, Location: 42.272931, -71.170971, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VA Medical driveway Southbound						Spring Street Westbound						Gould Street Northbound						Spring Street Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-11-19 6:00AM	7	1	4	0	12	3	27	217	2	0	246	4	0	0	0	0	0	3	7	181	109	0	297	0	555
7:00AM	27	1	11	0	39	6	44	348	3	0	395	7	0	0	0	0	0	5	17	333	98	1	449	2	883
8:00AM	20	0	11	0	31	1	17	416	8	0	441	2	0	0	0	0	0	6	23	411	31	0	465	1	937
3:00PM	128	6	20	0	154	2	15	496	5	1	517	11	0	0	0	0	0	11	26	558	22	0	606	0	1277
4:00PM	118	6	31	0	155	7	12	481	10	0	503	11	0	0	0	0	0	7	25	531	10	2	568	0	1226
5:00PM	41	2	14	0	57	5	10	417	5	1	433	5	0	0	0	0	0	9	37	554	2	2	595	1	1085
2020-11-21 11:00AM	16	1	5	0	22	9	14	555	3	0	572	1	0	0	0	0	0	17	27	559	14	1	601	0	1195
12:00PM	22	3	9	0	34	12	11	591	9	0	611	6	0	1	0	0	1	12	28	628	17	0	673	1	1319
1:00PM	31	3	3	0	37	9	4	544	9	0	557	4	0	1	2	0	3	11	32	685	22	1	740	2	1337
Total	410	23	108	0	541	54	154	4065	54	2	4275	51	0	2	2	0	4	81	222	4440	325	7	4994	7	9814
% Approach	75.8%	4.3%	20.0%	0%	-	-	3.6%	95.1%	1.3%	0%	-	-	0%	50.0%	50.0%	0%	-	-	4.4%	88.9%	6.5%	0.1%	-	-	-
% Total	4.2%	0.2%	1.1%	0%	5.5%	-	1.6%	41.4%	0.6%	0%	43.6%	-	0%	0%	0%	0%	0%	-	2.3%	45.2%	3.3%	0.1%	50.9%	-	-
Motorcycles	0	0	0	0	0	-	0	10	0	0	10	-	0	0	0	0	0	-	0	7	0	0	7	-	17
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.1%	-	0.2%
Lights	404	22	97	0	523	-	145	3886	51	2	4084	-	0	1	2	0	3	-	215	4260	320	7	4802	-	9412
% Lights	98.5%	95.7%	89.8%	0%	96.7%	-	94.2%	95.6%	94.4%	100%	95.5%	-	0%	50.0%	100%	0%	75.0%	-	96.8%	95.9%	98.5%	100%	96.2%	-	95.9%
Single-Unit Trucks	5	0	6	0	11	-	4	97	2	0	103	-	0	0	0	0	0	-	7	107	3	0	117	-	231
% Single-Unit Trucks	1.2%	0%	5.6%	0%	2.0%	-	2.6%	2.4%	3.7%	0%	2.4%	-	0%	0%	0%	0%	0%	-	3.2%	2.4%	0.9%	0%	2.3%	-	2.4%
Articulated Trucks	1	0	0	0	1	-	1	11	0	0	12	-	0	0	0	0	0	-	0	17	2	0	19	-	32
% Articulated Trucks	0.2%	0%	0%	0%	0.2%	-	0.6%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0.6%	0%	0.4%	-	0.3%
Buses	0	0	4	0	4	-	3	52	0	0	55	-	0	0	0	0	0	-	0	40	0	0	40	-	99
% Buses	0%	0%	3.7%	0%	0.7%	-	1.9%	1.3%	0%	0%	1.3%	-	0%	0%	0%	0%	0%	-	0%	0.9%	0%	0%	0.8%	-	1.0%
Bicycles on Road	0	1	1	0	2	-	1	9	1	0	11	-	0	1	0	0	1	-	0	9	0	0	9	-	23
% Bicycles on Road	0%	4.3%	0.9%	0%	0.4%	-	0.6%	0.2%	1.9%	0%	0.3%	-	0%	50.0%	0%	0%	25.0%	-	0%	0.2%	0%	0%	0.2%	-	0.2%
Pedestrians	-	-	-	-	-	54	-	-	-	-	-	50	-	-	-	-	-	77	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	98.0%	-	-	-	-	-	95.1%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	2.0%	-	-	-	-	-	4.9%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 4 (Spring St @ VA Medical) TMC - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

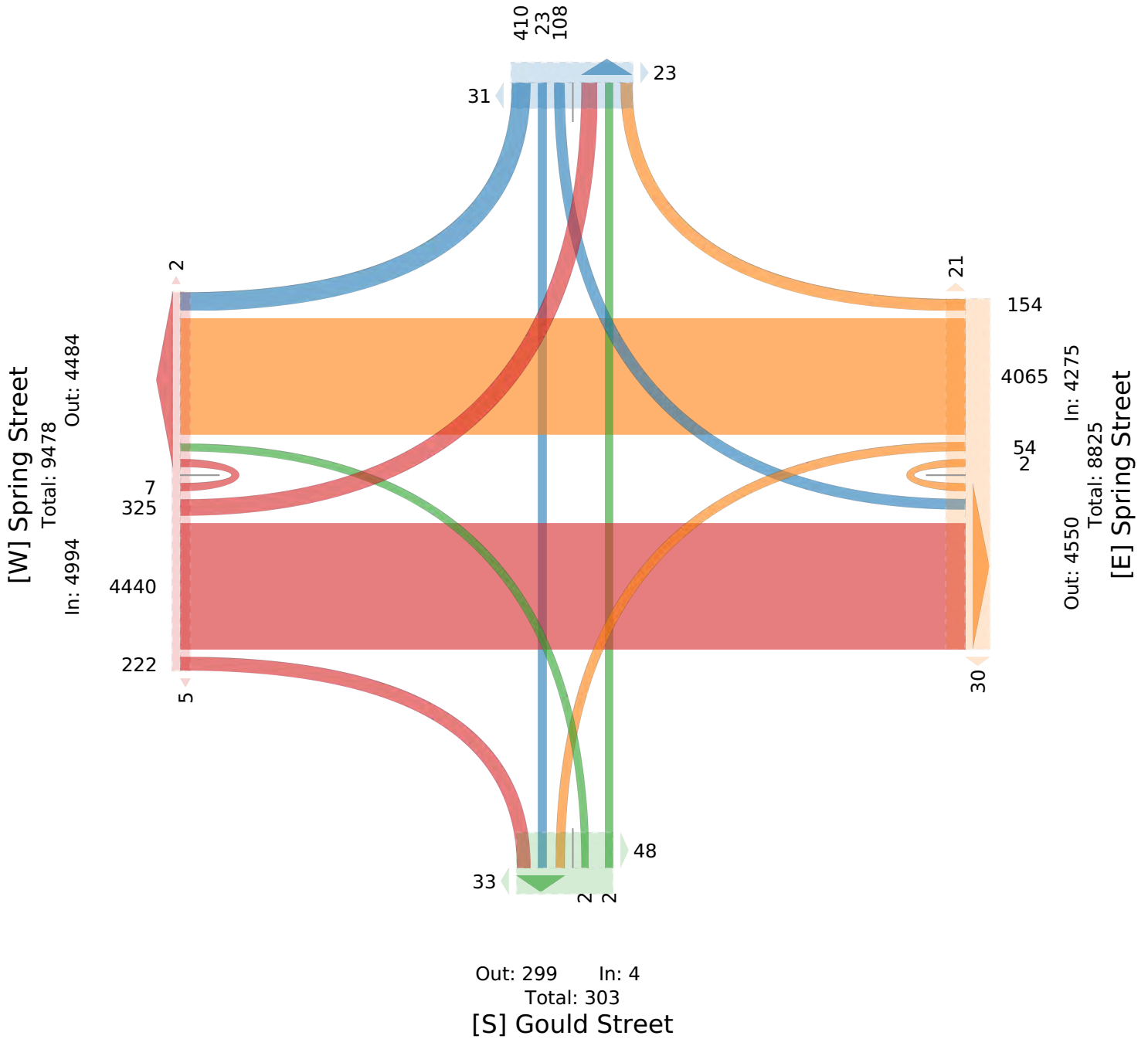
ID: 800900, Location: 42.272931, -71.170971, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

[N] VA Medical driveway

Total: 1022

In: 541 Out: 481



207703- 4 (Spring St @ VA Medical) TMC - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800900, Location: 42.272931, -71.170971, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VA Medical driveway Southbound						Spring Street Westbound						Gould Street Northbound						Spring Street Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-11-19 7:45AM	11	0	4	0	15	3	7	104	2	0	113	4	0	0	0	0	0	3	8	103	18	0	129	1	257
8:00AM	5	0	4	0	9	0	5	109	2	0	116	0	0	0	0	0	0	0	6	98	12	0	116	0	241
8:15AM	3	0	2	0	5	1	4	113	2	0	119	0	0	0	0	0	0	2	8	94	5	0	107	0	231
8:30AM	4	0	3	0	7	0	4	104	4	0	112	1	0	0	0	0	0	3	5	117	7	0	129	0	248
Total	23	0	13	0	36	4	20	430	10	0	460	5	0	0	0	0	0	8	27	412	42	0	481	1	977
% Approach	63.9%	0%	36.1%	0%	-	-	4.3%	93.5%	2.2%	0%	-	-	0%	0%	0%	0%	-	-	5.6%	85.7%	8.7%	0%	-	-	-
% Total	2.4%	0%	1.3%	0%	3.7%	-	2.0%	44.0%	1.0%	0%	47.1%	-	0%	0%	0%	0%	0%	-	2.8%	42.2%	4.3%	0%	49.2%	-	-
PHF	0.523	-	0.813	-	0.600	-	0.714	0.951	0.625	-	0.966	-	-	-	-	-	-	-	0.844	0.880	0.583	-	0.932	-	0.950
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%
Lights	23	0	12	0	35	-	20	413	10	0	443	-	0	0	0	0	0	-	25	378	41	0	444	-	922
% Lights	100%	0%	92.3%	0%	97.2%	-	100%	96.0%	100%	0%	96.3%	-	0%	0%	0%	0%	-	-	92.6%	91.7%	97.6%	0%	92.3%	-	94.4%
Single-Unit Trucks	0	0	1	0	1	-	0	12	0	0	12	-	0	0	0	0	0	-	2	23	1	0	26	-	39
% Single-Unit Trucks	0%	0%	7.7%	0%	2.8%	-	0%	2.8%	0%	0%	2.6%	-	0%	0%	0%	0%	-	-	7.4%	5.6%	2.4%	0%	5.4%	-	4.0%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	4	0	0	4	-	5
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	-	0%	1.0%	0%	0%	0.8%	-	0.5%
Buses	0	0	0	0	0	-	0	4	0	0	4	-	0	0	0	0	0	-	0	7	0	0	7	-	11
% Buses	0%	0%	0%	0%	0%	-	0%	0.9%	0%	0%	0.9%	-	0%	0%	0%	0%	-	-	0%	1.7%	0%	0%	1.5%	-	1.1%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	8	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 4 (Spring St @ VA Medical) TMC - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800900, Location: 42.272931, -71.170971, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

[N] VA Medical driveway

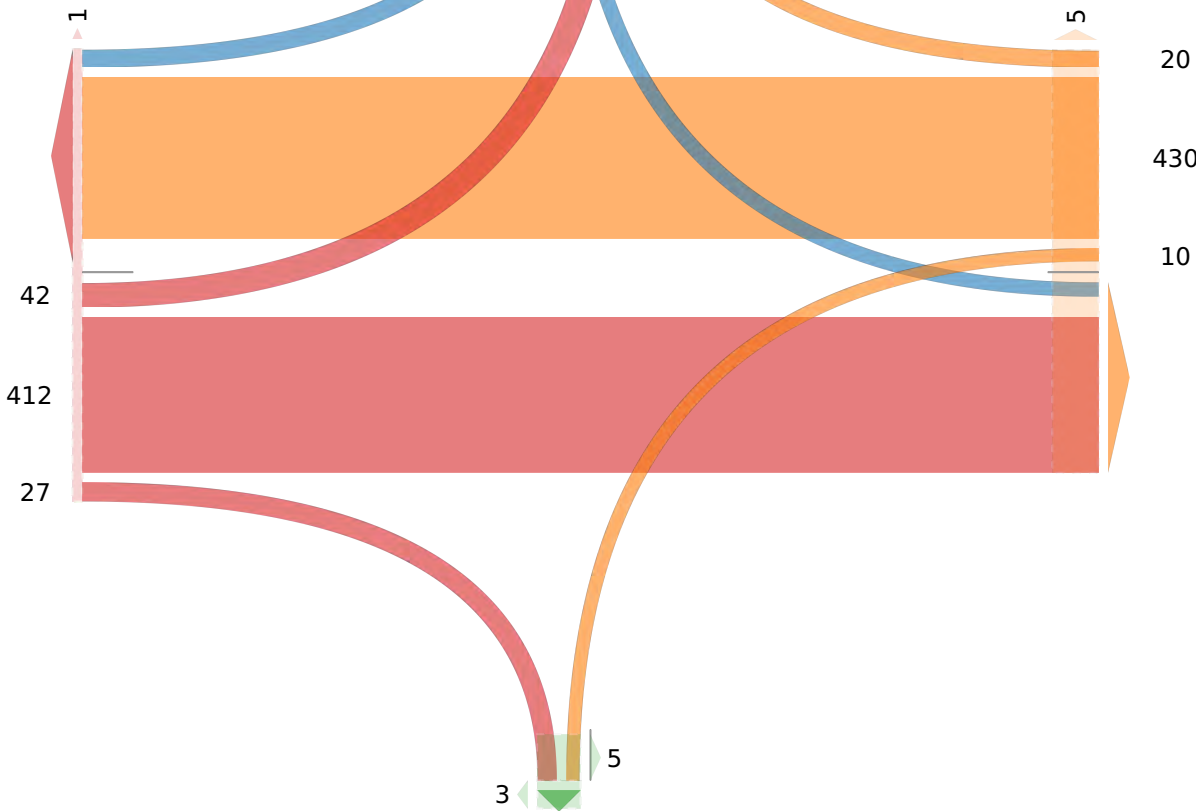
Total: 98

In: 36 Out: 62

23
13

1 3

[W] Spring Street
Total: 934
In: 481 Out: 453



Out: 37 In: 0
Total: 37
[S] Gould Street

207703- 4 (Spring St @ VA Medical) TMC - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 3:15PM - 4:15 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800900, Location: 42.272931, -71.170971, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VA Medical driveway Southbound						Spring Street Westbound						Gould Street Northbound						Spring Street Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-11-19 3:15PM	28	1	5	0	34	1	3	126	0	1	130	1	0	0	0	0	0	2	5	152	8	0	165	0	329
3:30PM	54	3	4	0	61	0	4	121	1	0	126	5	0	0	0	0	0	2	5	140	5	0	150	0	337
3:45PM	26	2	4	0	32	0	6	124	2	0	132	3	0	0	0	0	0	5	7	144	3	0	154	0	318
4:00PM	34	3	16	0	53	1	5	137	3	0	145	2	0	0	0	0	0	4	10	126	4	0	140	0	338
Total	142	9	29	0	180	2	18	508	6	1	533	11	0	0	0	0	0	13	27	562	20	0	609	0	1322
% Approach	78.9%	5.0%	16.1%	0%	-	-	3.4%	95.3%	1.1%	0.2%	-	-	0%	0%	0%	0%	-	-	4.4%	92.3%	3.3%	0%	-	-	-
% Total	10.7%	0.7%	2.2%	0%	13.6%	-	1.4%	38.4%	0.5%	0.1%	40.3%	-	0%	0%	0%	0%	0%	-	2.0%	42.5%	1.5%	0%	46.1%	-	-
PHF	0.657	0.750	0.467	-	0.734	-	0.750	0.925	0.500	0.250	0.917	-	-	-	-	-	-	-	0.675	0.924	0.625	-	0.923	-	0.979
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%
Lights	141	9	27	0	177	-	18	483	6	1	508	-	0	0	0	0	0	-	27	549	18	0	594	-	1279
% Lights	99.3%	100%	93.1%	0%	98.3%	-	100%	95.1%	100%	100%	95.3%	-	0%	0%	0%	0%	-	-	100%	97.7%	90.0%	0%	97.5%	-	96.7%
Single-Unit Trucks	1	0	1	0	2	-	0	19	0	0	19	-	0	0	0	0	0	-	0	8	1	0	9	-	30
% Single-Unit Trucks	0.7%	0%	3.4%	0%	1.1%	-	0%	3.7%	0%	0%	3.6%	-	0%	0%	0%	0%	-	-	0%	1.4%	5.0%	0%	1.5%	-	2.3%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	1	0	1	-	2
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	-	0%	0%	5.0%	0%	0.2%	-	0.2%
Buses	0	0	0	0	0	-	0	4	0	0	4	-	0	0	0	0	0	-	0	5	0	0	5	-	9
% Buses	0%	0%	0%	0%	0%	-	0%	0.8%	0%	0%	0.8%	-	0%	0%	0%	0%	-	-	0%	0.9%	0%	0%	0.8%	-	0.7%
Bicycles on Road	0	0	1	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Bicycles on Road	0%	0%	3.4%	0%	0.6%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0.2%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	11	-	-	-	-	-	13	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 4 (Spring St @ VA Medical) TMC - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 3:15PM - 4:15 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

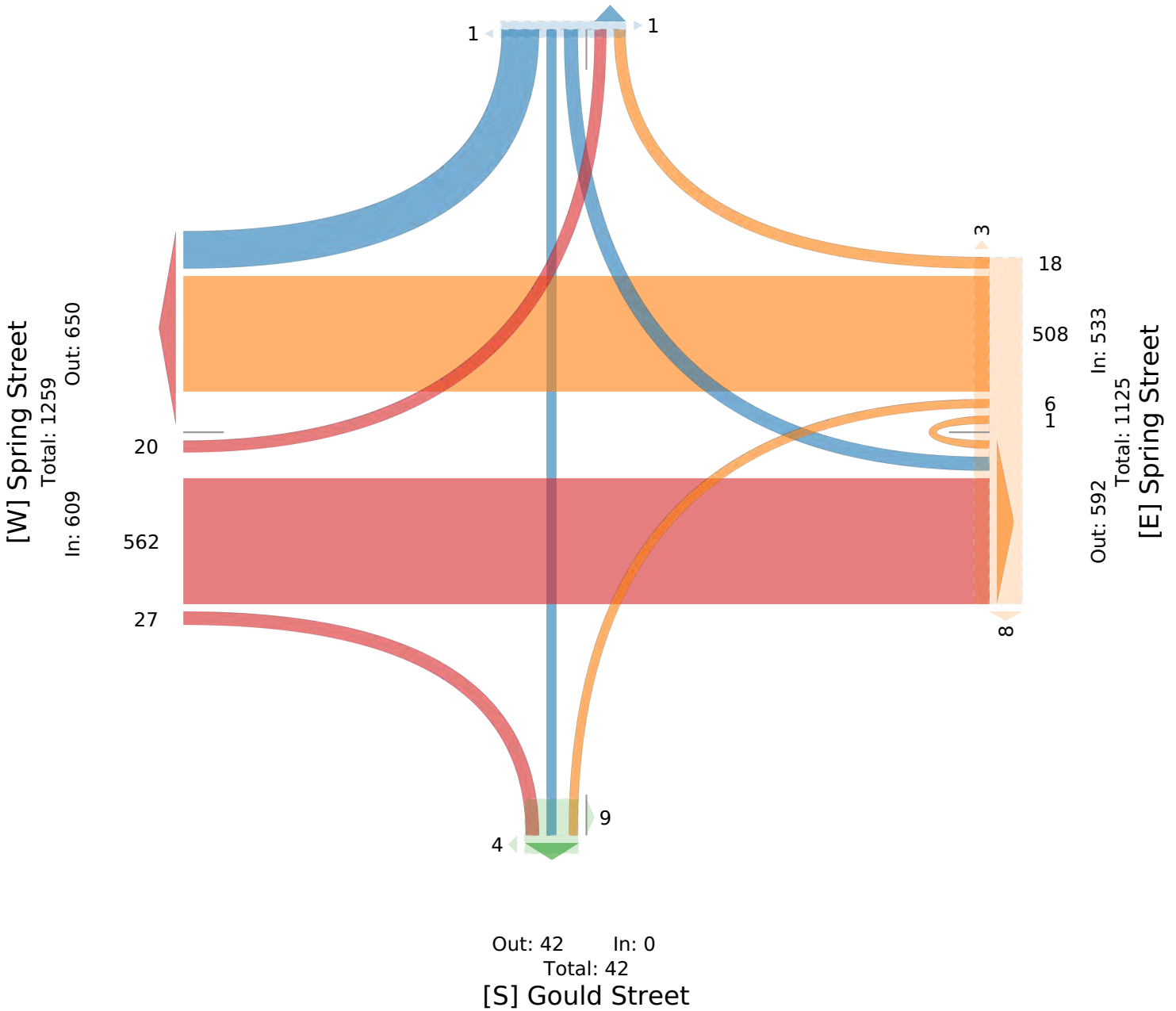
ID: 800900, Location: 42.272931, -71.170971, Site Code: S20-024

Provided by: Precision Data
Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] VA Medical driveway

Total: 218
In: 180 Out: 38

142 9 29



207703- 4 (Spring St @ VA Medical) TMC - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 12PM - 1 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800900, Location: 42.272931, -71.170971, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VA Medical driveway Southbound						Spring Street Westbound						Gould Street Northbound						Spring Street Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-11-21 12:00PM	9	1	0	0	10	7	2	159	1	0	162	3	0	0	0	0	0	2	7	167	2	0	176	0	348
12:15PM	3	2	0	0	5	1	1	157	3	0	161	1	0	0	0	0	0	5	11	157	4	0	172	0	338
12:30PM	5	0	2	0	7	3	5	137	1	0	143	1	0	0	0	0	0	4	4	139	6	0	149	1	299
12:45PM	5	0	7	0	12	1	3	138	4	0	145	1	0	1	0	0	1	1	6	165	5	0	176	0	334
Total	22	3	9	0	34	12	11	591	9	0	611	6	0	1	0	0	1	12	28	628	17	0	673	1	1319
% Approach	64.7%	8.8%	26.5%	0%	-	-	1.8%	96.7%	1.5%	0%	-	-	0%	100%	0%	0%	-	-	4.2%	93.3%	2.5%	0%	-	-	-
% Total	1.7%	0.2%	0.7%	0%	2.6%	-	0.8%	44.8%	0.7%	0%	46.3%	-	0%	0.1%	0%	0%	0.1%	-	2.1%	47.6%	1.3%	0%	51.0%	-	-
PHF	0.611	0.375	0.321	-	0.708	-	0.550	0.930	0.563	-	0.944	-	-	-0.250	-	-	0.250	-	0.636	0.934	0.708	-	0.950	-	0.945
Motorcycles	0	0	0	0	0	-	0	0	1	0	0	1	-	0	0	0	0	-	0	0	0	0	0	-	1
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Lights	21	3	9	0	33	-	11	573	9	0	593	-	0	1	0	0	1	-	28	616	17	0	661	-	1288
% Lights	95.5%	100%	100%	0%	97.1%	-	100%	97.0%	100%	0%	97.1%	-	0%	100%	0%	0%	100%	-	100%	98.1%	100%	0%	98.2%	-	97.6%
Single-Unit Trucks	1	0	0	0	1	-	0	11	0	0	11	-	0	0	0	0	0	-	0	6	0	0	6	-	18
% Single-Unit Trucks	4.5%	0%	0%	0%	2.9%	-	0%	1.9%	0%	0%	1.8%	-	0%	0%	0%	0%	0%	-	0%	1.0%	0%	0%	0.9%	-	1.4%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	1	0	0	1	-	2
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.1%	-	0.2%
Buses	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	0	1	0	0	1	-	3
% Buses	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.1%	-	0.2%
Bicycles on Road	0	0	0	0	0	-	0	3	0	0	3	-	0	0	0	0	0	-	0	4	0	0	4	-	7
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.6%	-	0.5%
Pedestrians	-	-	-	-	-	12	-	-	-	-	-	6	-	-	-	-	-	11	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	91.7%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	8.3%	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 4 (Spring St @ VA Medical) TMC - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 12PM - 1 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

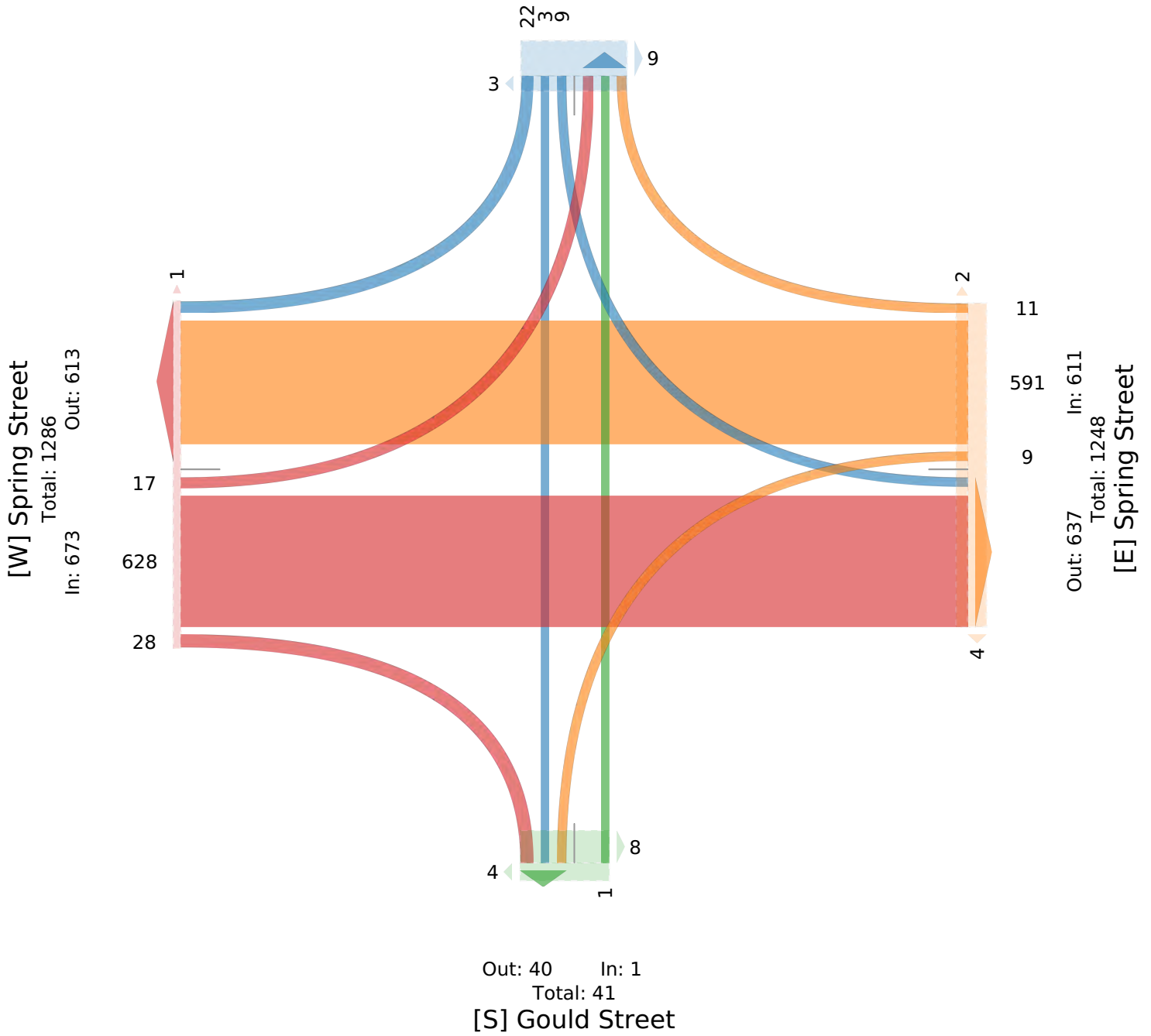
All Movements

ID: 800900, Location: 42.272931, -71.170971, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

[N] VA Medical driveway

Total: 63
In: 34 Out: 29



207703- 4 (Spring St @ VA Medical) TMC - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800900, Location: 42.272931, -71.170971, Site Code: S20-024

Provided by: Precision Data Industries,
LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	VA Medical driveway Southbound						Spring Street Westbound						Gould Street Northbound						Spring Street Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-11-21 1:00PM	6	0	2	0	8	0	1	140	0	0	141	0	0	0	1	0	1	4	8	159	4	0	171	2	321
1:15PM	14	1	0	0	15	0	2	153	2	0	157	1	0	0	1	0	1	5	8	178	6	1	193	0	366
1:30PM	6	0	1	0	7	7	1	131	3	0	135	1	0	1	0	0	1	1	8	174	6	0	188	0	331
1:45PM	5	2	0	0	7	2	0	120	4	0	124	2	0	0	0	0	0	1	8	174	6	0	188	0	319
Total	31	3	3	0	37	9	4	544	9	0	557	4	0	1	2	0	3	11	32	685	22	1	740	2	1337
% Approach	83.8%	8.1%	8.1%	0%	-	-	0.7%	97.7%	1.6%	0%	-	-	0%	33.3%	66.7%	0%	-	-	4.3%	92.6%	3.0%	0.1%	-	-	-
% Total	2.3%	0.2%	0.2%	0%	2.8%	-	0.3%	40.7%	0.7%	0%	41.7%	-	0%	0.1%	0.1%	0%	0.2%	-	2.4%	51.2%	1.6%	0.1%	55.3%	-	-
PHF	0.554	0.500	0.375	-	0.600	-	0.500	0.896	0.667	-	0.892	-	-	-	0.500	-	0.500	-	1.000	0.965	0.917	0.250	0.961	-	0.915
Motorcycles	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	0	5	0	0	5	-	7
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0.7%	0%	0%	0.7%	-	0.5%
Lights	31	2	2	0	35	-	4	527	7	0	538	-	0	0	2	0	2	-	32	665	22	1	720	-	1295
% Lights	100%	66.7%	66.7%	0%	94.6%	-	100%	96.9%	77.8%	0%	96.6%	-	0%	0%	100%	0%	66.7%	-	100%	97.1%	100%	100%	97.3%	-	96.9%
Single-Unit Trucks	0	0	0	0	0	-	0	10	1	0	11	-	0	0	0	0	0	-	0	11	0	0	11	-	22
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	1.8%	11.1%	0%	2.0%	-	0%	0%	0%	0%	0%	-	0%	1.6%	0%	0%	1.5%	-	1.6%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0.1%
Buses	0	0	1	0	1	-	0	2	0	0	2	-	0	0	0	0	0	-	0	1	0	0	1	-	4
% Buses	0%	0%	33.3%	0%	2.7%	-	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0.3%
Bicycles on Road	0	1	0	0	1	-	0	3	1	0	4	-	0	1	0	0	1	-	0	2	0	0	2	-	8
% Bicycles on Road	0%	33.3%	0%	0%	2.7%	-	0%	0.6%	11.1%	0%	0.7%	-	0%	100%	0%	0%	33.3%	-	0%	0.3%	0%	0%	0.3%	-	0.6%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	3	-	-	-	-	-	11	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	75.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	25.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 4 (Spring St @ VA Medical) TMC - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800900, Location: 42.272931, -71.170971, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

[N] VA Medical driveway

Total: 64

In: 37 Out: 27

31
3

8

1

[W] Spring Street

Total: 1318
In: 740 Out: 578

22

685

32

2

4

2
1

7

Out: 44 In: 3
Total: 47

[S] Gould Street

4
544

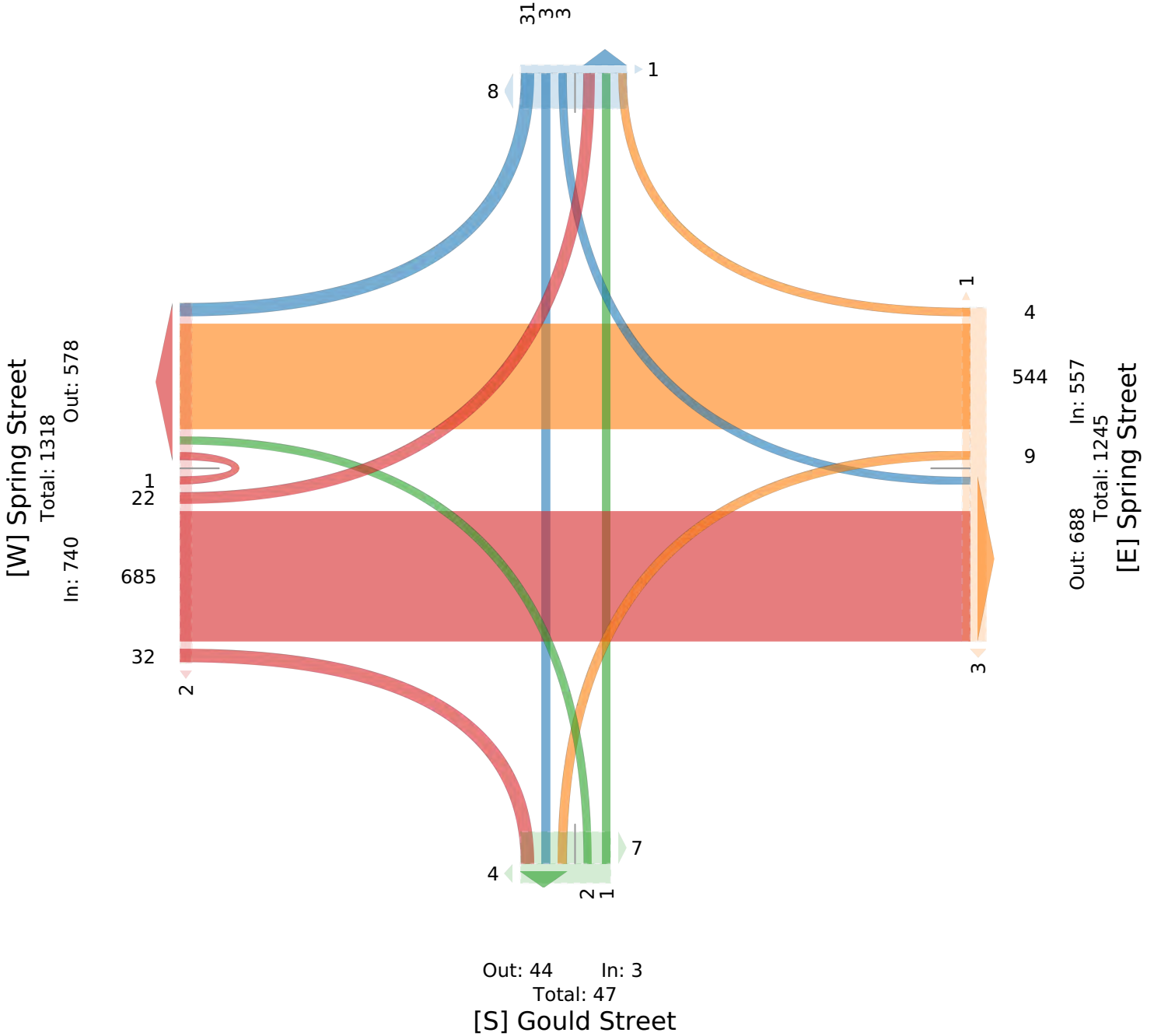
Out: 688 In: 557

Total: 1245

[E] Spring Street

9

3



207703- 5 (VFW Parkway @ Bypass) TMC - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800902, Location: 42.262588, -71.168692, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound						Bypass Road Southwestbound		Bypass Road Northwestbound					
	BR	T	HL	U	App	Ped*	App	Ped*	R	BR	L	HL	App	Ped*
2020-11-19 6:00AM	0	152	0	0	152	0	0	0	79	0	0	0	79	0
7:00AM	0	374	0	0	374	0	0	0	161	0	0	0	161	0
8:00AM	0	580	0	0	580	1	0	0	190	0	4	0	194	0
3:00PM	0	1065	2	1	1068	2	0	0	372	0	4	0	376	2
4:00PM	0	1070	2	1	1073	1	0	0	350	0	5	0	355	0
5:00PM	0	940	0	0	940	2	0	0	365	0	4	0	369	0
2020-11-21 11:00AM	0	1071	1	0	1072	0	0	0	415	0	14	0	429	0
12:00PM	0	960	1	1	962	1	0	0	541	0	9	0	550	0
1:00PM	0	1003	2	1	1006	2	0	0	575	0	7	0	582	0
Total	0	7215	8	4	7227	9	0	0	3048	0	47	0	3095	2
% Approach	0%	99.8%	0.1%	0.1%	-	-	-	-	98.5%	0%	1.5%	0%	-	-
% Total	0%	42.8%	0%	0%	42.9%	-	0%	-	18.1%	0%	0.3%	0%	18.4%	-
Motorcycles	0	6	0	0	6	-	0	-	3	0	0	0	3	-
% Motorcycles	0%	0.1%	0%	0%	0.1%	-	-	-	0.1%	0%	0%	0%	0.1%	-
Lights	0	7096	8	4	7108	-	0	-	3003	0	46	0	3049	-
% Lights	0%	98.4%	100%	100%	98.4%	-	-	-	98.5%	0%	97.9%	0%	98.5%	-
Single-Unit Trucks	0	86	0	0	86	-	0	-	34	0	0	0	34	-
% Single-Unit Trucks	0%	1.2%	0%	0%	1.2%	-	-	-	1.1%	0%	0%	0%	1.1%	-
Articulated Trucks	0	14	0	0	14	-	0	-	3	0	1	0	4	-
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	-	-	0.1%	0%	2.1%	0%	0.1%	-
Buses	0	12	0	0	12	-	0	-	5	0	0	0	5	-
% Buses	0%	0.2%	0%	0%	0.2%	-	-	-	0.2%	0%	0%	0%	0.2%	-
Bicycles on Road	0	1	0	0	1	-	0	-	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	9	-	0	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	0	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. BR: Bear right, HL: Hard left, L: Left, R: Right, T: Thru, U: U-Turn

207703- 5 (VFW Parkway @ Bypass) TMC - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800902, Location: 42.262588, -71.168692, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Northbound						Bypass Road Northeastbound		Bypass Road Southeastbound						
Time	BR	T	HL	U	App	Ped*	App	Ped*	R	BR	L	HL	App	Ped*	Int
2020-11-19 6:00AM	0	640	0	0	640	0	0	0	20	0	0	0	20	0	891
7:00AM	1	702	0	0	703	0	0	0	37	0	3	0	40	0	1278
8:00AM	2	586	0	0	588	1	0	0	62	0	7	0	69	0	1431
3:00PM	4	522	0	0	526	0	0	0	136	0	29	0	165	0	2135
4:00PM	7	484	0	0	491	1	0	0	123	0	38	0	161	0	2080
5:00PM	4	506	0	1	511	0	0	0	102	0	36	0	138	0	1958
2020-11-21 11:00AM	7	599	0	1	607	0	0	0	121	0	42	0	163	0	2271
12:00PM	5	663	0	0	668	1	0	0	116	0	70	0	186	0	2366
1:00PM	11	666	0	1	678	2	0	0	120	0	47	0	167	0	2433
Total	41	5368	0	3	5412	5	0	0	837	0	272	0	1109	0	16843
% Approach	0.8%	99.2%	0%	0.1%	-	-	-	-	75.5%	0%	24.5%	0%	-	-	-
% Total	0.2%	31.9%	0%	0%	32.1%	-	0%	-	5.0%	0%	1.6%	0%	6.6%	-	-
Motorcycles	0	4	0	0	4	-	0	-	3	0	0	0	3	-	16
% Motorcycles	0%	0.1%	0%	0%	0.1%	-	-	-	0.4%	0%	0%	0%	0.3%	-	0.1%
Lights	41	5263	0	3	5307	-	0	-	826	0	269	0	1095	-	16559
% Lights	100%	98.0%	0%	100%	98.1%	-	-	-	98.7%	0%	98.9%	0%	98.7%	-	98.3%
Single-Unit Trucks	0	83	0	0	83	-	0	-	5	0	2	0	7	-	210
% Single-Unit Trucks	0%	1.5%	0%	0%	1.5%	-	-	-	0.6%	0%	0.7%	0%	0.6%	-	1.2%
Articulated Trucks	0	14	0	0	14	-	0	-	0	0	1	0	1	-	33
% Articulated Trucks	0%	0.3%	0%	0%	0.3%	-	-	-	0%	0%	0.4%	0%	0.1%	-	0.2%
Buses	0	4	0	0	4	-	0	-	1	0	0	0	1	-	22
% Buses	0%	0.1%	0%	0%	0.1%	-	-	-	0.1%	0%	0%	0%	0.1%	-	0.1%
Bicycles on Road	0	0	0	0	0	-	0	-	2	0	0	0	2	-	3
% Bicycles on Road	0%	0%	0%	0%	0%	-	-	-	0.2%	0%	0%	0%	0.2%	-	0%
Pedestrians	-	-	-	-	-	5	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BR: Bear right, HL: Hard left, L: Left, R: Right, T: Thru, U: U-Turn

207703- 5 (VFW Parkway @ Bypass) TMC - TMC

Thu Nov 19, 2020

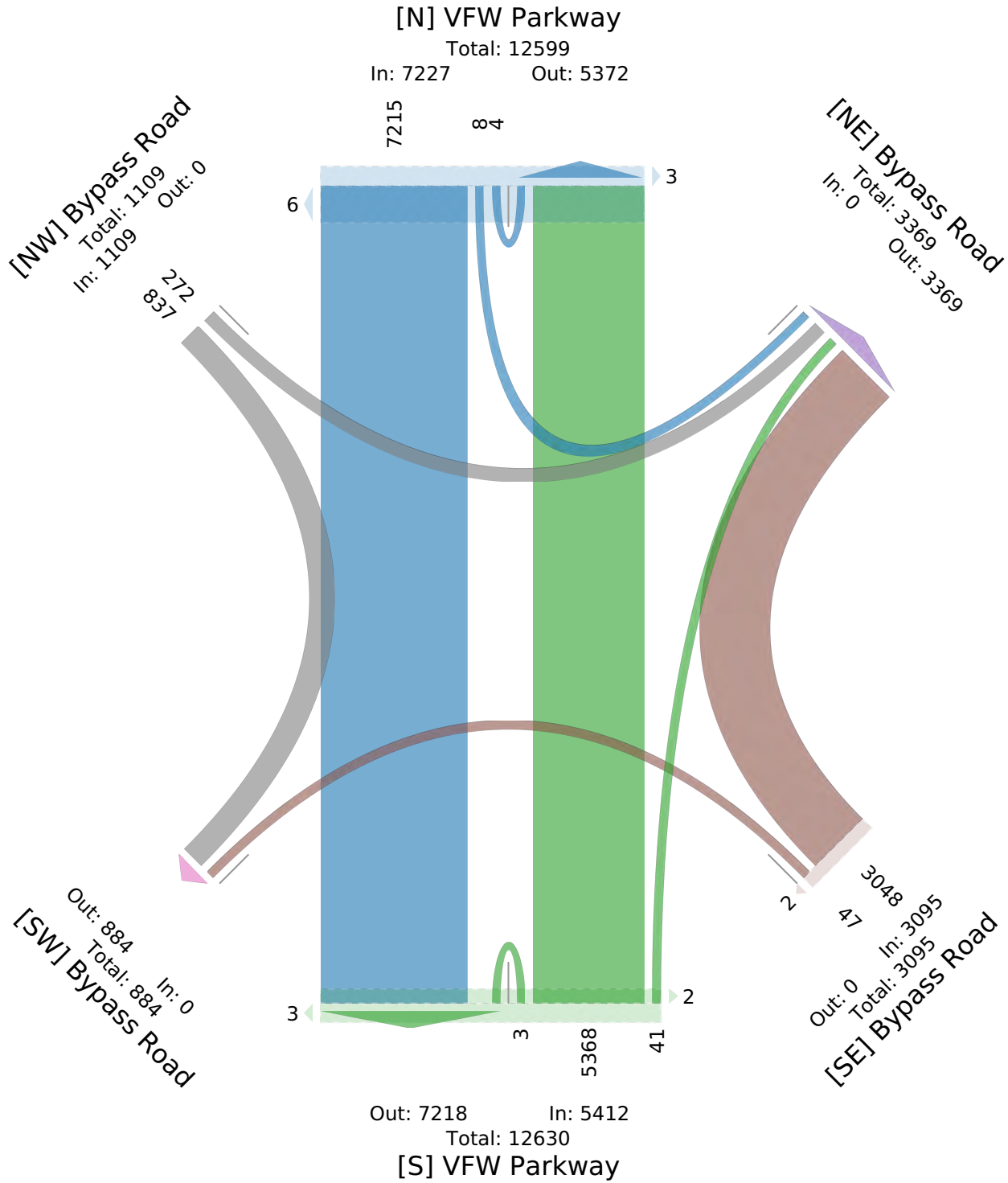
Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800902, Location: 42.262588, -71.168692, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703- 5 (VFW Parkway @ Bypass) TMC - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 8AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800902, Location: 42.262588, -71.168692, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound						Bypass Road Southwestbound		Bypass Road Northwestbound					
Time	BR	T	HL	U	App	Ped*	App	Ped*	R	BR	L	HL	App	Ped*
2020-11-19 8:00AM	0	159	0	0	159	1	0	0	51	0	0	0	51	0
8:15AM	0	121	0	0	121	0	0	0	50	0	2	0	52	0
8:30AM	0	154	0	0	154	0	0	0	39	0	1	0	40	0
8:45AM	0	146	0	0	146	0	0	0	50	0	1	0	51	0
Total	0	580	0	0	580	1	0	0	190	0	4	0	194	0
% Approach	0%	100%	0%	0%	-	-	-	-	97.9%	0%	2.1%	0%	-	-
% Total	0%	40.5%	0%	0%	40.5%	-	0%	-	13.3%	0%	0.3%	0%	13.6%	-
PHF	-	0.912	-	-	0.912	-	-	-	0.931	-	0.500	-	0.933	-
Motorcycles	0	0	0	0	0	-	0	-	0	0	0	0	0	-
% Motorcycles	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-
Lights	0	559	0	0	559	-	0	-	187	0	3	0	190	-
% Lights	0%	96.4%	0%	0%	96.4%	-	-	-	98.4%	0%	75.0%	0%	97.9%	-
Single-Unit Trucks	0	16	0	0	16	-	0	-	2	0	0	0	2	-
% Single-Unit Trucks	0%	2.8%	0%	0%	2.8%	-	-	-	1.1%	0%	0%	0%	1.0%	-
Articulated Trucks	0	2	0	0	2	-	0	-	1	0	1	0	2	-
% Articulated Trucks	0%	0.3%	0%	0%	0.3%	-	-	-	0.5%	0%	25.0%	0%	1.0%	-
Buses	0	3	0	0	3	-	0	-	0	0	0	0	0	-
% Buses	0%	0.5%	0%	0%	0.5%	-	-	-	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	-	0	-	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	1	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BR: Bear right, HL: Hard left, L: Left, R: Right, T: Thru, U: U-Turn

207703- 5 (VFW Parkway @ Bypass) TMC - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 8AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800902, Location: 42.262588, -71.168692, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Northbound						Bypass Road Northeastbound		Bypass Road Southeastbound						
Time	BR	T	HL	U	App	Ped*	App	Ped*	R	BR	L	HL	App	Ped*	Int
2020-11-19 8:00AM	0	159	0	0	159	1	0	0	9	0	1	0	10	0	379
8:15AM	1	153	0	0	154	0	0	0	15	0	1	0	16	0	343
8:30AM	0	140	0	0	140	0	0	0	16	0	2	0	18	0	352
8:45AM	1	134	0	0	135	0	0	0	22	0	3	0	25	0	357
Total	2	586	0	0	588	1	0	0	62	0	7	0	69	0	1431
% Approach	0.3%	99.7%	0%	0%	-	-	-	-	89.9%	0%	10.1%	0%	-	-	-
% Total	0.1%	41.0%	0%	0%	41.1%	-	0%	-	4.3%	0%	0.5%	0%	4.8%	-	-
PHF	0.500	0.921	-	-	0.925	-	-	-	0.705	-	0.583	-	0.690	-	0.944
Motorcycles	0	0	0	0	0	-	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-	0%
Lights	2	557	0	0	559	-	0	-	60	0	7	0	67	-	1375
% Lights	100%	95.1%	0%	0%	95.1%	-	-	-	96.8%	0%	100%	0%	97.1%	-	96.1%
Single-Unit Trucks	0	22	0	0	22	-	0	-	1	0	0	0	1	-	41
% Single-Unit Trucks	0%	3.8%	0%	0%	3.7%	-	-	-	1.6%	0%	0%	0%	1.4%	-	2.9%
Articulated Trucks	0	6	0	0	6	-	0	-	0	0	0	0	0	-	10
% Articulated Trucks	0%	1.0%	0%	0%	1.0%	-	-	-	0%	0%	0%	0%	0%	-	0.7%
Buses	0	1	0	0	1	-	0	-	1	0	0	0	1	-	5
% Buses	0%	0.2%	0%	0%	0.2%	-	-	-	1.6%	0%	0%	0%	1.4%	-	0.3%
Bicycles on Road	0	0	0	0	0	-	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BR: Bear right, HL: Hard left, L: Left, R: Right, T: Thru, U: U-Turn

207703- 5 (VFW Parkway @ Bypass) TMC - TMC

Thu Nov 19, 2020

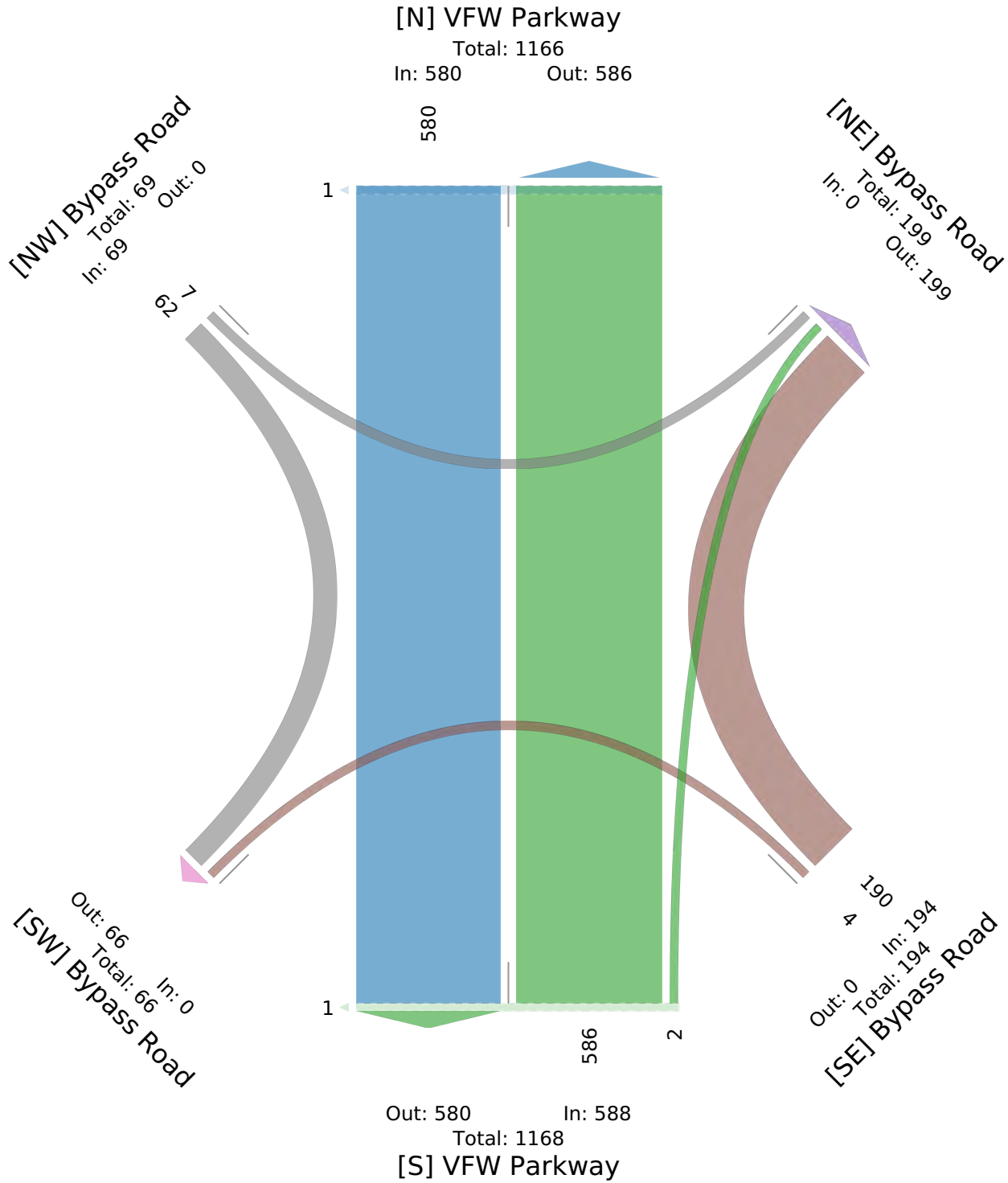
AM Peak (Nov 19 2020 8AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800902, Location: 42.262588, -71.168692, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US



207703- 5 (VFW Parkway @ Bypass) TMC - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 3PM - 4 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800902, Location: 42.262588, -71.168692, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound						Bypass Road Southwestbound		Bypass Road Northwestbound					
	BR	T	HL	U	App	Ped*	App	Ped*	R	BR	L	HL	App	Ped*
2020-11-19 3:00PM	0	298	1	0	299	0	0	0	95	0	0	0	95	0
3:15PM	0	248	0	0	248	0	0	0	94	0	1	0	95	0
3:30PM	0	262	1	1	264	2	0	0	94	0	1	0	95	2
3:45PM	0	257	0	0	257	0	0	0	89	0	2	0	91	0
Total	0	1065	2	1	1068	2	0	0	372	0	4	0	376	2
% Approach	0%	99.7%	0.2%	0.1%	-	-	-	-	98.9%	0%	1.1%	0%	-	-
% Total	0%	49.9%	0.1%	0%	50.0%	-	0%	-	17.4%	0%	0.2%	0%	17.6%	-
PHF	-	0.893	0.500	0.250	0.893	-	-	-	0.979	-	0.500	-	0.989	-
Motorcycles	0	0	0	0	0	-	0	-	0	0	0	0	0	-
% Motorcycles	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-
Lights	0	1038	2	1	1041	-	0	-	367	0	4	0	371	-
% Lights	0%	97.5%	100%	100%	97.5%	-	-	-	98.7%	0%	100%	0%	98.7%	-
Single-Unit Trucks	0	24	0	0	24	-	0	-	3	0	0	0	3	-
% Single-Unit Trucks	0%	2.3%	0%	0%	2.2%	-	-	-	0.8%	0%	0%	0%	0.8%	-
Articulated Trucks	0	2	0	0	2	-	0	-	1	0	0	0	1	-
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	-	-	0.3%	0%	0%	0%	0.3%	-
Buses	0	1	0	0	1	-	0	-	1	0	0	0	1	-
% Buses	0%	0.1%	0%	0%	0.1%	-	-	-	0.3%	0%	0%	0%	0.3%	-
Bicycles on Road	0	0	0	0	0	-	0	-	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	2	-	0	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	0	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%

* Pedestrians and Bicycles on Crosswalk. BR: Bear right, HL: Hard left, L: Left, R: Right, T: Thru, U: U-Turn

207703- 5 (VFW Parkway @ Bypass) TMC - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 3PM - 4 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800902, Location: 42.262588, -71.168692, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Northbound						Bypass Road Northeastbound		Bypass Road Southeastbound						
Time	BR	T	HL	U	App	Ped*	App	Ped*	R	BR	L	HL	App	Ped*	Int
2020-11-19 3:00PM	1	134	0	0	135	0	0	0	29	0	6	0	35	0	564
3:15PM	2	136	0	0	138	0	0	0	37	0	13	0	50	0	531
3:30PM	1	130	0	0	131	0	0	0	35	0	5	0	40	0	530
3:45PM	0	122	0	0	122	0	0	0	35	0	5	0	40	0	510
Total	4	522	0	0	526	0	0	0	136	0	29	0	165	0	2135
% Approach	0.8%	99.2%	0%	0%	-	-	-	-	82.4%	0%	17.6%	0%	-	-	-
% Total	0.2%	24.4%	0%	0%	24.6%	-	0%	-	6.4%	0%	1.4%	0%	7.7%	-	-
PHF	0.500	0.960	-	-	0.953	-	-	-	0.919	-	0.558	-	0.825	-	0.946
Motorcycles	0	0	0	0	0	-	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-	0%
Lights	4	517	0	0	521	-	0	-	136	0	28	0	164	-	2097
% Lights	100%	99.0%	0%	0%	99.0%	-	-	-	100%	0%	96.6%	0%	99.4%	-	98.2%
Single-Unit Trucks	0	3	0	0	3	-	0	-	0	0	0	0	0	-	30
% Single-Unit Trucks	0%	0.6%	0%	0%	0.6%	-	-	-	0%	0%	0%	0%	0%	-	1.4%
Articulated Trucks	0	1	0	0	1	-	0	-	0	0	1	0	1	-	5
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	-	-	0%	0%	3.4%	0%	0.6%	-	0.2%
Buses	0	1	0	0	1	-	0	-	0	0	0	0	0	-	3
% Buses	0%	0.2%	0%	0%	0.2%	-	-	-	0%	0%	0%	0%	0%	-	0.1%
Bicycles on Road	0	0	0	0	0	-	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BR: Bear right, HL: Hard left, L: Left, R: Right, T: Thru, U: U-Turn

207703- 5 (VFW Parkway @ Bypass) TMC - TMC

Thu Nov 19, 2020

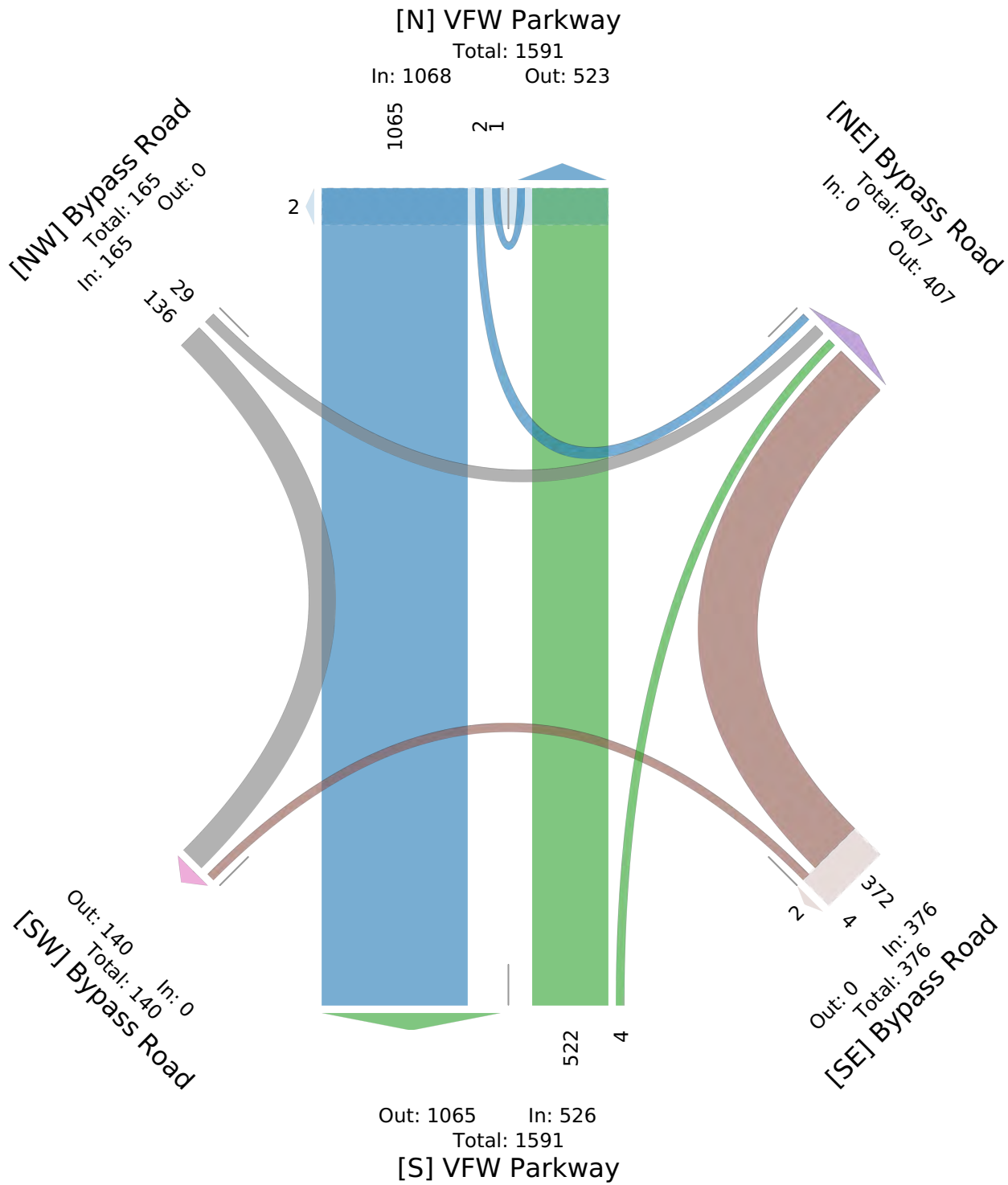
PM Peak (Nov 19 2020 3PM - 4 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800902, Location: 42.262588, -71.168692, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703- 5 (VFW Parkway @ Bypass) TMC - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800902, Location: 42.262588, -71.168692, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound						Bypass Road Southwestbound		Bypass Road Northwestbound					
Time	BR	T	HL	U	App	Ped*	App	Ped*	R	BR	L	HL	App	Ped*
2020-11-21 11:45AM	0	249	0	0	249	0	0	0	114	0	4	0	118	0
12:00PM	0	229	1	1	231	0	0	0	136	0	0	0	136	0
12:15PM	0	259	0	0	259	0	0	0	131	0	3	0	134	0
12:30PM	0	244	0	0	244	0	0	0	145	0	1	0	146	0
Total	0	981	1	1	983	0	0	0	526	0	8	0	534	0
% Approach	0%	99.8%	0.1%	0.1%	-	-	-	-	98.5%	0%	1.5%	0%	-	-
% Total	0%	40.9%	0%	0%	41.0%	-	0%	-	22.0%	0%	0.3%	0%	22.3%	-
PHF	-	0.947	0.250	0.250	0.949	-	-	-	0.907	-	0.500	-	0.914	-
Motorcycles	0	3	0	0	3	-	0	-	0	0	0	0	0	-
% Motorcycles	0%	0.3%	0%	0%	0.3%	-	-	-	0%	0%	0%	0%	0%	-
Lights	0	972	1	1	974	-	0	-	523	0	8	0	531	-
% Lights	0%	99.1%	100%	100%	99.1%	-	-	-	99.4%	0%	100%	0%	99.4%	-
Single-Unit Trucks	0	5	0	0	5	-	0	-	3	0	0	0	3	-
% Single-Unit Trucks	0%	0.5%	0%	0%	0.5%	-	-	-	0.6%	0%	0%	0%	0.6%	-
Articulated Trucks	0	1	0	0	1	-	0	-	0	0	0	0	0	-
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	-	-	0%	0%	0%	0%	0%	-
Buses	0	0	0	0	0	-	0	-	0	0	0	0	0	-
% Buses	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	-	0	-	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	0	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BR: Bear right, HL: Hard left, L: Left, R: Right, T: Thru, U: U-Turn

207703- 5 (VFW Parkway @ Bypass) TMC - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800902, Location: 42.262588, -71.168692, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Northbound						Bypass Road Northeastbound		Bypass Road Southeastbound						
Time	BR	T	HL	U	App	Ped*	App	Ped*	R	BR	L	HL	App	Ped*	Int
2020-11-21 11:45AM	0	169	0	1	170	0	0	0	36	0	12	0	48	0	585
12:00PM	1	171	0	0	172	0	0	0	26	0	22	0	48	0	587
12:15PM	1	159	0	0	160	0	0	0	28	0	24	0	52	0	605
12:30PM	3	182	0	0	185	0	0	0	32	0	12	0	44	0	619
Total	5	681	0	1	687	0	0	0	122	0	70	0	192	0	2396
% Approach	0.7%	99.1%	0%	0.1%	-	-	-	-	63.5%	0%	36.5%	0%	-	-	-
% Total	0.2%	28.4%	0%	0%	28.7%	-	0%	-	5.1%	0%	2.9%	0%	8.0%	-	-
PHF	0.417	0.935	-	0.250	0.928	-	-	-	0.840	-	0.729	-	0.936	-	0.967
Motorcycles	0	0	0	0	0	-	0	-	3	0	0	0	3	-	6
% Motorcycles	0%	0%	0%	0%	0%	-	-	-	2.5%	0%	0%	0%	1.6%	-	0.3%
Lights	5	675	0	1	681	-	0	-	118	0	69	0	187	-	2373
% Lights	100%	99.1%	0%	100%	99.1%	-	-	-	96.7%	0%	98.6%	0%	97.4%	-	99.0%
Single-Unit Trucks	0	6	0	0	6	-	0	-	0	0	1	0	1	-	15
% Single-Unit Trucks	0%	0.9%	0%	0%	0.9%	-	-	-	0%	0%	1.4%	0%	0.5%	-	0.6%
Articulated Trucks	0	0	0	0	0	-	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	0	-	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	0	-	0	-	1	0	0	0	1	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	-	-	0.8%	0%	0%	0%	0.5%	-	0%
Pedestrians	-	-	-	-	-	0	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BR: Bear right, HL: Hard left, L: Left, R: Right, T: Thru, U: U-Turn

207703- 5 (VFW Parkway @ Bypass) TMC - TMC

Sat Nov 21, 2020

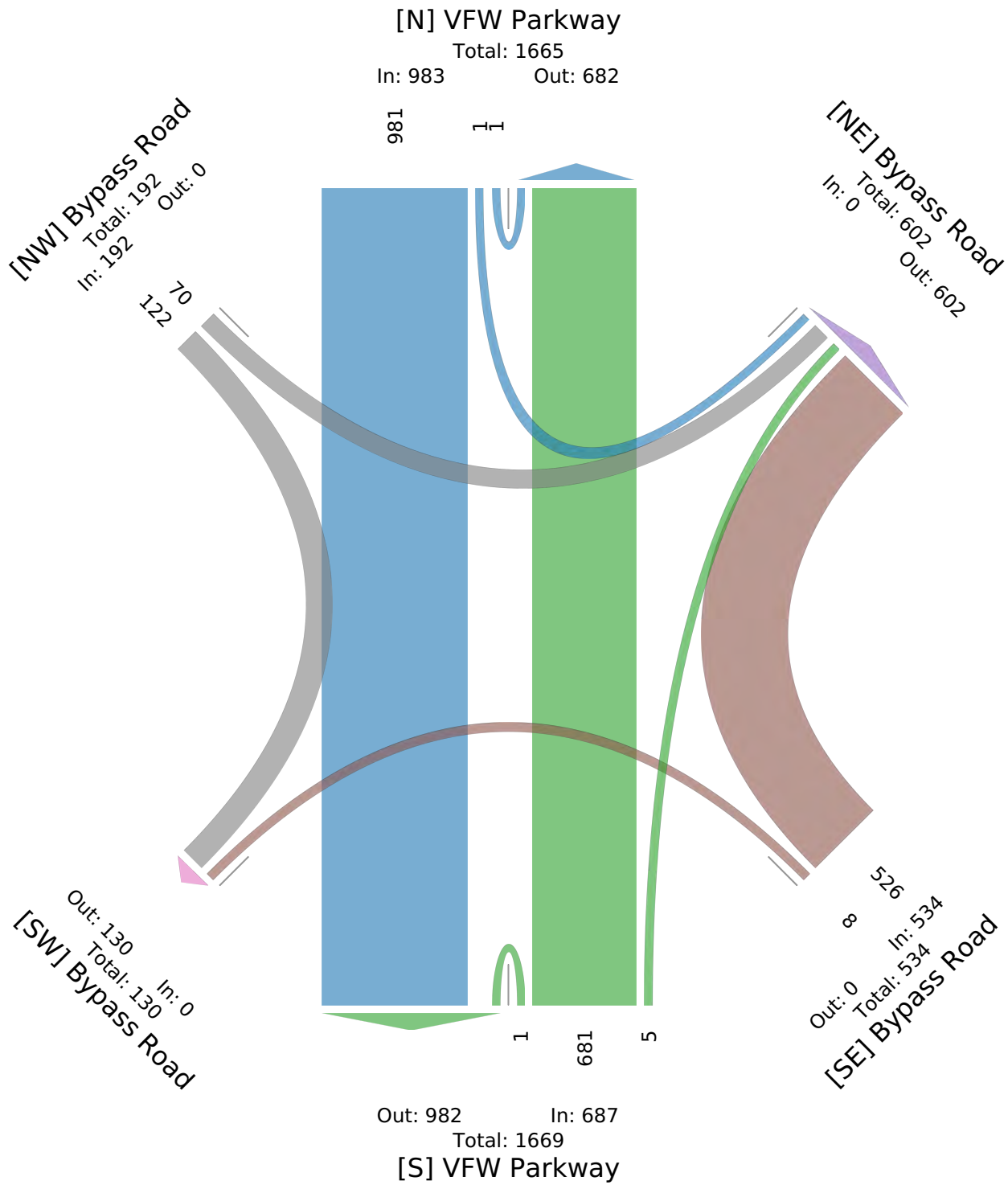
Midday Peak (WKND) (Nov 21 2020 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800902, Location: 42.262588, -71.168692, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703- 5 (VFW Parkway @ Bypass) TMC - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800902, Location: 42.262588, -71.168692, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound						Bypass Road Southwestbound		Bypass Road Northwestbound					
Time	BR	T	HL	U	App	Ped*	App	Ped*	R	BR	L	HL	App	Ped*
2020-11-21 1:00PM	0	260	0	1	261	0	0	0	156	0	3	0	159	0
1:15PM	0	296	2	0	298	0	0	0	123	0	1	0	124	0
1:30PM	0	232	0	0	232	1	0	0	148	0	1	0	149	0
1:45PM	0	215	0	0	215	1	0	0	148	0	2	0	150	0
Total	0	1003	2	1	1006	2	0	0	575	0	7	0	582	0
% Approach	0%	99.7%	0.2%	0.1%	-	-	-	-	98.8%	0%	1.2%	0%	-	-
% Total	0%	41.2%	0.1%	0%	41.3%	-	0%	-	23.6%	0%	0.3%	0%	23.9%	-
PHF	-	0.847	0.250	0.250	0.844	-	-	-	0.921	-	0.583	-	0.915	-
Motorcycles	0	1	0	0	1	-	0	-	3	0	0	0	3	-
% Motorcycles	0%	0.1%	0%	0%	0.1%	-	-	-	0.5%	0%	0%	0%	0.5%	-
Lights	0	996	2	1	999	-	0	-	571	0	7	0	578	-
% Lights	0%	99.3%	100%	100%	99.3%	-	-	-	99.3%	0%	100%	0%	99.3%	-
Single-Unit Trucks	0	6	0	0	6	-	0	-	1	0	0	0	1	-
% Single-Unit Trucks	0%	0.6%	0%	0%	0.6%	-	-	-	0.2%	0%	0%	0%	0.2%	-
Articulated Trucks	0	0	0	0	0	-	0	-	0	0	0	0	0	-
% Articulated Trucks	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-
Buses	0	0	0	0	0	-	0	-	0	0	0	0	0	-
% Buses	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	-	0	-	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	2	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BR: Bear right, HL: Hard left, L: Left, R: Right, T: Thru, U: U-Turn

207703- 5 (VFW Parkway @ Bypass) TMC - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800902, Location: 42.262588, -71.168692, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Northbound						Bypass Road Northeastbound		Bypass Road Southeastbound						
Time	BR	T	HL	U	App	Ped*	App	Ped*	R	BR	L	HL	App	Ped*	Int
2020-11-21 1:00PM	5	170	0	1	176	0	0	0	22	0	10	0	32	0	628
1:15PM	1	166	0	0	167	0	0	0	22	0	14	0	36	0	625
1:30PM	1	171	0	0	172	1	0	0	42	0	12	0	54	0	607
1:45PM	4	159	0	0	163	1	0	0	34	0	11	0	45	0	573
Total	11	666	0	1	678	2	0	0	120	0	47	0	167	0	2433
% Approach	1.6%	98.2%	0%	0.1%	-	-	-	-	71.9%	0%	28.1%	0%	-	-	-
% Total	0.5%	27.4%	0%	0%	27.9%	-	0%	-	4.9%	0%	1.9%	0%	6.9%	-	-
PHF	0.550	0.974	-	0.250	0.963	-	-	-	0.714	-	0.839	-	0.773	-	0.969
Motorcycles	0	3	0	0	3	-	0	-	0	0	0	0	0	-	7
% Motorcycles	0%	0.5%	0%	0%	0.4%	-	-	-	0%	0%	0%	0%	0%	-	0.3%
Lights	11	655	0	1	667	-	0	-	120	0	47	0	167	-	2411
% Lights	100%	98.3%	0%	100%	98.4%	-	-	-	100%	0%	100%	0%	100%	-	99.1%
Single-Unit Trucks	0	8	0	0	8	-	0	-	0	0	0	0	0	-	15
% Single-Unit Trucks	0%	1.2%	0%	0%	1.2%	-	-	-	0%	0%	0%	0%	0%	-	0.6%
Articulated Trucks	0	0	0	0	0	-	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	0	-	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	0	-	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	2	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BR: Bear right, HL: Hard left, L: Left, R: Right, T: Thru, U: U-Turn

207703- 5 (VFW Parkway @ Bypass) TMC - TMC

Sat Nov 21, 2020

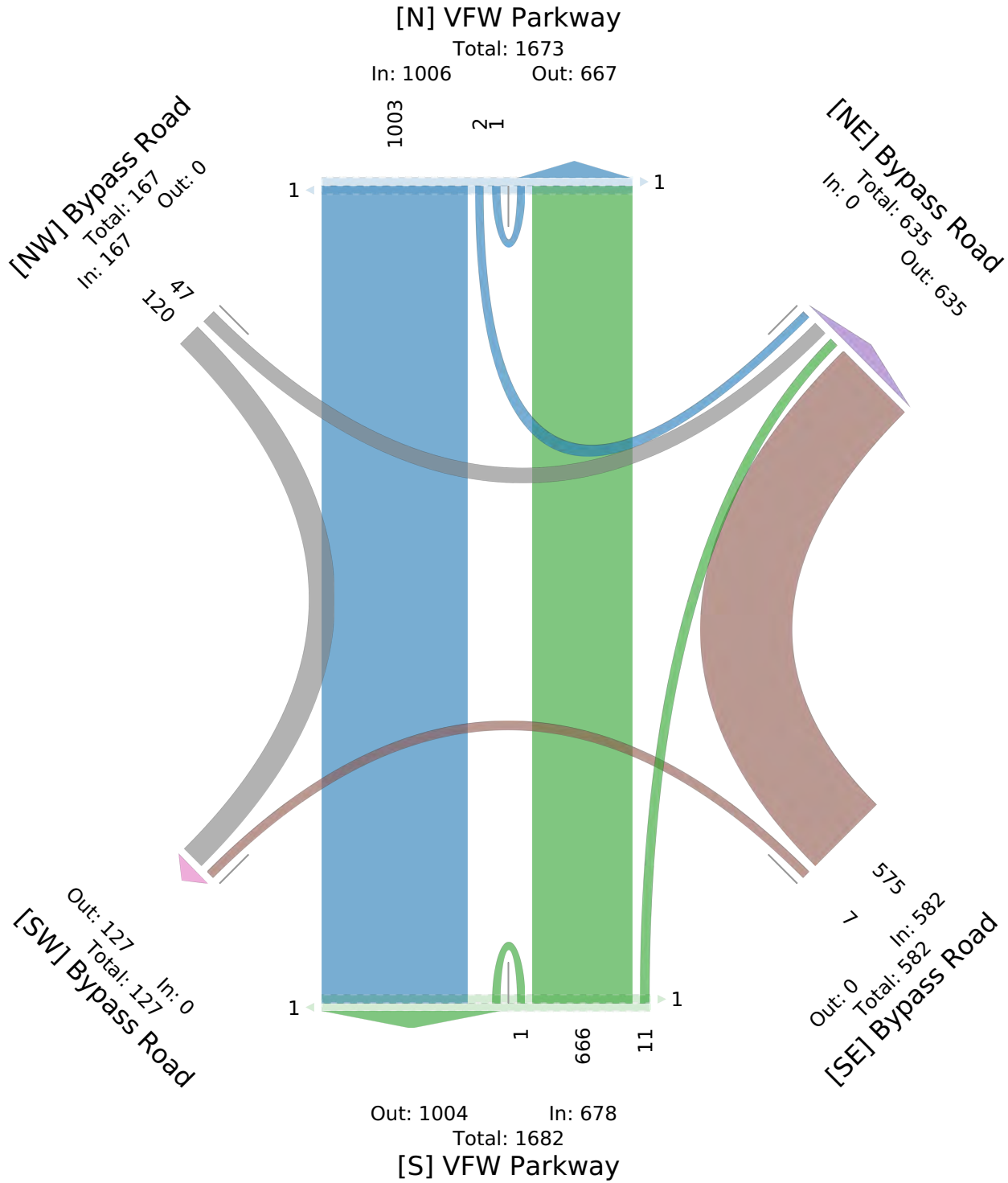
PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800902, Location: 42.262588, -71.168692, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703- 6 (VFW Parkway @ Waves access) TMC - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800903, Location: 42.263632, -71.168394, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound								Waves access Westbound								VFW Parkway Northbound								
Time	HR	R	BR	T	L	U	App	Ped*	R	BR	T	BL	L	U	App	Ped*	R	T	BL	L	HL	U	App	Ped*	
2020-11-19 6:00AM	0	0	0	152	0	0	152	0	1	0	0	0	0	0	1	1	1	773	0	0	0	0	0	774	0
7:00AM	0	0	0	376	0	0	376	0	3	0	0	0	0	0	3	0	9	919	0	0	0	0	0	928	0
8:00AM	0	0	0	587	0	0	587	0	15	0	0	0	0	0	15	1	14	899	0	0	0	0	0	913	0
3:00PM	0	0	0	1072	0	0	1072	0	68	0	0	0	0	0	68	2	45	1066	0	0	0	0	0	1111	0
4:00PM	0	0	0	1088	0	0	1088	0	47	0	0	0	0	1	48	4	44	947	0	0	0	4	995	0	
5:00PM	0	0	0	941	0	0	941	0	38	0	0	0	0	1	39	3	27	971	0	0	0	0	0	998	0
2020-11-21 11:00AM	0	0	0	1072	0	0	1072	0	114	0	0	0	0	0	114	3	81	1142	0	0	0	0	0	1223	0
12:00PM	0	0	0	973	0	0	973	0	119	0	0	0	0	0	119	3	94	1359	0	0	0	0	0	1453	0
1:00PM	0	0	0	1011	0	0	1011	0	122	0	3	0	0	0	125	0	90	1395	0	0	0	0	0	1485	0
Total	0	0	0	7272	0	0	7272	0	527	0	3	0	0	2	532	17	405	9471	0	0	0	4	9880	0	
% Approach	0%	0%	0%	100%	0%	0%	-	-	99.1%	0%	0.6%	0%	0%	0.4%	-	-	4.1%	95.9%	0%	0%	0%	0%	-	-	
% Total	0%	0%	0%	36.4%	0%	0%	36.4%	-	2.6%	0%	0%	0%	0%	0%	2.7%	-	2.0%	47.4%	0%	0%	0%	0%	49.4%	-	
Motorcycles	0	0	0	5	0	0	5	-	0	0	0	0	0	0	0	-	0	6	0	0	0	0	6	-	
% Motorcycles	0%	0%	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0%	0%	0.1%	-	
Lights	0	0	0	7159	0	0	7159	-	526	0	3	0	0	2	531	-	404	9314	0	0	0	4	9722	-	
% Lights	0%	0%	0%	98.4%	0%	0%	98.4%	-	99.8%	0%	100%	0%	0%	100%	99.8%	-	99.8%	98.3%	0%	0%	0%	100%	98.4%	-	
Single-Unit Trucks	0	0	0	81	0	0	81	-	1	0	0	0	0	0	1	-	1	126	0	0	0	0	127	-	
% Single-Unit Trucks	0%	0%	0%	1.1%	0%	0%	1.1%	-	0.2%	0%	0%	0%	0%	0%	0.2%	-	0.2%	1.3%	0%	0%	0%	0%	1.3%	-	
Articulated Trucks	0	0	0	14	0	0	14	-	0	0	0	0	0	0	0	-	0	16	0	0	0	0	16	-	
% Articulated Trucks	0%	0%	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0%	0%	0.2%	-	
Buses	0	0	0	13	0	0	13	-	0	0	0	0	0	0	0	-	0	9	0	0	0	0	9	-	
% Buses	0%	0%	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0%	0%	0.1%	-	
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	15	-	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	88.2%	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11.8%	-	-	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 6 (VFW Parkway @ Waves access) TMC - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800903, Location: 42.263632, -71.168394, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Bypass Road Northeastbound									Town Fair Tire Eastbound									Bypass Road Southeastbound									Int
	HR	BR	BL	L	HL	U	App	Ped*		HR	R	T	L	HL	U	App	Ped*		HR	R	BR	BL	HL	U	App	Ped*		
2020-11-19 6:00AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	1		0	80	0	0	0	0	80	0		1010
7:00AM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	6	0		4	112	0	0	0	0	116	0		1429
8:00AM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	0		1	183	0	0	0	0	184	0		1705
3:00PM	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	34	4		3	290	0	0	0	0	293	0		2578
4:00PM	0	0	0	0	0	0	0	0	0	45	0	0	0	0	0	45	2		5	267	0	0	0	0	272	0		2448
5:00PM	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	30	1		0	198	0	0	0	0	198	0		2206
2020-11-21 11:00AM	0	0	0	0	0	0	0	0	0	52	0	0	0	0	0	52	1		4	269	0	0	0	0	273	0		2734
12:00PM	0	0	0	0	0	0	0	0	0	54	0	0	0	0	0	54	2		3	297	0	0	0	0	300	0		2899
1:00PM	0	0	0	0	0	0	0	0	0	60	0	0	0	0	0	60	0		4	297	0	0	0	0	301	0		2982
Total	0	0	0	0	0	0	0	0	0	289	0	0	0	0	1	290	11		24	1993	0	0	0	0	2017	0		19991
% Approach	0%	0%	0%	0%	0%	0%	-	-	-	99.7%	0%	0%	0%	0%	0.3%	-	-		1.2%	98.8%	0%	0%	0%	0%	-	-		-
% Total	0%	0%	0%	0%	0%	0%	0%	-	-	1.4%	0%	0%	0%	0%	0%	1.5%	-		0.1%	10.0%	0%	0%	0%	0%	10.1%	-		-
Motorcycles	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	-		0	5	0	0	0	0	5	-		16
% Motorcycles	0%	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	0%	0%	-		0%	0.3%	0%	0%	0%	0%	0.2%	-		0.1%
Lights	0	0	0	0	0	0	0	-	-	284	0	0	0	0	1	285	-		23	1963	0	0	0	0	1986	-		19683
% Lights	0%	0%	0%	0%	0%	0%	-	-	-	98.3%	0%	0%	0%	0%	100%	98.3%	-		95.8%	98.5%	0%	0%	0%	0%	98.5%	-		98.5%
Single-Unit Trucks	0	0	0	0	0	0	0	-	-	5	0	0	0	0	0	5	-		1	20	0	0	0	0	21	-		235
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	-	-	-	1.7%	0%	0%	0%	0%	0%	1.7%	-		4.2%	1.0%	0%	0%	0%	0%	1.0%	-		1.2%
Articulated Trucks	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	-		0	2	0	0	0	0	2	-		32
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	0%	0%	-		0%	0.1%	0%	0%	0%	0%	0.1%	-		0.2%
Buses	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	-		0	2	0	0	0	0	2	-		24
% Buses	0%	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	0%	0%	-		0%	0.1%	0%	0%	0%	0%	0.1%	-		0.1%
Bicycles on Road	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	-		0	1	0	0	0	0	1	-		1
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	0%	0%	-		0%	0.1%	0%	0%	0%	0%	0%	-		0%
Pedestrians	-	-	-	-	-	-	-	0		-	-	-	-	-	-	-	8		-	-	-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	72.7%		-	-	-	-	-	-	-	-		
Bicycles on Crosswalk	-	-	-	-	-	-	-	0		-	-	-	-	-	-	-	3		-	-	-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	27.3%		-	-	-	-	-	-	-	-		

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 6 (VFW Parkway @ Waves access) TMC - TMC

Thu Nov 19, 2020

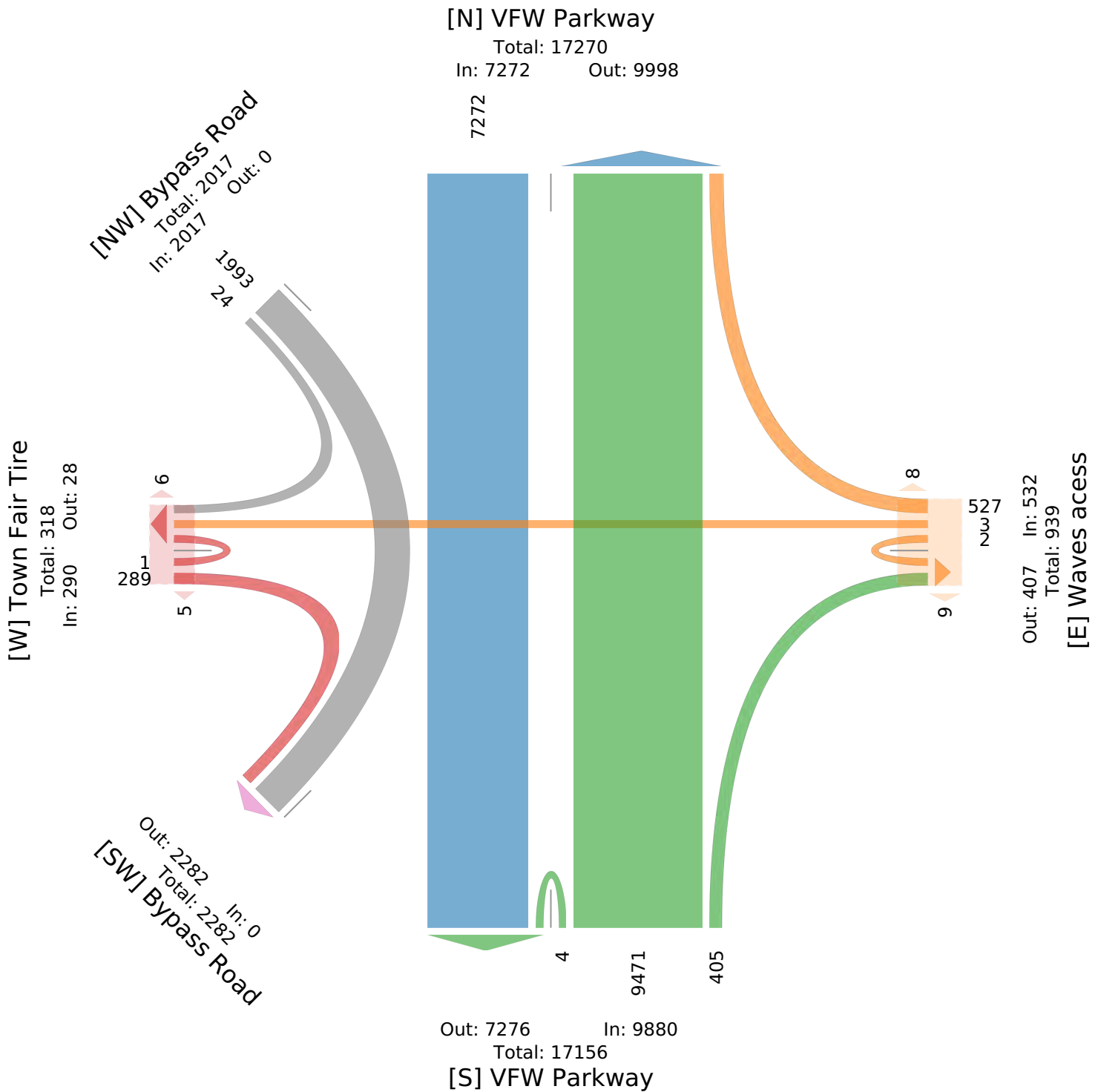
Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800903, Location: 42.263632, -71.168394, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703- 6 (VFW Parkway @ Waves access) TMC - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 8AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800903, Location: 42.263632, -71.168394, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound								Waves access Westbound								VFW Parkway Northbound							
Time	HR	R	BR	T	L	U	App	Ped*	R	BR	T	BL	L	U	App	Ped*	R	T	BL	L	HL	U	App	Ped*
2020-11-19 8:00AM	0	0	0	159	0	0	159	0	3	0	0	0	0	0	3	1	2	245	0	0	0	0	247	0
8:15AM	0	0	0	127	0	0	127	0	2	0	0	0	0	0	2	0	1	234	0	0	0	0	235	0
8:30AM	0	0	0	153	0	0	153	0	7	0	0	0	0	0	7	0	5	215	0	0	0	0	220	0
8:45AM	0	0	0	148	0	0	148	0	3	0	0	0	0	0	3	0	6	205	0	0	0	0	211	0
Total	0	0	0	587	0	0	587	0	15	0	0	0	0	0	15	1	14	899	0	0	0	0	913	0
% Approach	0%	0%	0%	100%	0%	0%	-	-	100%	0%	0%	0%	0%	0%	-	-	1.5%	98.5%	0%	0%	0%	0%	-	-
% Total	0%	0%	0%	34.4%	0%	0%	34.4%	-	0.9%	0%	0%	0%	0%	0%	0.9%	-	0.8%	52.7%	0%	0%	0%	0%	53.5%	-
PHF	-	-	-	0.923	-	-	0.923	-	0.536	-	-	-	-	-	0.536	-	0.583	0.917	-	-	-	-	0.924	-
Motorcycles	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
Lights	0	0	0	566	0	0	566	-	15	0	0	0	0	0	15	-	14	870	0	0	0	0	884	-
% Lights	0%	0%	0%	96.4%	0%	0%	96.4%	-	100%	0%	0%	0%	0%	0%	100%	-	100%	96.8%	0%	0%	0%	0%	96.8%	-
Single-Unit Trucks	0	0	0	16	0	0	16	-	0	0	0	0	0	0	0	-	0	19	0	0	0	0	19	-
% Single-Unit Trucks	0%	0%	0%	2.7%	0%	0%	2.7%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	2.1%	0%	0%	0%	0%	2.1%	-
Articulated Trucks	0	0	0	2	0	0	2	-	0	0	0	0	0	0	0	-	0	6	0	0	0	0	6	-
% Articulated Trucks	0%	0%	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0.7%	0%	0%	0%	0%	0.7%	-
Buses	0	0	0	3	0	0	3	-	0	0	0	0	0	0	0	-	0	4	0	0	0	0	4	-
% Buses	0%	0%	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0%	0%	0.4%	-
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 6 (VFW Parkway @ Waves access) TMC - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 8AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800903, Location: 42.263632, -71.168394, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Bypass Road Northeastbound								Town Fair Tire Eastbound								Bypass Road Southeastbound								
Time	HR	BR	BL	L	HL	U	App	Ped*	HR	R	T	L	HL	U	App	Ped*	HR	R	BR	BL	HL	U	App	Ped*	Int
2020-11-19 8:00AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	38	0	0	0	0	38	0	448
8:15AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	48	0	0	0	0	48	0	415
8:30AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	51	0	0	0	0	52	0	433
8:45AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	46	0	0	0	0	46	0	409
Total	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	0	1	183	0	0	0	0	184	0	1705
% Approach	0%	0%	0%	0%	0%	0%	-	-	100%	0%	0%	0%	0%	0%	-	-	0.5%	99.5%	0%	0%	0%	0%	-	-	-
% Total	0%	0%	0%	0%	0%	0%	0%	-	0.4%	0%	0%	0%	0%	0%	0.4%	-	0.1%	10.7%	0%	0%	0%	0%	10.8%	-	-
PHF	-	-	-	-	-	-	-	-	0.500	-	-	-	-	-	0.500	-	0.250	0.897	-	-	-	-	0.885	-	0.951
Motorcycles	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%
Lights	0	0	0	0	0	0	0	-	4	0	0	0	0	0	4	-	1	177	0	0	0	0	178	-	1647
% Lights	0%	0%	0%	0%	0%	0%	-	-	66.7%	0%	0%	0%	0%	0%	66.7%	-	100%	96.7%	0%	0%	0%	0%	96.7%	-	96.6%
Single-Unit Trucks	0	0	0	0	0	0	0	-	2	0	0	0	0	0	2	-	0	4	0	0	0	0	4	-	41
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	-	-	33.3%	0%	0%	0%	0%	0%	33.3%	-	0%	2.2%	0%	0%	0%	0%	2.2%	-	2.4%
Articulated Trucks	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	8
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0.5%
Buses	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	2	0	0	0	0	2	-	9
% Buses	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	0%	1.1%	0%	0%	0%	0%	1.1%	-	0.5%
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 6 (VFW Parkway @ Waves access) TMC - TMC

Thu Nov 19, 2020

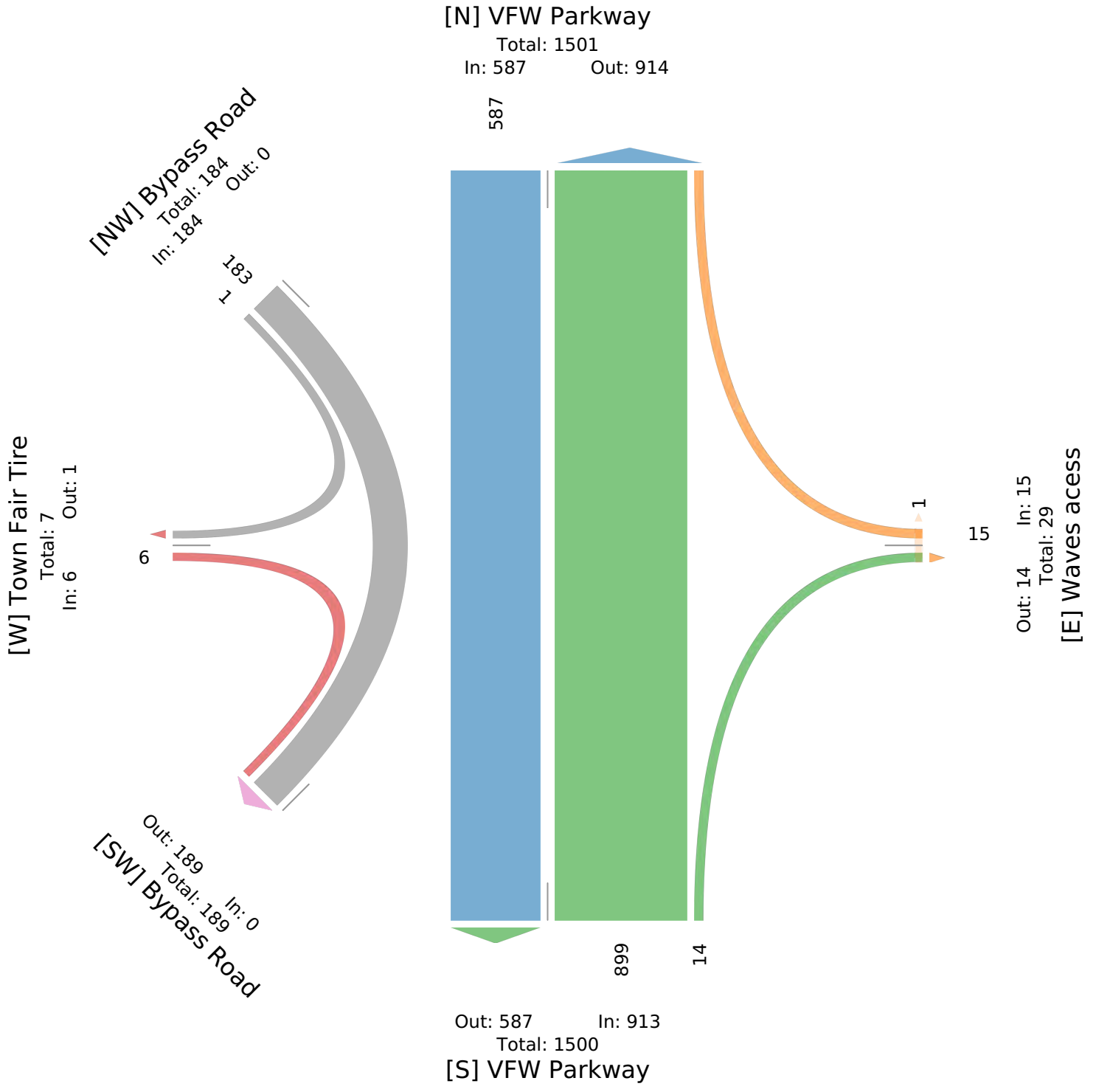
AM Peak (Nov 19 2020 8AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800903, Location: 42.263632, -71.168394, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703- 6 (VFW Parkway @ Waves access) TMC - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 3PM - 4 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800903, Location: 42.263632, -71.168394, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound								Waves access Westbound								VFW Parkway Northbound							
Time	HR	R	BR	T	L	U	App	Ped*	R	BR	T	BL	L	U	App	Ped*	R	T	BL	L	HL	U	App	Ped*
2020-11-19 3:00PM	0	0	0	300	0	0	300	0	16	0	0	0	0	0	16	1	13	259	0	0	0	0	272	0
3:15PM	0	0	0	247	0	0	247	0	17	0	0	0	0	0	17	0	15	272	0	0	0	0	287	0
3:30PM	0	0	0	270	0	0	270	0	19	0	0	0	0	0	19	1	11	263	0	0	0	0	274	0
3:45PM	0	0	0	255	0	0	255	0	16	0	0	0	0	0	16	0	6	272	0	0	0	0	278	0
Total	0	0	0	1072	0	0	1072	0	68	0	0	0	0	0	68	2	45	1066	0	0	0	0	1111	0
% Approach	0%	0%	0%	100%	0%	0%	-	-	100%	0%	0%	0%	0%	0%	-	-	4.1%	95.9%	0%	0%	0%	0%	-	-
% Total	0%	0%	0%	41.6%	0%	0%	41.6%	-	2.6%	0%	0%	0%	0%	0%	2.6%	-	1.7%	41.3%	0%	0%	0%	0%	43.1%	-
PHF	-	-	-	0.893	-	-	0.893	-	0.895	-	-	-	-	-	0.895	-	0.750	0.980	-	-	-	-	0.968	-
Motorcycles	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
Lights	0	0	0	1048	0	0	1048	-	68	0	0	0	0	0	68	-	45	1053	0	0	0	0	1098	-
% Lights	0%	0%	0%	97.8%	0%	0%	97.8%	-	100%	0%	0%	0%	0%	0%	100%	-	100%	98.8%	0%	0%	0%	0%	98.8%	-
Single-Unit Trucks	0	0	0	20	0	0	20	-	0	0	0	0	0	0	0	-	0	11	0	0	0	0	11	-
% Single-Unit Trucks	0%	0%	0%	1.9%	0%	0%	1.9%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	1.0%	0%	0%	0%	0%	1.0%	-
Articulated Trucks	0	0	0	3	0	0	3	-	0	0	0	0	0	0	0	-	0	2	0	0	0	0	2	-
% Articulated Trucks	0%	0%	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0%	0%	0.2%	-
Buses	0	0	0	1	0	0	1	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Buses	0%	0%	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 6 (VFW Parkway @ Waves access) TMC - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 3PM - 4 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800903, Location: 42.263632, -71.168394, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Bypass Road Northeastbound								Town Fair Tire Eastbound								Bypass Road Southeastbound								Int
	HR	BR	BL	L	HL	U	App	Ped*	HR	R	T	L	HL	U	App	Ped*	HR	R	BR	BL	HL	U	App	Ped*	
2020-11-19 3:00PM	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	0	1	61	0	0	0	0	62	0	658
3:15PM	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	1	0	73	0	0	0	0	73	0	634
3:30PM	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	3	0	76	0	0	0	0	76	0	645
3:45PM	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	0	2	80	0	0	0	0	82	0	641
Total	0	0	0	0	0	0	0	0	34	0	0	0	0	0	34	4	3	290	0	0	0	0	293	0	2578
% Approach	0%	0%	0%	0%	0%	0%	-	-	100%	0%	0%	0%	0%	0%	-	-	1.0%	99.0%	0%	0%	0%	0%	-	-	-
% Total	0%	0%	0%	0%	0%	0%	0%	-	1.3%	0%	0%	0%	0%	0%	1.3%	-	0.1%	11.2%	0%	0%	0%	0%	11.4%	-	-
PHF	-	-	-	-	-	-	-	-	0.850	-	-	-	-	-	0.850	-	0.375	0.906	-	-	-	-	0.893	-	0.979
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lights	0	0	0	0	0	0	0	0	34	0	0	0	0	0	34	0	2	284	0	0	0	0	286	0	2534
% Lights	0%	0%	0%	0%	0%	0%	-	-	100%	0%	0%	0%	0%	0%	100%	-	66.7%	97.9%	0%	0%	0%	0%	97.6%	-	98.3%
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	6	0	37
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	33.3%	1.7%	0%	0%	0%	0%	2.0%	-	1.4%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	6
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0%	0%	0.3%	-	0.2%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	0	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 6 (VFW Parkway @ Waves access) TMC - TMC

Thu Nov 19, 2020

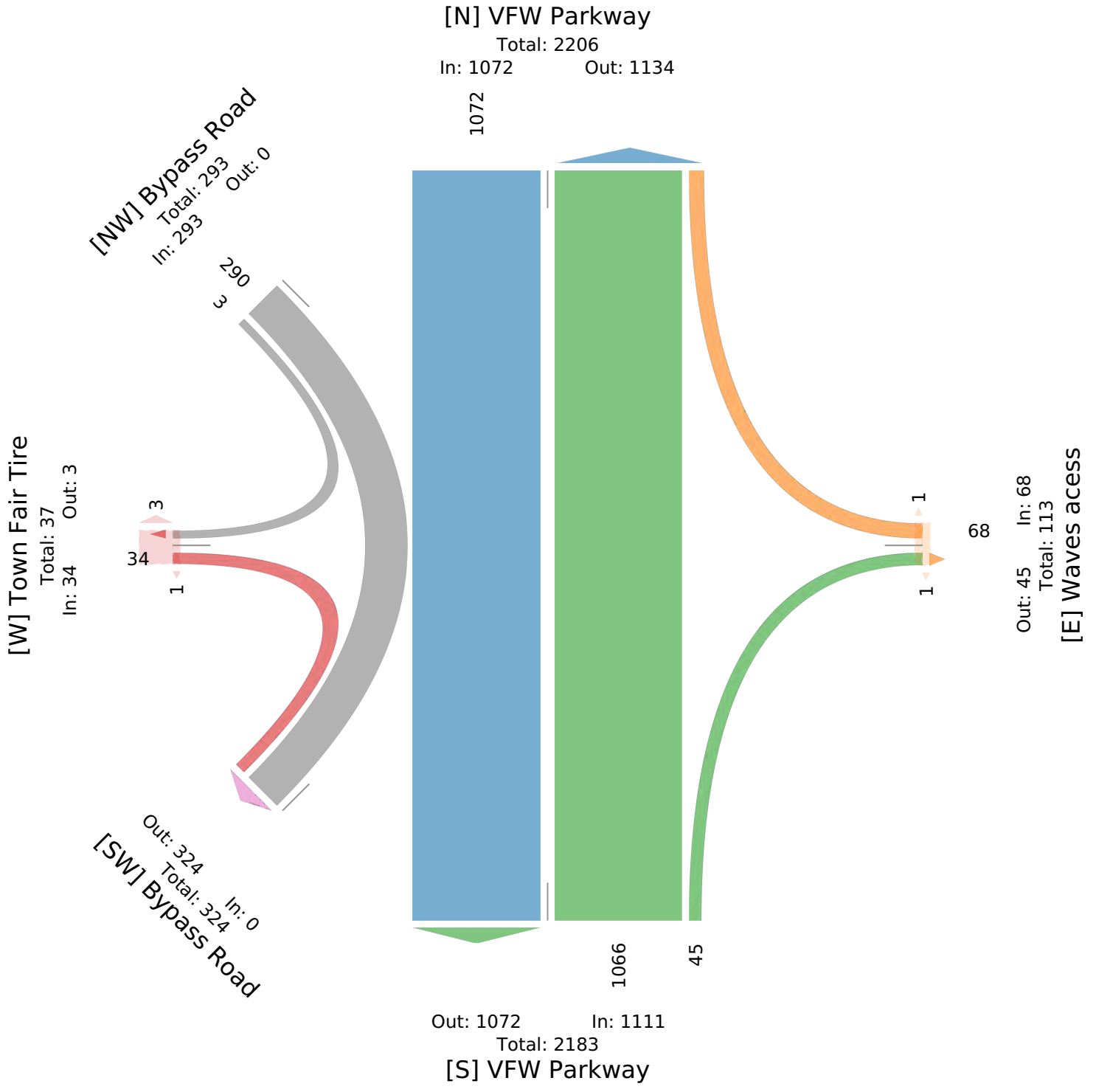
PM Peak (Nov 19 2020 3PM - 4 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800903, Location: 42.263632, -71.168394, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703- 6 (VFW Parkway @ Waves access) TMC - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800903, Location: 42.263632, -71.168394, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound								Waves access Westbound								VFW Parkway Northbound							
Time	HR	R	BR	T	L	U	App	Ped*	R	BR	T	BL	L	U	App	Ped*	R	T	BL	L	HL	U	App	Ped*
2020-11-21 11:45AM	0	0	0	247	0	0	247	0	23	0	0	0	0	0	23	0	20	323	0	0	0	0	343	0
12:00PM	0	0	0	237	0	0	237	0	26	0	0	0	0	0	26	2	28	358	0	0	0	0	386	0
12:15PM	0	0	0	264	0	0	264	0	22	0	0	0	0	0	22	0	26	314	0	0	0	0	340	0
12:30PM	0	0	0	249	0	0	249	0	38	0	0	0	0	0	38	0	19	369	0	0	0	0	388	0
Total	0	0	0	997	0	0	997	0	109	0	0	0	0	0	109	2	93	1364	0	0	0	0	1457	0
% Approach	0%	0%	0%	100%	0%	0%	-	-	100%	0%	0%	0%	0%	0%	-	-	6.4%	93.6%	0%	0%	0%	0%	-	-
% Total	0%	0%	0%	34.2%	0%	0%	34.2%	-	3.7%	0%	0%	0%	0%	0%	3.7%	-	3.2%	46.8%	0%	0%	0%	0%	50.0%	-
PHF	-	-	-	0.944	-	-	0.944	-	0.717	-	-	-	-	-	0.717	-	0.830	0.924	-	-	-	-	0.939	-
Motorcycles	0	0	0	3	0	0	3	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Motorcycles	0%	0%	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
Lights	0	0	0	988	0	0	988	-	109	0	0	0	0	0	109	-	93	1353	0	0	0	0	1446	-
% Lights	0%	0%	0%	99.1%	0%	0%	99.1%	-	100%	0%	0%	0%	0%	0%	100%	-	100%	99.2%	0%	0%	0%	0%	99.2%	-
Single-Unit Trucks	0	0	0	5	0	0	5	-	0	0	0	0	0	0	0	-	0	11	0	0	0	0	11	-
% Single-Unit Trucks	0%	0%	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0.8%	0%	0%	0%	0%	0.8%	-
Articulated Trucks	0	0	0	1	0	0	1	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Articulated Trucks	0%	0%	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
Buses	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Buses	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 6 (VFW Parkway @ Waves access) TMC - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800903, Location: 42.263632, -71.168394, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Bypass Road Northeastbound								Town Fair Tire Eastbound								Bypass Road Southeastbound								Int	
	HR	BR	BL	L	HL	U	App	Ped*	HR	R	T	L	HL	U	App	Ped*	HR	R	BR	BL	HL	U	App	Ped*		
2020-11-21 11:45AM	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	0	1	78	0	0	0	0	0	79	0	703
12:00PM	0	0	0	0	0	0	0	0	14	0	0	0	0	0	14	0	1	76	0	0	0	0	0	77	0	740
12:15PM	0	0	0	0	0	0	0	0	15	0	0	0	0	0	15	1	0	62	0	0	0	0	0	62	0	703
12:30PM	0	0	0	0	0	0	0	0	13	0	0	0	0	0	13	0	0	78	0	0	0	0	0	78	0	766
Total	0	0	0	0	0	0	0	0	53	0	0	0	0	0	53	1	2	294	0	0	0	0	0	296	0	2912
% Approach	0%	0%	0%	0%	0%	0%	-	-	100%	0%	0%	0%	0%	0%	-	-	0.7%	99.3%	0%	0%	0%	0%	-	-	-	
% Total	0%	0%	0%	0%	0%	0%	0%	-	1.8%	0%	0%	0%	0%	0%	1.8%	-	0.1%	10.1%	0%	0%	0%	0%	10.2%	-	-	
PHF	-	-	-	-	-	-	-	-	0.883	-	-	-	-	-	0.883	-	0.500	0.939	-	-	-	-	0.934	-	0.950	
Motorcycles	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	3	0	0	0	0	3	-	6	
% Motorcycles	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	0%	1.0%	0%	0%	0%	0%	1.0%	-	0.2%	
Lights	0	0	0	0	0	0	0	-	53	0	0	0	0	0	53	-	2	289	0	0	0	0	291	-	2887	
% Lights	0%	0%	0%	0%	0%	0%	-	-	100%	0%	0%	0%	0%	0%	100%	-	100%	98.3%	0%	0%	0%	0%	98.3%	-	99.1%	
Single-Unit Trucks	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	1	0	0	0	0	1	-	17	
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0%	0%	0.3%	-	0.6%	
Articulated Trucks	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	1	
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	
Buses	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	
% Buses	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	1	0	0	0	0	1	-	1	
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0%	0%	0.3%	-	0%	
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 6 (VFW Parkway @ Waves access) TMC - TMC

Sat Nov 21, 2020

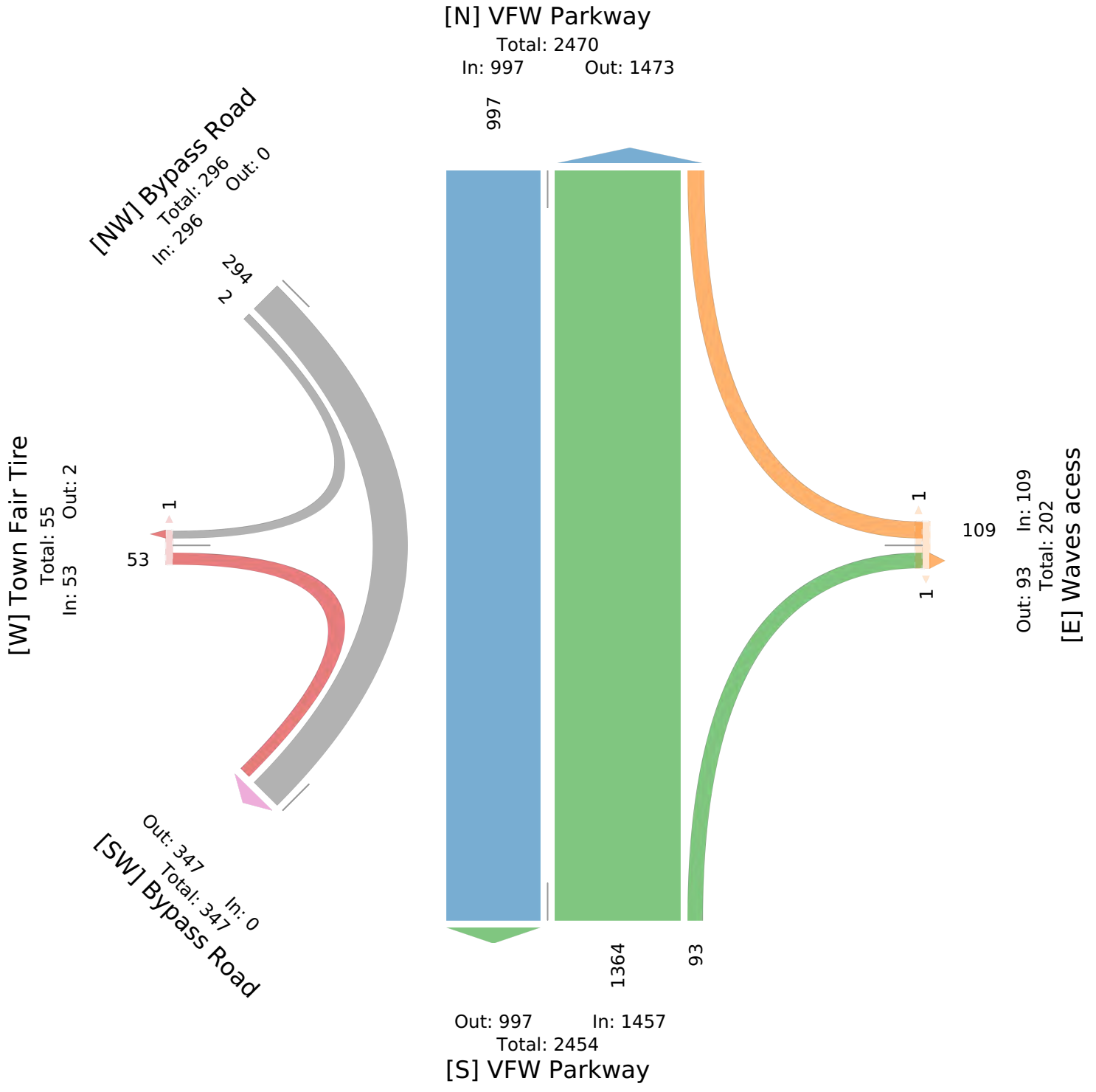
Midday Peak (WKND) (Nov 21 2020 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800903, Location: 42.263632, -71.168394, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703- 6 (VFW Parkway @ Waves access) TMC - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800903, Location: 42.263632, -71.168394, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	VFW Parkway Southbound								Waves access Westbound								VFW Parkway Northbound							
Time	HR	R	BR	T	L	U	App	Ped*	R	BR	T	BL	L	U	App	Ped*	R	T	BL	L	HL	U	App	Ped*
2020-11-21 1:00PM	0	0	0	265	0	0	265	0	24	0	0	0	0	0	24	0	27	373	0	0	0	0	400	0
1:15PM	0	0	0	294	0	0	294	0	31	0	0	0	0	0	31	0	23	326	0	0	0	0	349	0
1:30PM	0	0	0	231	0	0	231	0	23	0	1	0	0	0	24	0	22	348	0	0	0	0	370	0
1:45PM	0	0	0	221	0	0	221	0	44	0	2	0	0	0	46	0	18	348	0	0	0	0	366	0
Total	0	0	0	1011	0	0	1011	0	122	0	3	0	0	0	125	0	90	1395	0	0	0	0	1485	0
% Approach	0%	0%	0%	100%	0%	0%	-	-	97.6%	0%	2.4%	0%	0%	0%	-	-	6.1%	93.9%	0%	0%	0%	0%	-	-
% Total	0%	0%	0%	33.9%	0%	0%	33.9%	-	4.1%	0%	0.1%	0%	0%	0%	4.2%	-	3.0%	46.8%	0%	0%	0%	0%	49.8%	-
PHF	-	-	-	0.860	-	-	0.860	-	0.693	-	0.375	-	-	-	0.679	-	0.833	0.935	-	-	-	-	0.928	-
Motorcycles	0	0	0	1	0	0	1	-	0	0	0	0	0	0	0	-	0	3	0	0	0	0	3	-
% Motorcycles	0%	0%	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0%	0%	0.2%	-
Lights	0	0	0	1004	0	0	1004	-	122	0	3	0	0	0	125	-	90	1384	0	0	0	0	1474	-
% Lights	0%	0%	0%	99.3%	0%	0%	99.3%	-	100%	0%	100%	0%	0%	0%	100%	-	100%	99.2%	0%	0%	0%	0%	99.3%	-
Single-Unit Trucks	0	0	0	6	0	0	6	-	0	0	0	0	0	0	0	-	0	8	0	0	0	0	8	-
% Single-Unit Trucks	0%	0%	0%	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0%	0%	0.5%	-
Articulated Trucks	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
Buses	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Buses	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 6 (VFW Parkway @ Waves access) TMC - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800903, Location: 42.263632, -71.168394, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Bypass Road Northeastbound								Town Fair Tire Eastbound								Bypass Road Southeastbound								Int		
	HR	BR	BL	L	HL	U	App	Ped*	HR	R	T	L	HL	U	App	Ped*	HR	R	BR	BL	HL	U	App	Ped*			
2020-11-21 1:00PM	0	0	0	0	0	0	0	0	13	0	0	0	0	0	13	0	2	81	0	0	0	0	0	0	83	0	785
1:15PM	0	0	0	0	0	0	0	0	15	0	0	0	0	0	15	0	1	65	0	0	0	0	0	0	66	0	755
1:30PM	0	0	0	0	0	0	0	0	18	0	0	0	0	0	18	0	1	79	0	0	0	0	0	0	80	0	723
1:45PM	0	0	0	0	0	0	0	0	14	0	0	0	0	0	14	0	0	72	0	0	0	0	0	0	72	0	719
Total	0	0	0	0	0	0	0	0	60	0	0	0	0	0	60	0	4	297	0	0	0	0	0	0	301	0	2982
% Approach	0%	0%	0%	0%	0%	0%	0%	-	100%	0%	0%	0%	0%	0%	-	1.3%	98.7%	0%	0%	0%	0%	-	-	-	-		
% Total	0%	0%	0%	0%	0%	0%	0%	0%	2.0%	0%	0%	0%	0%	0%	2.0%	-	0.1%	10.0%	0%	0%	0%	0%	0%	0%	10.1%	-	-
PHF	-	-	-	-	-	-	-	-	0.833	-	-	-	-	-	0.833	-	0.500	0.917	-	-	-	-	-	-	0.907	-	0.950
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	4
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0.1%
Lights	0	0	0	0	0	0	0	0	60	0	0	0	0	0	60	0	4	294	0	0	0	0	0	0	298	-	2961
% Lights	0%	0%	0%	0%	0%	0%	0%	-	100%	0%	0%	0%	0%	0%	100%	-	100%	99.0%	0%	0%	0%	0%	0%	0%	99.0%	-	99.3%
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	-	17
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	1.0%	0%	0%	0%	0%	0%	0%	1.0%	-	0.6%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 6 (VFW Parkway @ Waves access) TMC - TMC

Sat Nov 21, 2020

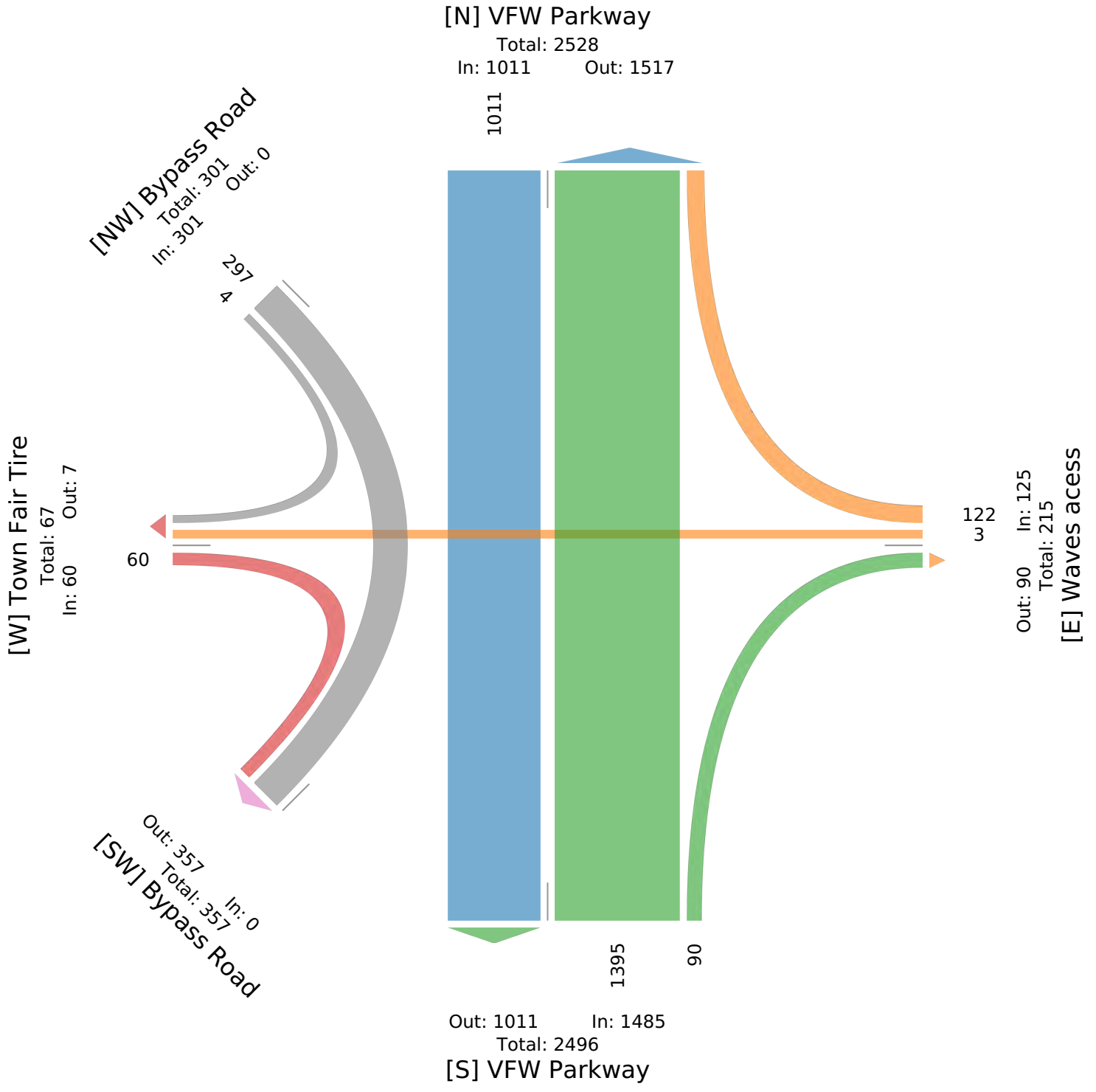
PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800903, Location: 42.263632, -71.168394, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US



207703- 7 (Providence Highway @ Dedham Mall)... - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800905, Location: 42.256243, -71.17063, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound					Bypass Road Southwestbound					Dedham Mall entrance Westbound					Providence Highway (Route 1) Northbound					Int		
	T	L	HL	U	App Ped*	HR	BL	HL	U	App Ped*	HR	R	L	U	App Ped*	R	BR	T	U	App Ped*			
2020-11-19 6:00AM	132	29	5	0	166	0	0	0	0	0	48	0	24	0	72	0	55	0	658	0	713	0	951
7:00AM	341	55	8	0	404	0	0	0	0	0	82	1	49	0	132	0	80	4	742	0	826	0	1362
8:00AM	508	117	11	9	645	0	0	0	0	0	99	0	82	0	181	0	107	3	609	0	719	0	1545
3:00PM	874	223	39	28	1164	0	0	0	0	0	145	4	300	0	449	0	195	10	605	0	810	0	2423
4:00PM	940	220	35	25	1220	0	0	0	0	0	148	7	296	0	451	0	186	13	555	1	755	0	2426
5:00PM	736	231	25	42	1034	0	0	50	0	0	139	4	284	0	427	0	185	7	564	0	756	0	2267
2020-11-21 11:00AM	867	242	63	21	1193	0	0	0	0	0	178	10	291	0	479	0	244	11	735	0	990	0	2662
12:00PM	727	275	38	44	1084	0	0	0	0	0	188	10	384	0	582	0	297	19	814	0	1130	0	2796
1:00PM	777	270	39	51	1137	0	0	0	0	0	205	3	364	0	572	0	290	21	843	0	1154	0	2863
Total	5902	1662	263	220	8047	0	0	50	0	50	1232	39	2074	0	3345	0	1639	88	6125	1	7853	0	19295
% Approach	73.3%	20.7%	3.3%	2.7%	-	0%	100%	0%	0%	-	36.8%	1.2%	62.0%	0%	-	20.9%	1.1%	78.0%	0%	-	-	-	-
% Total	30.6%	8.6%	1.4%	1.1%	41.7%	0%	0.3%	0%	0%	0.3%	6.4%	0.2%	10.7%	0%	17.3%	-	8.5%	0.5%	31.7%	0%	40.7%	-	-
Motorcycles	3	1	2	0	6	0	0	0	0	0	1	0	3	0	4	0	1	0	5	0	6	0	16
% Motorcycles	0.1%	0.1%	0.8%	0%	0.1%	0%	0%	0%	0%	0%	0.1%	0%	0.1%	0%	0.1%	0%	0.1%	0%	0.1%	0%	0.1%	0%	0.1%
Lights	5801	1650	257	220	7928	0	0	49	0	49	1216	39	2051	0	3306	0	1626	88	6015	1	7730	0	19013
% Lights	98.3%	99.3%	97.7%	100%	98.5%	0%	98.0%	0%	0%	98.0%	98.7%	100%	98.9%	0%	98.8%	0%	99.2%	100%	98.2%	100%	98.4%	0%	98.5%
Single-Unit Trucks	71	7	3	0	81	0	0	0	0	0	14	0	14	0	28	0	7	0	85	0	92	0	201
% Single-Unit Trucks	1.2%	0.4%	1.1%	0%	1.0%	0%	0%	0%	0%	0%	1.1%	0%	0.7%	0%	0.8%	0%	0.4%	0%	1.4%	0%	1.2%	0%	1.0%
Articulated Trucks	16	0	1	0	17	0	1	0	0	1	1	0	4	0	5	0	1	0	15	0	16	0	39
% Articulated Trucks	0.3%	0%	0.4%	0%	0.2%	0%	2.0%	0%	0%	2.0%	0.1%	0%	0.2%	0%	0.1%	0%	0.1%	0%	0.2%	0%	0.2%	0%	0.2%
Buses	9	4	0	0	13	0	0	0	0	0	0	0	2	0	2	0	4	0	5	0	9	0	24
% Buses	0.2%	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0%	0%	0%	0.1%	0%	0.1%	0%	0.2%	0%	0.1%	0%	0.1%	0%	0.1%
Bicycles on Road	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 7 (Providence Highway @ Dedham Mall)... - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

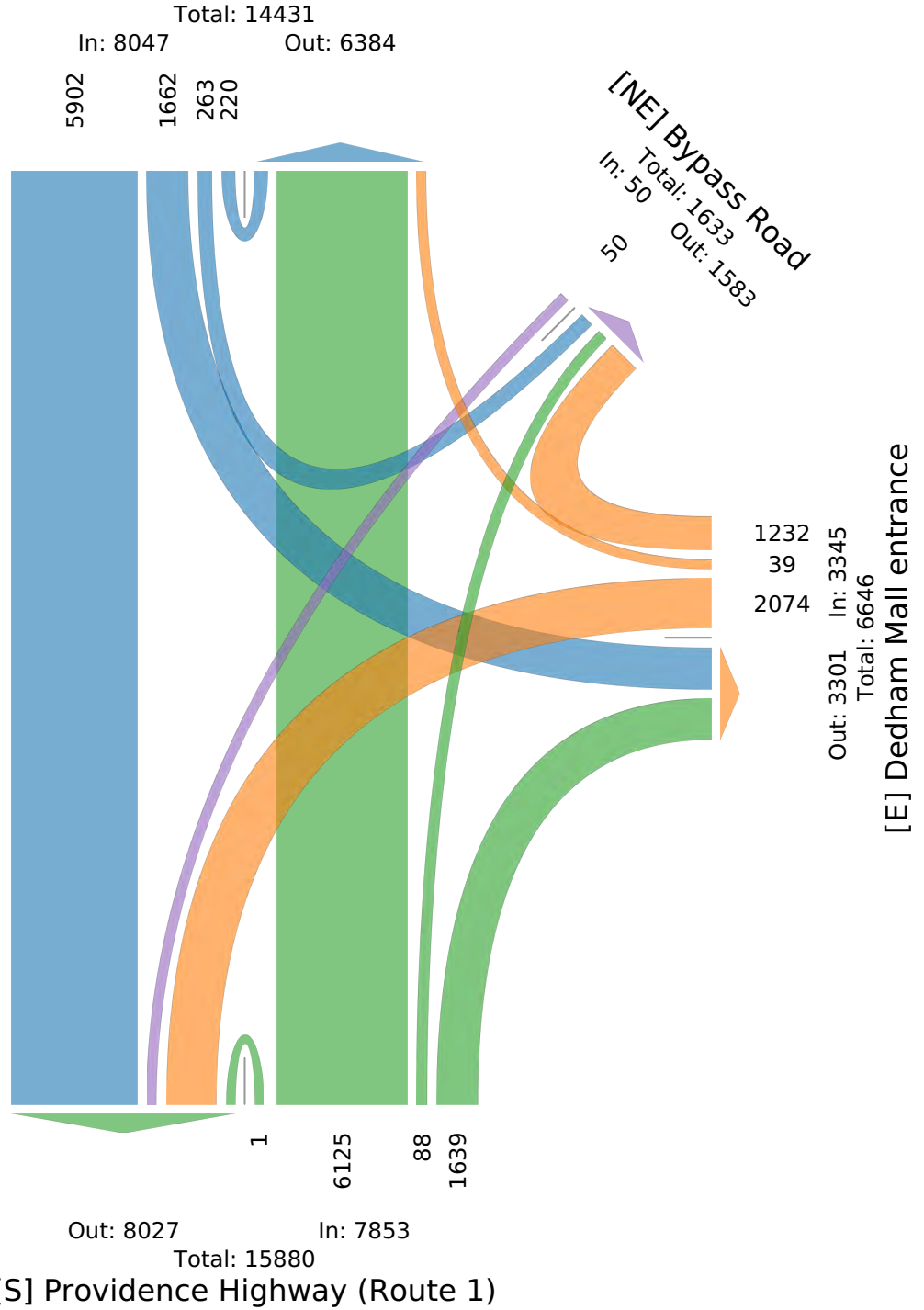
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800905, Location: 42.256243, -71.17063, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)



207703- 7 (Providence Highway @ Dedham Mall)... - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 8AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800905, Location: 42.256243, -71.17063, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound						Bypass Road Southwestbound						Dedham Mall entrance Westbound						Providence Highway (Route 1) Northbound						Int
	T	L	HL	U	App	Ped*	HR	BL	HL	U	App	Ped*	HR	R	L	U	App	Ped*	R	BR	T	U	App	Ped*	
2020-11-19 8:00AM	127	26	4	1	158	0	0	0	0	0	0	0	28	0	15	0	43	0	23	1	163	0	187	0	388
8:15AM	115	31	2	5	153	0	0	0	0	0	0	0	25	0	22	0	47	0	24	1	154	0	179	0	379
8:30AM	139	27	2	1	169	0	0	0	0	0	0	0	19	0	20	0	39	0	33	0	156	0	189	0	397
8:45AM	127	33	3	2	165	0	0	0	0	0	0	0	27	0	25	0	52	0	27	1	136	0	164	0	381
Total	508	117	11	9	645	0	0	0	0	0	0	0	99	0	82	0	181	0	107	3	609	0	719	0	1545
% Approach	78.8%	18.1%	1.7%	1.4%	-	-	0%	0%	0%	0%	-	-	54.7%	0%	45.3%	0%	-	-	14.9%	0.4%	84.7%	0%	-	-	-
% Total	32.9%	7.6%	0.7%	0.6%	41.7%	-	0%	0%	0%	0%	0%	-	6.4%	0%	5.3%	0%	11.7%	-	6.9%	0.2%	39.4%	0%	46.5%	-	-
PHF	0.914	0.886	0.688	0.450	0.954	-	-	-	-	-	-	-	0.884	-	0.820	-	0.870	-	0.811	0.750	0.934	-	0.951	-	0.973
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	487	117	9	9	622	-	0	0	0	0	0	-	98	0	76	0	174	-	104	3	581	0	688	-	1484
% Lights	95.9%	100%	81.8%	100%	96.4%	-	0%	0%	0%	0%	-	-	99.0%	0%	92.7%	0%	96.1%	-	97.2%	100%	95.4%	0%	95.7%	-	96.1%
Single-Unit Trucks	14	0	2	0	16	-	0	0	0	0	0	-	1	0	3	0	4	-	1	0	20	0	21	-	41
% Single-Unit Trucks	2.8%	0%	18.2%	0%	2.5%	-	0%	0%	0%	0%	-	-	1.0%	0%	3.7%	0%	2.2%	-	0.9%	0%	3.3%	0%	2.9%	-	2.7%
Articulated Trucks	3	0	0	0	3	-	0	0	0	0	0	-	0	0	2	0	2	-	1	0	7	0	8	-	13
% Articulated Trucks	0.6%	0%	0%	0%	0.5%	-	0%	0%	0%	0%	-	-	0%	0%	2.4%	0%	1.1%	-	0.9%	0%	1.1%	0%	1.1%	-	0.8%
Buses	4	0	0	0	4	-	0	0	0	0	0	-	0	0	1	0	1	-	1	0	1	0	2	-	7
% Buses	0.8%	0%	0%	0%	0.6%	-	0%	0%	0%	0%	-	-	0%	0%	1.2%	0%	0.6%	-	0.9%	0%	0.2%	0%	0.3%	-	0.5%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 7 (Providence Highway @ Dedham Mall)... - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 8AM - 9 AM)

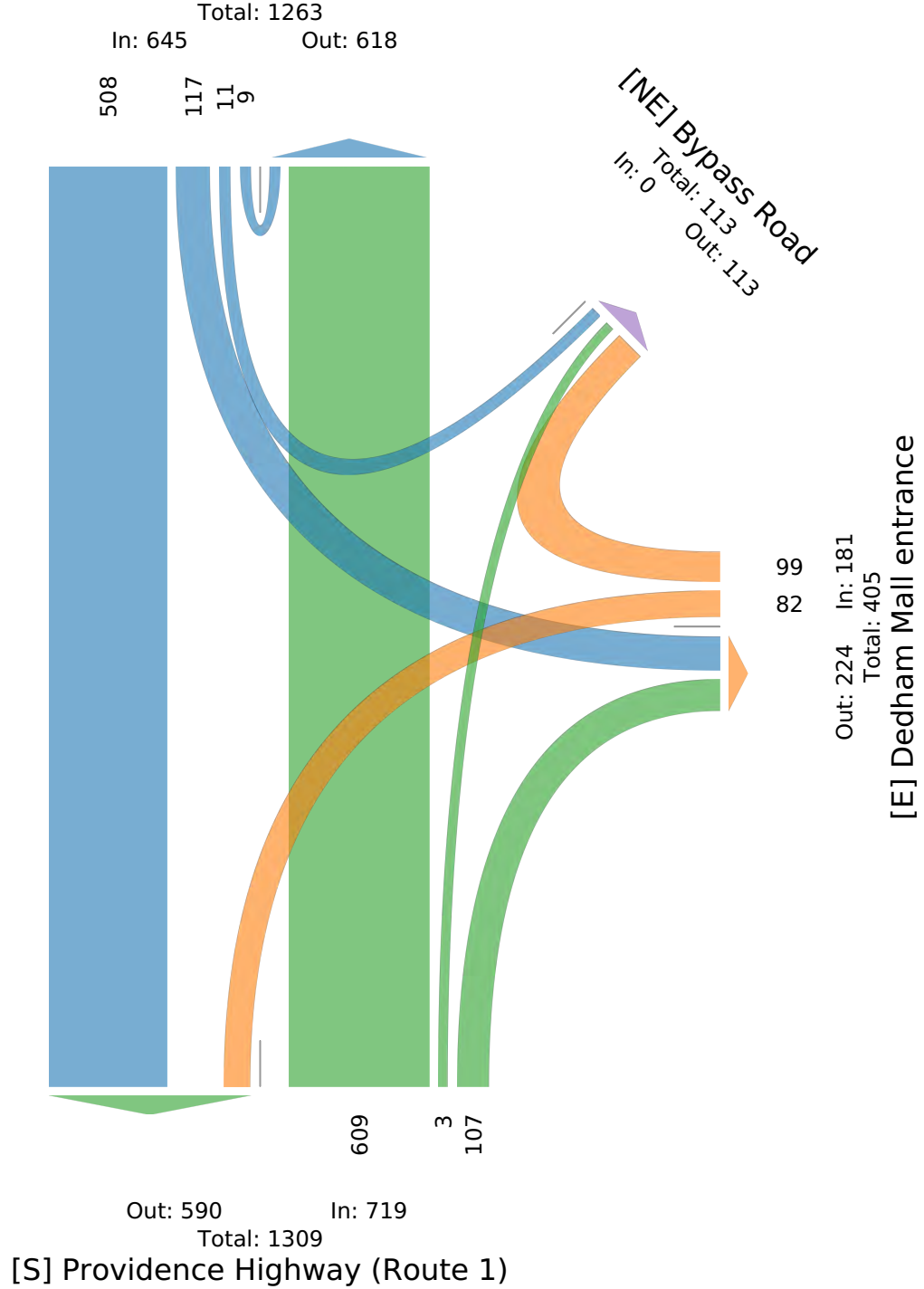
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800905, Location: 42.256243, -71.17063, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)



207703- 7 (Providence Highway @ Dedham Mall)... - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 3:15PM - 4:15 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800905, Location: 42.256243, -71.17063, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound						Bypass Road Southwestbound						Dedham Mall entrance Westbound						Providence Highway (Route 1) Northbound						Int
	T	L	HL	U	App	Ped*	HR	BL	HL	U	App	Ped*	HR	R	L	U	App	Ped*	R	BR	T	U	App	Ped*	
2020-11-19 3:15PM	236	53	12	6	307	0	0	0	0	0	0	0	38	1	80	0	119	0	55	0	164	0	219	0	645
3:30PM	227	58	8	9	302	0	0	0	0	0	0	0	35	2	80	0	117	0	39	2	156	0	197	0	616
3:45PM	194	53	9	5	261	0	0	0	0	0	0	0	32	0	72	0	104	0	45	4	138	0	187	0	552
4:00PM	236	52	5	7	300	0	0	0	0	0	0	0	39	3	65	0	107	0	52	4	155	0	211	0	618
Total	893	216	34	27	1170	0	0	0	0	0	0	0	144	6	297	0	447	0	191	10	613	0	814	0	2431
% Approach	76.3%	18.5%	2.9%	2.3%	-	-	0%	0%	0%	0%	-	-	32.2%	1.3%	66.4%	0%	-	-	23.5%	1.2%	75.3%	0%	-	-	-
% Total	36.7%	8.9%	1.4%	1.1%	48.1%	-	0%	0%	0%	0%	0%	-	5.9%	0.2%	12.2%	0%	18.4%	-	7.9%	0.4%	25.2%	0%	33.5%	-	-
PHF	0.946	0.931	0.708	0.750	0.953	-	-	-	-	-	-	-	0.923	0.500	0.928	-	0.939	-	0.868	0.625	0.934	-	0.929	-	0.942
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	873	214	34	27	1148	-	0	0	0	0	0	-	144	6	295	0	445	-	191	10	607	0	808	-	2401
% Lights	97.8%	99.1%	100%	100%	98.1%	-	0%	0%	0%	0%	-	-	100%	100%	99.3%	0%	99.6%	-	100%	100%	99.0%	0%	99.3%	-	98.8%
Single-Unit Trucks	17	1	0	0	18	-	0	0	0	0	0	-	0	0	1	0	1	-	0	0	4	0	4	-	23
% Single-Unit Trucks	1.9%	0.5%	0%	0%	1.5%	-	0%	0%	0%	0%	-	-	0%	0%	0.3%	0%	0.2%	-	0%	0%	0.7%	0%	0.5%	-	0.9%
Articulated Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	2	-	3
% Articulated Trucks	0.1%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0.3%	0%	0.2%	-	0.1%
Buses	2	1	0	0	3	-	0	0	0	0	0	-	0	0	1	0	1	-	0	0	0	0	0	-	4
% Buses	0.2%	0.5%	0%	0%	0.3%	-	0%	0%	0%	0%	-	-	0%	0%	0.3%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.2%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 7 (Providence Highway @ Dedham Mall)... - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 3:15PM - 4:15 PM)

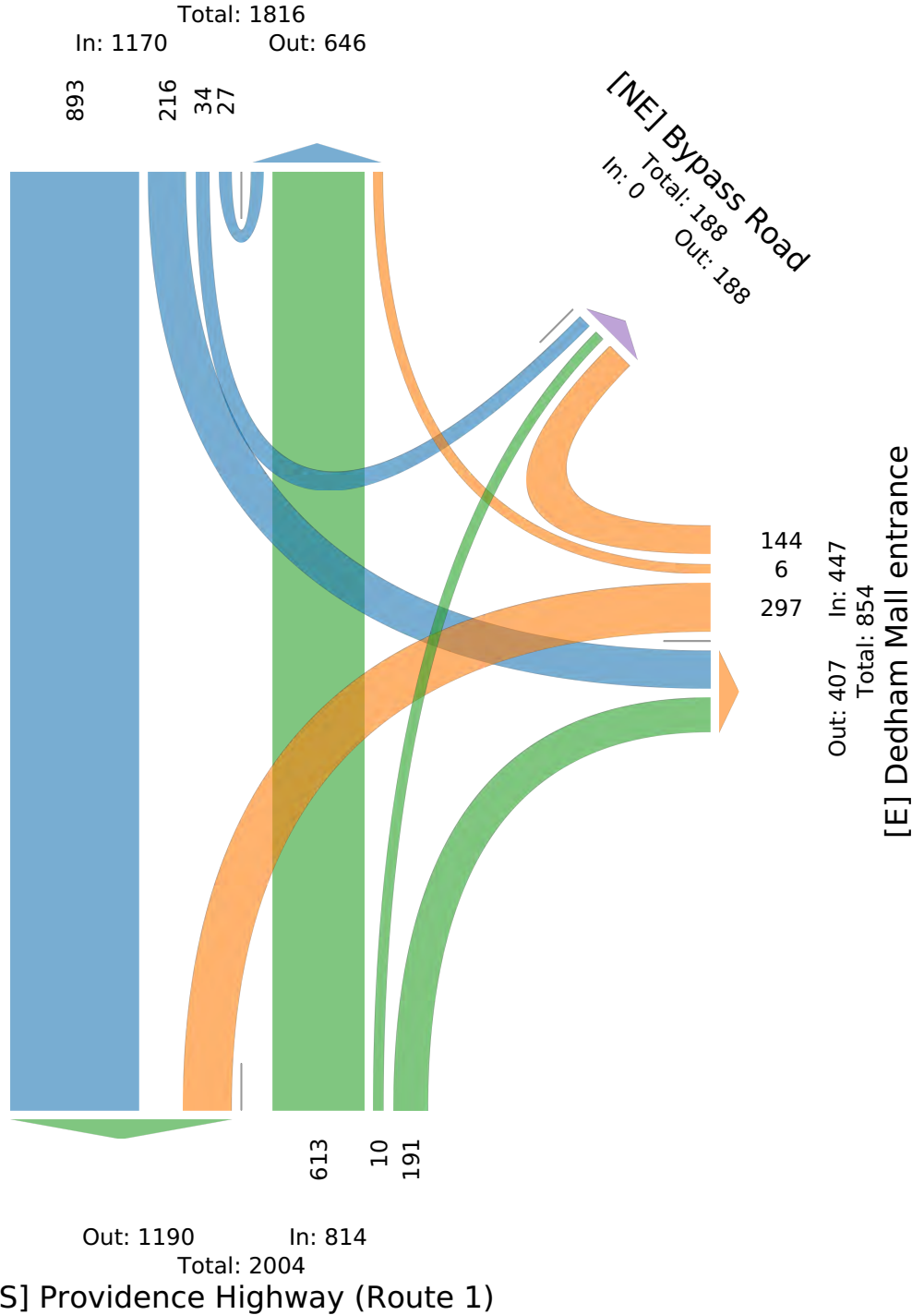
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800905, Location: 42.256243, -71.17063, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)



207703- 7 (Providence Highway @ Dedham Mall)... - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800905, Location: 42.256243, -71.17063, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound						Bypass Road Southwestbound						Dedham Mall entrance Westbound						Providence Highway (Route 1) Northbound						Int
	T	L	HL	U	App	Ped*	HR	BL	HL	U	App	Ped*	HR	R	L	U	App	Ped*	R	BR	T	U	App	Ped*	
2020-11-21 11:45AM	199	61	10	11	281	0	0	0	0	0	0	0	46	2	67	0	115	0	82	3	219	0	304	0	700
12:00PM	170	72	3	9	254	0	0	0	0	0	0	0	55	4	86	0	145	0	70	4	206	0	280	0	679
12:15PM	191	67	12	6	276	0	0	0	0	0	0	0	42	2	109	0	153	0	79	3	203	0	285	0	714
12:30PM	188	59	11	14	272	0	0	0	0	0	0	0	46	3	87	0	136	0	80	6	229	0	315	0	723
Total	748	259	36	40	1083	0	0	0	0	0	0	0	189	11	349	0	549	0	311	16	857	0	1184	0	2816
% Approach	69.1%	23.9%	3.3%	3.7%	-	-	0%	0%	0%	0%	-	-	34.4%	2.0%	63.6%	0%	-	-	26.3%	1.4%	72.4%	0%	-	-	-
% Total	26.6%	9.2%	1.3%	1.4%	38.5%	-	0%	0%	0%	0%	0%	-	6.7%	0.4%	12.4%	0%	19.5%	-	11.0%	0.6%	30.4%	0%	42.0%	-	-
PHF	0.938	0.899	0.750	0.714	0.963	-	-	-	-	-	-	-	0.859	0.688	0.800	-	0.897	-	0.948	0.667	0.936	-	0.940	-	0.973
Motorcycles	3	1	0	0	4	-	0	0	0	0	0	-	0	0	1	0	1	-	0	0	0	0	0	0	5
% Motorcycles	0.4%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	-	-	0%	0%	0.3%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	0.2%
Lights	739	258	36	40	1073	-	0	0	0	0	0	-	187	11	346	0	544	-	310	16	853	0	1179	-	2796
% Lights	98.8%	99.6%	100%	100%	99.1%	-	0%	0%	0%	0%	-	-	98.9%	100%	99.1%	0%	99.1%	-	99.7%	100%	99.5%	0%	99.6%	-	99.3%
Single-Unit Trucks	4	0	0	0	4	-	0	0	0	0	0	-	2	0	2	0	4	-	1	0	4	0	5	-	13
% Single-Unit Trucks	0.5%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	-	-	1.1%	0%	0.6%	0%	0.7%	-	0.3%	0%	0.5%	0%	0.4%	-	0.5%
Articulated Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0.1%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Bicycles on Road	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Bicycles on Road	0.1%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 7 (Providence Highway @ Dedham Mall)... - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 11:45AM - 12:45 PM)

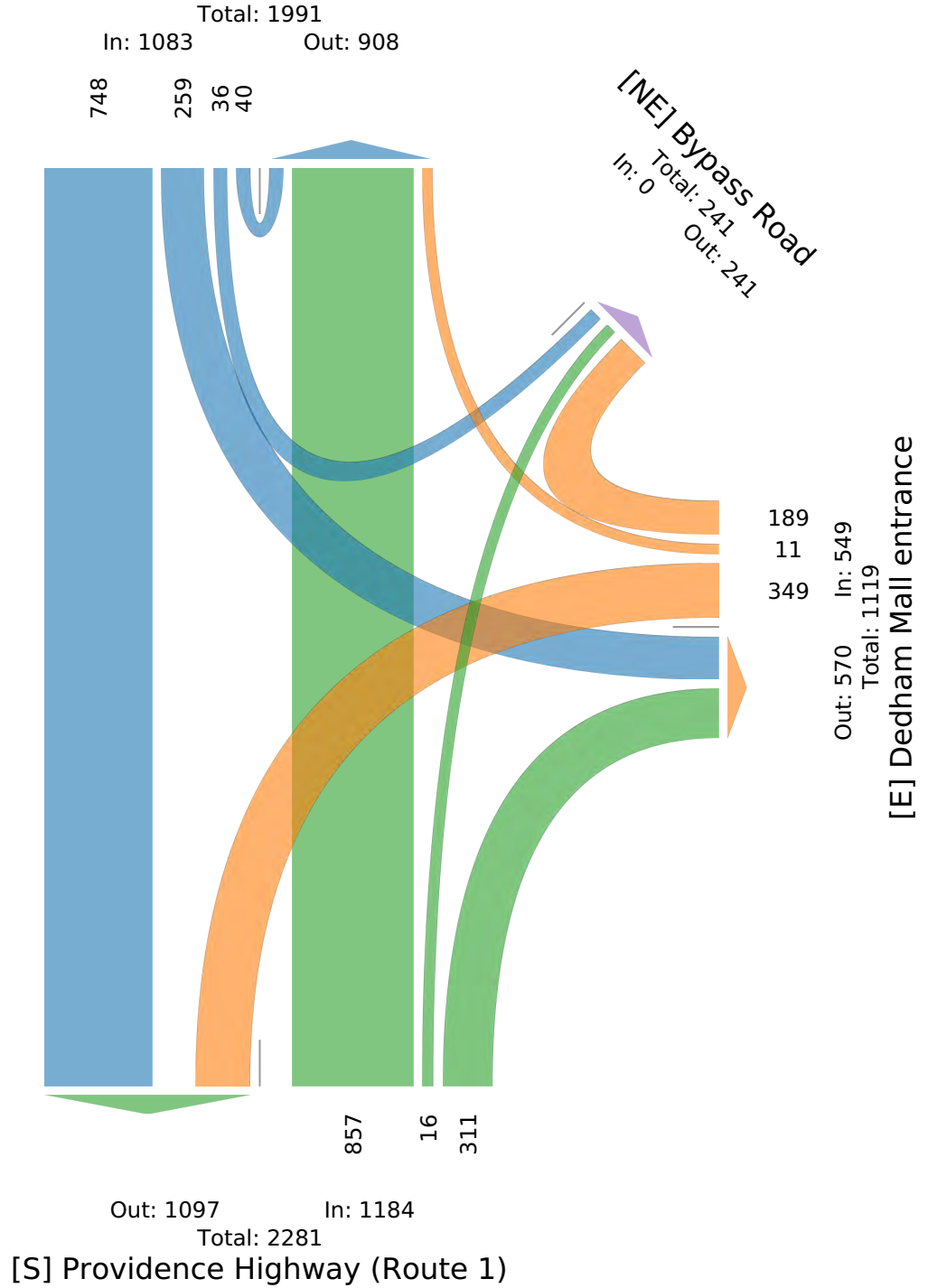
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800905, Location: 42.256243, -71.17063, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)



207703- 7 (Providence Highway @ Dedham Mall)... - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800905, Location: 42.256243, -71.17063, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound						Bypass Road Southwestbound						Dedham Mall entrance Westbound						Providence Highway (Route 1) Northbound						Int
	T	L	HL	U	App	Ped*	HR	BL	HL	U	App	Ped*	HR	R	L	U	App	Ped*	R	BR	T	U	App	Ped*	
2020-11-21 1:00PM	217	58	5	15	295	0	0	0	0	0	0	0	56	0	104	0	160	0	80	3	219	0	302	0	757
1:15PM	192	72	14	10	288	0	0	0	0	0	0	0	48	0	93	0	141	0	78	2	197	0	277	0	706
1:30PM	216	65	11	16	308	0	0	0	0	0	0	0	52	1	83	0	136	0	65	8	212	0	285	0	729
1:45PM	152	75	9	10	246	0	0	0	0	0	0	0	49	2	84	0	135	0	67	8	215	0	290	0	671
Total	777	270	39	51	1137	0	0	0	0	0	0	0	205	3	364	0	572	0	290	21	843	0	1154	0	2863
% Approach	68.3%	23.7%	3.4%	4.5%	-	-	0%	0%	0%	0%	-	-	35.8%	0.5%	63.6%	0%	-	-	25.1%	1.8%	73.1%	0%	-	-	-
% Total	27.1%	9.4%	1.4%	1.8%	39.7%	-	0%	0%	0%	0%	0%	-	7.2%	0.1%	12.7%	0%	20.0%	-	10.1%	0.7%	29.4%	0%	40.3%	-	-
PHF	0.895	0.900	0.696	0.797	0.923	-	-	-	-	-	-	-	0.915	0.375	0.875	-	0.894	-	0.906	0.656	0.962	-	0.955	-	0.946
Motorcycles	0	0	1	0	1	-	0	0	0	0	0	-	1	0	1	0	2	-	1	0	4	0	5	-	8
% Motorcycles	0%	0%	2.6%	0%	0.1%	-	0%	0%	0%	0%	-	-	0.5%	0%	0.3%	0%	0.3%	-	0.3%	0%	0.5%	0%	0.4%	-	0.3%
Lights	774	270	38	51	1133	-	0	0	0	0	0	-	203	3	363	0	569	-	289	21	829	0	1139	-	2841
% Lights	99.6%	100%	97.4%	100%	99.6%	-	0%	0%	0%	0%	-	-	99.0%	100%	99.7%	0%	99.5%	-	99.7%	100%	98.3%	0%	98.7%	-	99.2%
Single-Unit Trucks	3	0	0	0	3	-	0	0	0	0	0	-	1	0	0	0	1	-	0	0	10	0	10	-	14
% Single-Unit Trucks	0.4%	0%	0%	0%	0.3%	-	0%	0%	0%	0%	-	-	0.5%	0%	0%	0%	0.2%	-	0%	0%	1.2%	0%	0.9%	-	0.5%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 7 (Providence Highway @ Dedham Mall)... - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

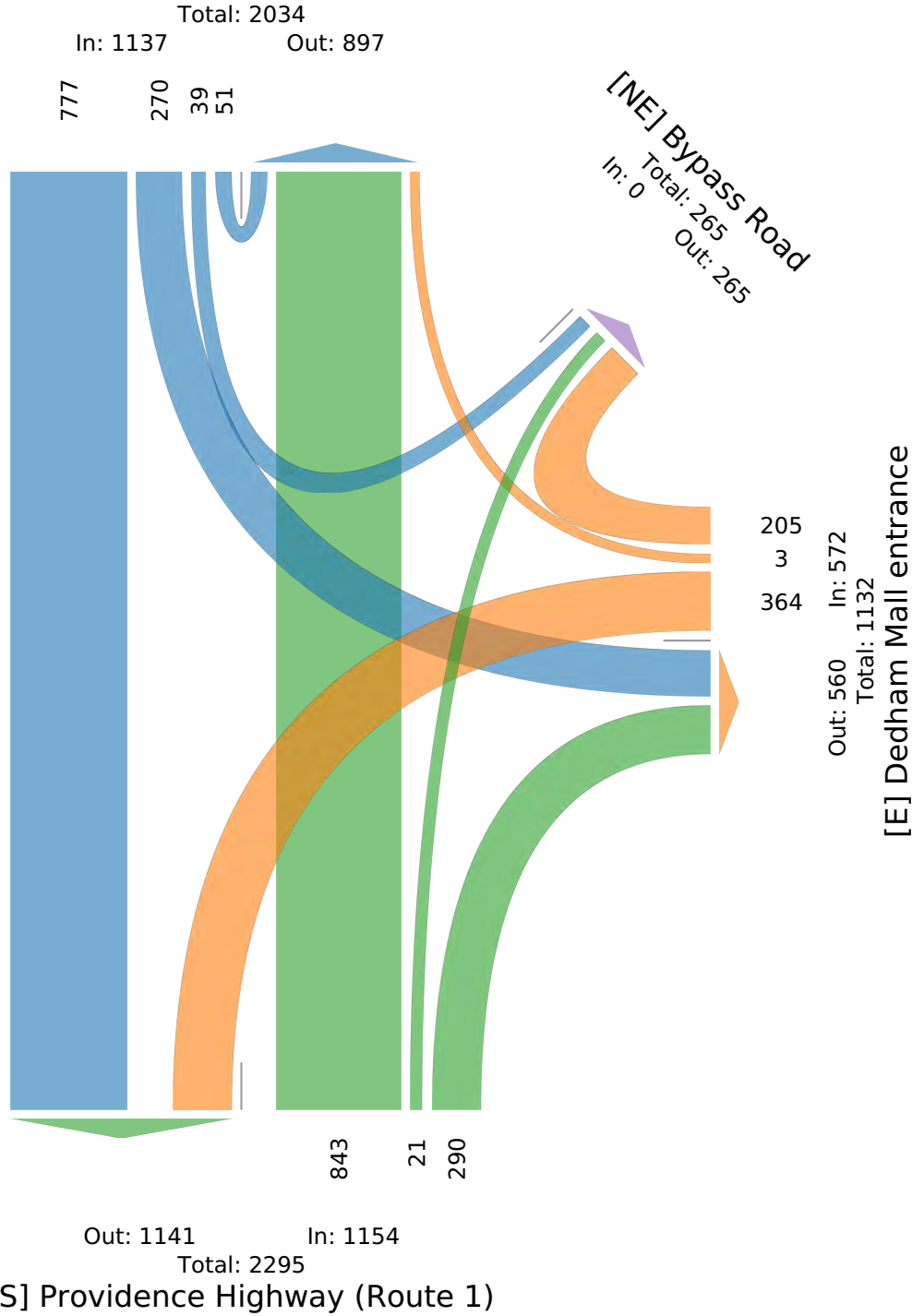
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800905, Location: 42.256243, -71.17063, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)



207703- 8 (Providence Highway @ Ivy LN) TMC - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800907, Location: 42.252284, -71.17173, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound					Ivy Lane Westbound					Providence Highway (Route 1) Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2020-11-19 6:00AM	156	0	0	156	0	8	0	0	8	0	20	699	0	719	0	883
7:00AM	394	0	0	394	0	14	0	0	14	0	43	752	0	795	0	1203
8:00AM	553	0	0	553	0	14	0	0	14	0	49	690	0	739	0	1306
3:00PM	1096	0	0	1096	0	33	0	0	33	0	95	781	0	876	0	2005
4:00PM	1195	0	0	1195	0	28	0	0	28	0	114	723	0	837	0	2060
5:00PM	998	0	0	998	0	46	0	0	46	0	87	720	0	807	0	1851
2020-11-21 11:00AM	1159	0	0	1159	0	56	0	0	56	0	197	937	0	1134	0	2349
12:00PM	1108	0	0	1108	0	82	0	0	82	0	229	1080	0	1309	0	2499
1:00PM	1120	0	0	1120	0	69	0	0	69	0	227	1035	0	1262	0	2451
Total	7779	0	0	7779	0	350	0	0	350	0	1061	7417	0	8478	0	16607
% Approach	100%	0%	0%	-	-	100%	0%	0%	-	-	12.5%	87.5%	0%	-	-	-
% Total	46.8%	0%	0%	46.8%	-	2.1%	0%	0%	2.1%	-	6.4%	44.7%	0%	51.1%	-	-
Motorcycles	5	0	0	5	-	1	0	0	1	-	0	5	0	5	-	11
% Motorcycles	0.1%	0%	0%	0.1%	-	0.3%	0%	0%	0.3%	-	0%	0.1%	0%	0.1%	-	0.1%
Lights	7653	0	0	7653	-	346	0	0	346	-	1043	7287	0	8330	-	16329
% Lights	98.4%	0%	0%	98.4%	-	98.9%	0%	0%	98.9%	-	98.3%	98.2%	0%	98.3%	-	98.3%
Single-Unit Trucks	88	0	0	88	-	3	0	0	3	-	16	96	0	112	-	203
% Single-Unit Trucks	1.1%	0%	0%	1.1%	-	0.9%	0%	0%	0.9%	-	1.5%	1.3%	0%	1.3%	-	1.2%
Articulated Trucks	20	0	0	20	-	0	0	0	0	-	2	20	0	22	-	42
% Articulated Trucks	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	-	0.2%	0.3%	0%	0.3%	-	0.3%
Buses	10	0	0	10	-	0	0	0	0	-	0	9	0	9	-	19
% Buses	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0.1%	0%	0.1%	-	0.1%
Bicycles on Road	3	0	0	3	-	0	0	0	0	-	0	0	0	0	-	3
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 8 (Providence Highway @ Ivy LN) TMC - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800907, Location: 42.252284, -71.17173, Site Code: S20-024

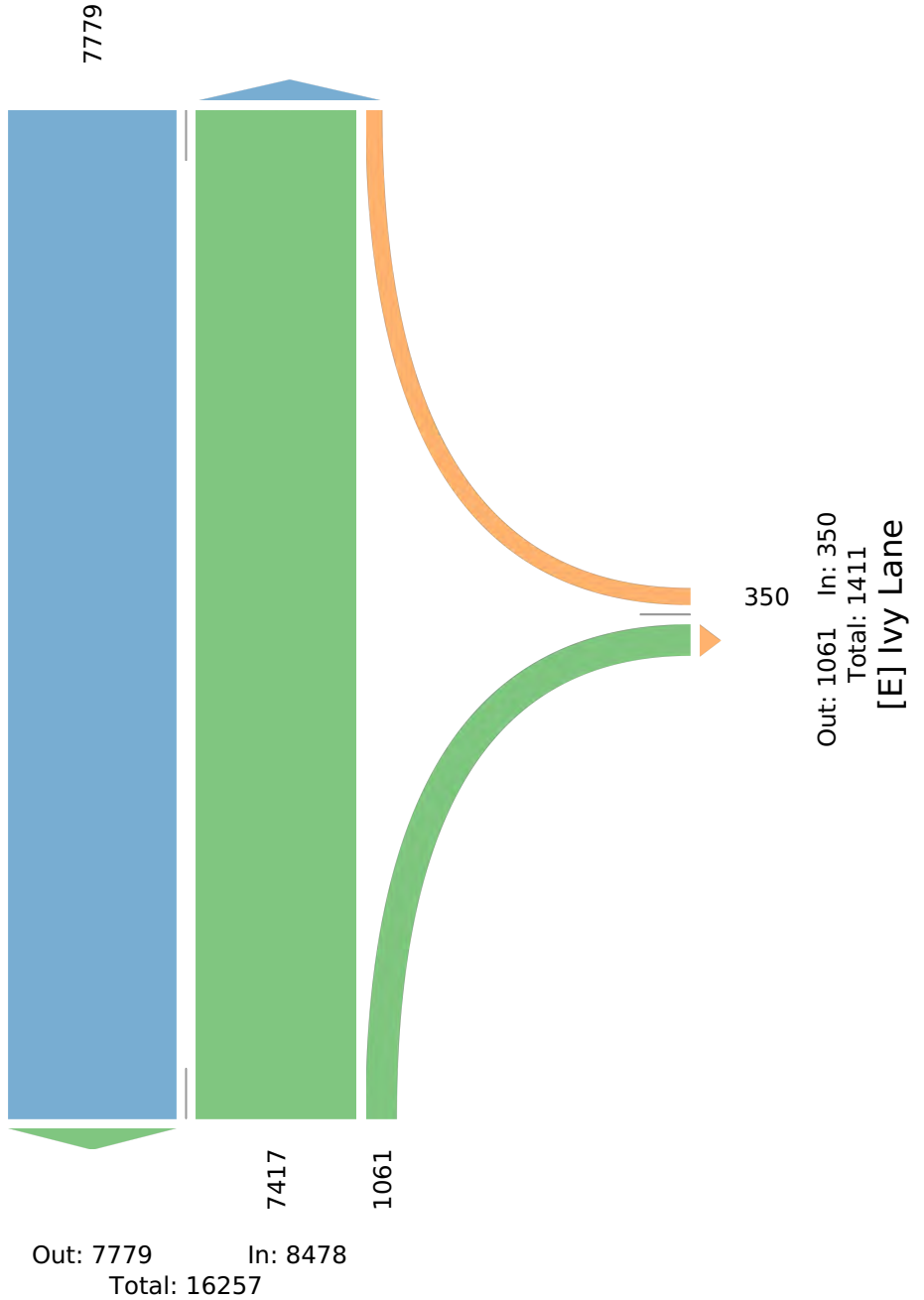
Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 15546

In: 7779

Out: 7767



[S] Providence Highway (Route 1)

207703- 8 (Providence Highway @ Ivy LN) TMC - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 8AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800907, Location: 42.252284, -71.17173, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound					Ivy Lane Westbound					Providence Highway (Route 1) Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2020-11-19 8:00AM	131	0	0	131	0	3	0	0	3	0	9	169	0	178	0	312
8:15AM	129	0	0	129	0	3	0	0	3	0	13	180	0	193	0	325
8:30AM	148	0	0	148	0	5	0	0	5	0	16	181	0	197	0	350
8:45AM	145	0	0	145	0	3	0	0	3	0	11	160	0	171	0	319
Total	553	0	0	553	0	14	0	0	14	0	49	690	0	739	0	1306
% Approach	100%	0%	0%	-	-	100%	0%	0%	-	-	6.6%	93.4%	0%	-	-	-
% Total	42.3%	0%	0%	42.3%	-	1.1%	0%	0%	1.1%	-	3.8%	52.8%	0%	56.6%	-	-
PHF	0.934	-	-	0.934	-	0.700	-	-	0.700	-	0.766	0.953	-	0.938	-	0.933
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	527	0	0	527	-	14	0	0	14	-	42	659	0	701	-	1242
% Lights	95.3%	0%	0%	95.3%	-	100%	0%	0%	100%	-	85.7%	95.5%	0%	94.9%	-	95.1%
Single-Unit Trucks	17	0	0	17	-	0	0	0	0	-	6	22	0	28	-	45
% Single-Unit Trucks	3.1%	0%	0%	3.1%	-	0%	0%	0%	0%	-	12.2%	3.2%	0%	3.8%	-	3.4%
Articulated Trucks	5	0	0	5	-	0	0	0	0	-	1	7	0	8	-	13
% Articulated Trucks	0.9%	0%	0%	0.9%	-	0%	0%	0%	0%	-	2.0%	1.0%	0%	1.1%	-	1.0%
Buses	4	0	0	4	-	0	0	0	0	-	0	2	0	2	-	6
% Buses	0.7%	0%	0%	0.7%	-	0%	0%	0%	0%	-	0%	0.3%	0%	0.3%	-	0.5%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 8 (Providence Highway @ Ivy LN) TMC - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 8AM - 9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

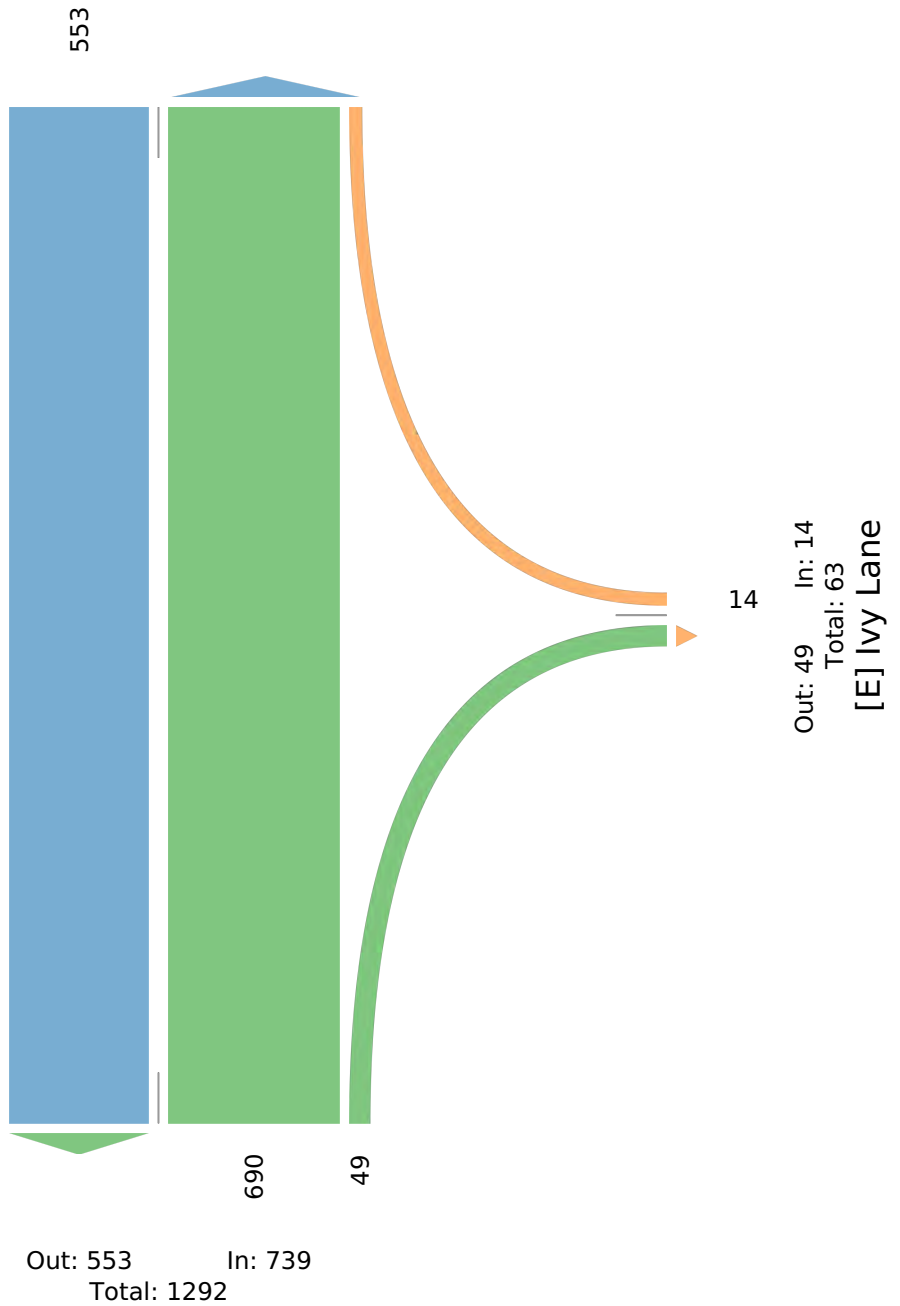
All Movements

ID: 800907, Location: 42.252284, -71.17173, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 1257
In: 553 Out: 704



[S] Providence Highway (Route 1)

207703- 8 (Providence Highway @ Ivy LN) TMC - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 4PM - 5 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800907, Location: 42.252284, -71.17173, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound					Ivy Lane Westbound					Providence Highway (Route 1) Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2020-11-19 4:00PM	306	0	0	306	0	2	0	0	2	0	43	218	0	261	0	569
4:15PM	285	0	0	285	0	6	0	0	6	0	27	186	0	213	0	504
4:30PM	316	0	0	316	0	8	0	0	8	0	25	164	0	189	0	513
4:45PM	288	0	0	288	0	12	0	0	12	0	19	155	0	174	0	474
Total	1195	0	0	1195	0	28	0	0	28	0	114	723	0	837	0	2060
% Approach	100%	0%	0%	-	-	100%	0%	0%	-	-	13.6%	86.4%	0%	-	-	-
% Total	58.0%	0%	0%	58.0%	-	1.4%	0%	0%	1.4%	-	5.5%	35.1%	0%	40.6%	-	-
PHF	0.945	-	-	0.945	-	0.583	-	-	0.583	-	0.663	0.829	-	0.802	-	0.905
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	1183	0	0	1183	-	28	0	0	28	-	113	711	0	824	-	2035
% Lights	99.0%	0%	0%	99.0%	-	100%	0%	0%	100%	-	99.1%	98.3%	0%	98.4%	-	98.8%
Single-Unit Trucks	8	0	0	8	-	0	0	0	0	-	1	8	0	9	-	17
% Single-Unit Trucks	0.7%	0%	0%	0.7%	-	0%	0%	0%	0%	-	0.9%	1.1%	0%	1.1%	-	0.8%
Articulated Trucks	2	0	0	2	-	0	0	0	0	-	0	1	0	1	-	3
% Articulated Trucks	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0%	0.1%	0%	0.1%	-	0.1%
Buses	2	0	0	2	-	0	0	0	0	-	0	3	0	3	-	5
% Buses	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0%	0.4%	0%	0.4%	-	0.2%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 8 (Providence Highway @ Ivy LN) TMC - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 4PM - 5 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

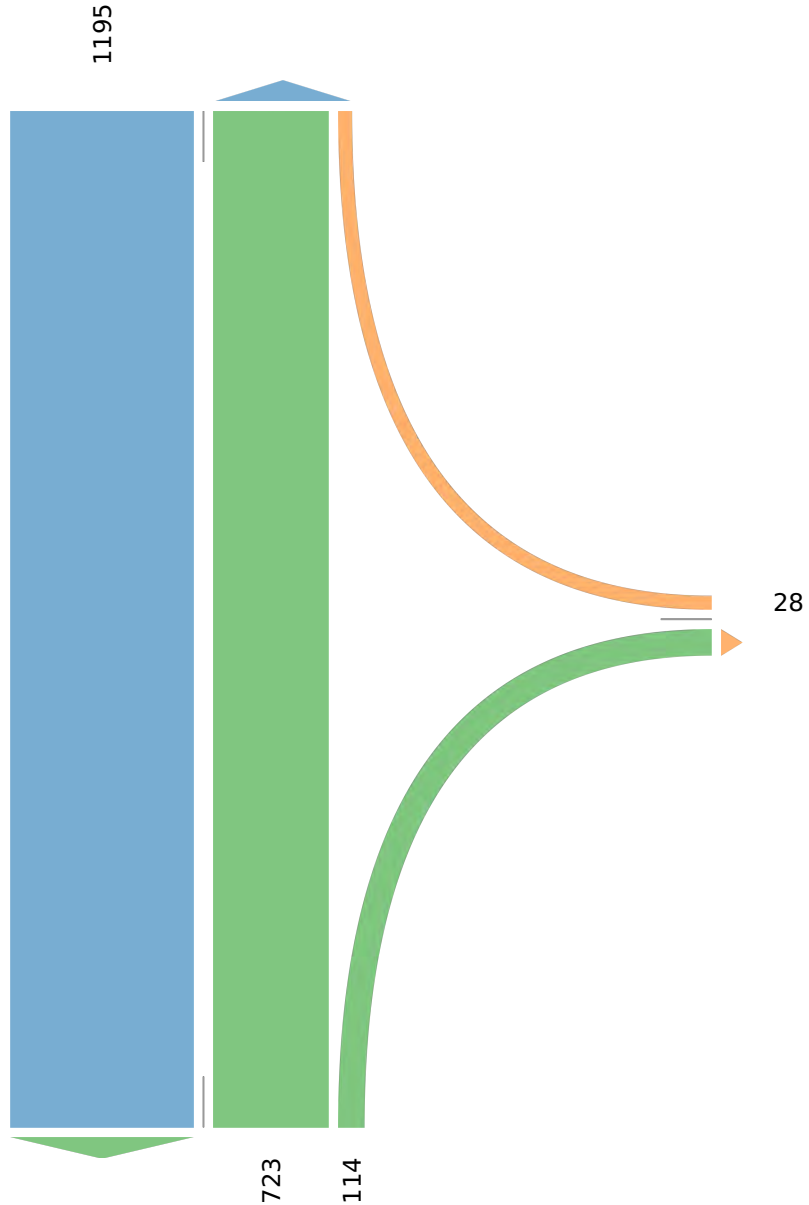
All Movements

ID: 800907, Location: 42.252284, -71.17173, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 1946
In: 1195 Out: 751



Out: 1195 In: 837
Total: 2032

[S] Providence Highway (Route 1)

207703- 8 (Providence Highway @ Ivy LN) TMC - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 11:45AM - 12:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800907, Location: 42.252284, -71.17173, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound					Ivy Lane Westbound					Providence Highway (Route 1) Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2020-11-21 11:45AM	259	0	0	259	0	15	0	0	15	0	57	286	0	343	0	617
12:00PM	269	0	0	269	0	26	0	0	26	0	46	250	0	296	0	591
12:15PM	303	0	0	303	0	15	0	0	15	0	74	297	0	371	0	689
12:30PM	265	0	0	265	0	19	0	0	19	0	49	273	0	322	0	606
Total	1096	0	0	1096	0	75	0	0	75	0	226	1106	0	1332	0	2503
% Approach	100%	0%	0%	-	-	100%	0%	0%	-	-	17.0%	83.0%	0%	-	-	-
% Total	43.8%	0%	0%	43.8%	-	3.0%	0%	0%	3.0%	-	9.0%	44.2%	0%	53.2%	-	-
PHF	0.906	-	-	0.906	-	0.721	-	-	0.721	-	0.764	0.931	-	0.898	-	0.909
Motorcycles	4	0	0	4	-	0	0	0	0	-	0	0	0	0	-	4
% Motorcycles	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.2%
Lights	1083	0	0	1083	-	74	0	0	74	-	225	1101	0	1326	-	2483
% Lights	98.8%	0%	0%	98.8%	-	98.7%	0%	0%	98.7%	-	99.6%	99.5%	0%	99.5%	-	99.2%
Single-Unit Trucks	7	0	0	7	-	1	0	0	1	-	1	5	0	6	-	14
% Single-Unit Trucks	0.6%	0%	0%	0.6%	-	1.3%	0%	0%	1.3%	-	0.4%	0.5%	0%	0.5%	-	0.6%
Articulated Trucks	1	0	0	1	-	0	0	0	0	-	0	0	0	0	-	1
% Articulated Trucks	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Bicycles on Road	1	0	0	1	-	0	0	0	0	-	0	0	0	0	-	1
% Bicycles on Road	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 8 (Providence Highway @ Ivy LN) TMC - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 11:45AM - 12:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

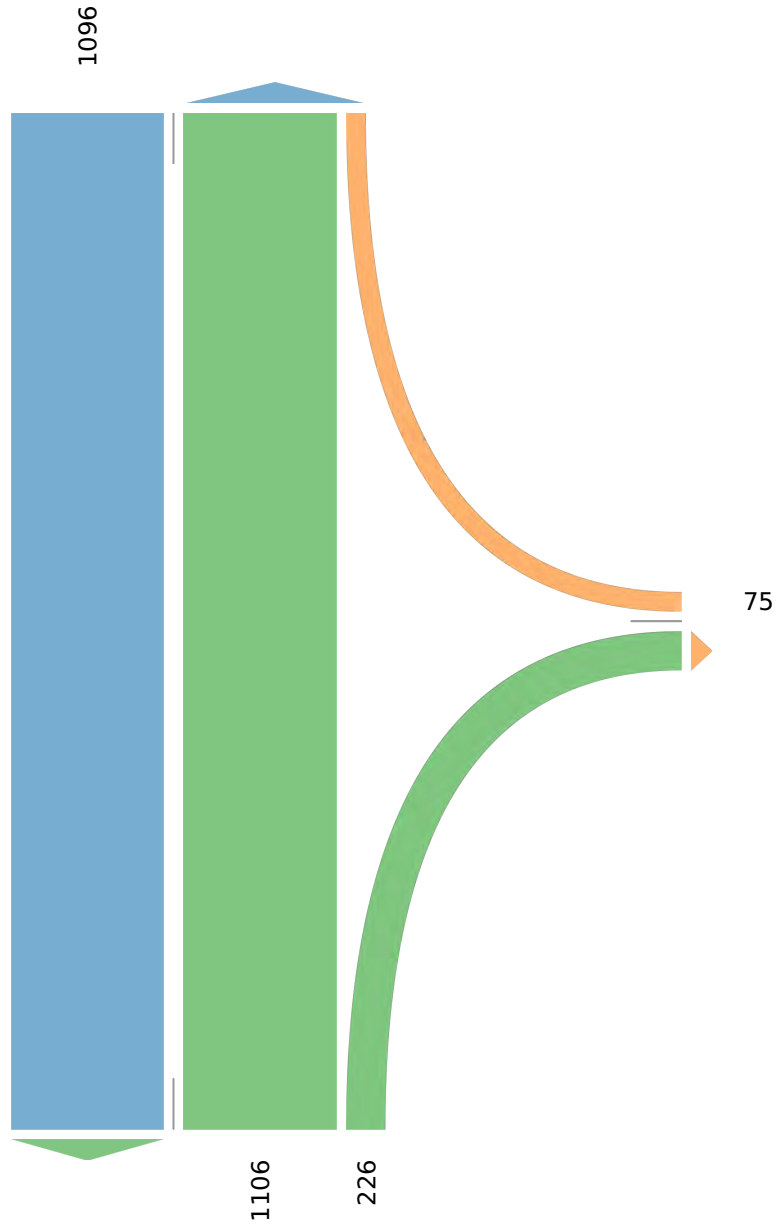
All Movements

ID: 800907, Location: 42.252284, -71.17173, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 2277
In: 1096 Out: 1181



Out: 226 In: 75
Total: 301
[E] Ivy Lane

Out: 1096 In: 1332
Total: 2428
[S] Providence Highway (Route 1)

207703- 8 (Providence Highway @ Ivy LN) TMC - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800907, Location: 42.252284, -71.17173, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound					Ivy Lane Westbound					Providence Highway (Route 1) Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2020-11-21 1:00PM	324	0	0	324	0	18	0	0	18	0	57	251	0	308	0	650
1:15PM	266	0	0	266	0	14	0	0	14	0	55	273	0	328	0	608
1:30PM	291	0	0	291	0	14	0	0	14	0	61	246	0	307	0	612
1:45PM	239	0	0	239	0	23	0	0	23	0	54	265	0	319	0	581
Total	1120	0	0	1120	0	69	0	0	69	0	227	1035	0	1262	0	2451
% Approach	100%	0%	0%	-	-	100%	0%	0%	-	-	18.0%	82.0%	0%	-	-	-
% Total	45.7%	0%	0%	45.7%	-	2.8%	0%	0%	2.8%	-	9.3%	42.2%	0%	51.5%	-	-
PHF	0.864	-	-	0.864	-	0.750	-	-	0.750	-	0.930	0.948	-	0.962	-	0.943
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	4	0	4	-	4
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0.4%	0%	0.3%	-	0.2%
Lights	1113	0	0	1113	-	69	0	0	69	-	225	1021	0	1246	-	2428
% Lights	99.4%	0%	0%	99.4%	-	100%	0%	0%	100%	-	99.1%	98.6%	0%	98.7%	-	99.1%
Single-Unit Trucks	7	0	0	7	-	0	0	0	0	-	2	10	0	12	-	19
% Single-Unit Trucks	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	-	0.9%	1.0%	0%	1.0%	-	0.8%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 8 (Providence Highway @ Ivy LN) TMC - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

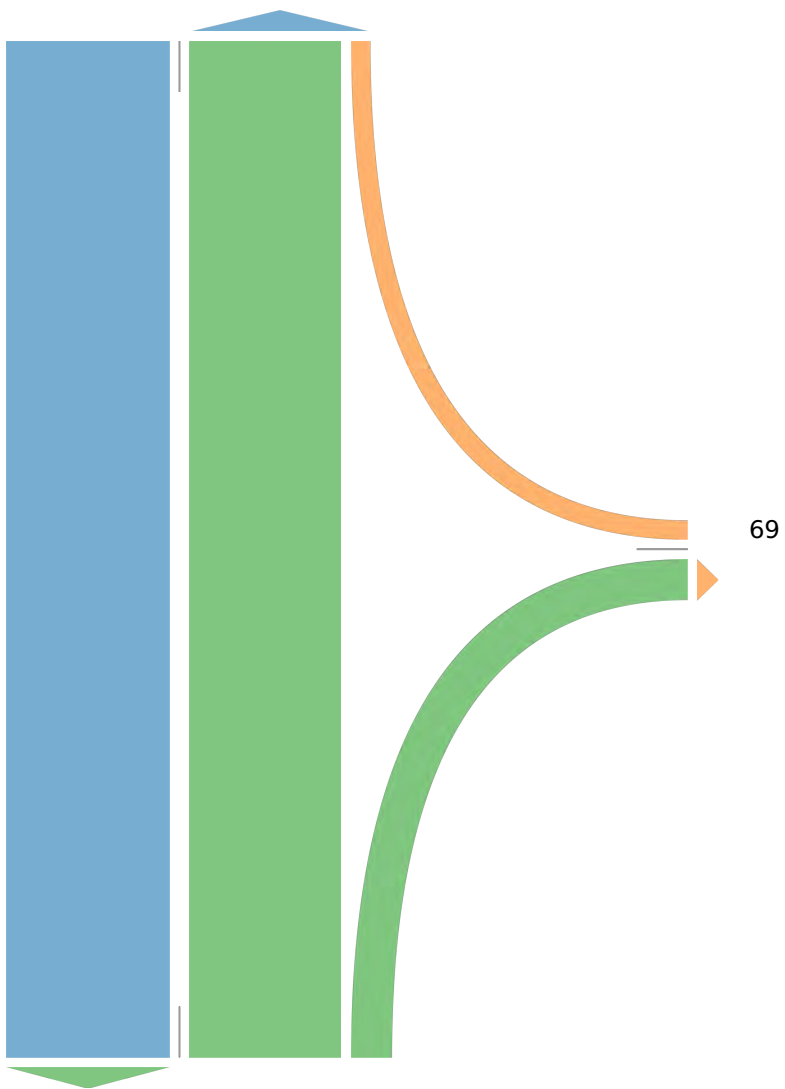
All Movements

ID: 800907, Location: 42.252284, -71.17173, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 2224
In: 1120 Out: 1104



Out: 227 In: 69
Total: 296
[E] Ivy Lane

Out: 1120 In: 1262
Total: 2382
[S] Providence Highway (Route 1)

207703- 9 (Providence Highway @ Washington S... - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800908, Location: 42.250293, -71.171461, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound							Washington Street Westbound							Bypass Northwestbound						
	R	T	BL	L	U	App	Ped*	R	T	L	HL	U	App	Ped*	HR	BR	BL	HL	U	App	Ped*
2020-11-19 6:00AM	42	115	0	0	0	157	1	7	295	8	0	0	310	1	0	58	1	1	0	60	2
7:00AM	97	280	0	0	0	377	1	14	395	16	0	0	425	0	0	77	5	0	0	82	0
8:00AM	151	434	0	0	0	585	2	11	459	38	0	0	508	0	0	76	4	0	0	80	0
3:00PM	330	895	0	0	0	1225	3	26	654	61	0	0	741	0	0	100	2	0	0	102	1
4:00PM	370	890	0	0	0	1260	4	23	714	74	0	0	811	0	0	73	7	0	0	80	0
5:00PM	282	756	0	0	0	1038	1	18	559	64	0	0	641	1	0	80	5	0	0	85	1
2020-11-21 11:00AM	292	872	0	0	0	1164	2	40	679	72	0	0	791	0	0	115	8	0	0	123	0
12:00PM	361	769	0	0	0	1130	1	37	701	89	0	0	827	2	0	127	6	1	0	134	2
1:00PM	341	820	0	0	0	1161	2	33	739	68	0	0	840	0	0	129	11	0	0	140	1
Total	2266	5831	0	0	0	8097	17	209	5195	490	0	0	5894	4	0	835	49	2	0	886	7
% Approach	28.0%	72.0%	0%	0%	0%	-	-	3.5%	88.1%	8.3%	0%	0%	-	-	0%	94.2%	5.5%	0.2%	0%	-	-
% Total	10.0%	25.8%	0%	0%	0%	35.8%	-	0.9%	23.0%	2.2%	0%	0%	26.1%	-	0%	3.7%	0.2%	0%	0%	3.9%	-
Motorcycles	7	3	0	0	0	10	-	1	9	0	0	0	10	-	0	0	0	0	0	0	-
% Motorcycles	0.3%	0.1%	0%	0%	0%	0.1%	-	0.5%	0.2%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-
Lights	2230	5739	0	0	0	7969	-	204	5035	481	0	0	5720	-	0	826	41	1	0	868	-
% Lights	98.4%	98.4%	0%	0%	0%	98.4%	-	97.6%	96.9%	98.2%	0%	0%	97.0%	-	0%	98.9%	83.7%	50.0%	0%	98.0%	-
Single-Unit Trucks	21	64	0	0	0	85	-	3	97	7	0	0	107	-	0	5	2	0	0	7	-
% Single-Unit Trucks	0.9%	1.1%	0%	0%	0%	1.0%	-	1.4%	1.9%	1.4%	0%	0%	1.8%	-	0%	0.6%	4.1%	0%	0%	0.8%	-
Articulated Trucks	3	17	0	0	0	20	-	0	18	0	0	0	18	-	0	0	6	1	0	7	-
% Articulated Trucks	0.1%	0.3%	0%	0%	0%	0.2%	-	0%	0.3%	0%	0%	0%	0.3%	-	0%	0%	12.2%	50.0%	0%	0.8%	-
Buses	4	8	0	0	0	12	-	1	34	2	0	0	37	-	0	4	0	0	0	4	-
% Buses	0.2%	0.1%	0%	0%	0%	0.1%	-	0.5%	0.7%	0.4%	0%	0%	0.6%	-	0%	0.5%	0%	0%	0%	0.5%	-
Bicycles on Road	1	0	0	0	0	1	-	0	2	0	0	0	2	-	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	13	-	-	-	-	-	-	4	-	-	-	-	-	-	7
% Pedestrians	-	-	-	-	-	-	76.5%	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	4	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	23.5%	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 9 (Providence Highway @ Washington S... - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800908, Location: 42.250293, -71.171461, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1)							Washington Street							Int
	Northbound							Eastbound							
Time	HR	R	T	L	U	App	Ped*	R	BR	T	L	U	App	Ped*	
2020-11-19 6:00AM	0	0	657	0	0	657	2	0	0	0	0	0	0	0	1184
7:00AM	0	0	782	0	0	782	0	0	0	0	0	0	0	0	1666
8:00AM	0	0	673	0	0	673	0	0	0	0	0	0	0	1	1846
3:00PM	0	0	766	1	0	767	0	0	0	0	0	0	0	0	2835
4:00PM	0	0	771	0	0	771	0	0	0	0	0	0	0	0	2922
5:00PM	0	0	732	1	0	733	0	0	0	0	0	0	0	0	2497
2020-11-21 11:00AM	0	0	997	1	0	998	0	0	0	0	0	0	0	0	3076
12:00PM	0	0	1169	0	0	1169	0	0	0	0	0	0	0	0	3260
1:00PM	0	0	1166	0	0	1166	0	0	0	0	0	0	0	0	3307
Total	0	0	7713	3	0	7716	2	0	0	0	0	0	0	1	22593
% Approach	0%	0%	100.0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	-
% Total	0%	0%	34.1%	0%	0%	34.2%	-	0%	0%	0%	0%	0%	0%	-	-
Motorcycles	0	0	5	1	0	6	-	0	0	0	0	0	0	-	26
% Motorcycles	0%	0%	0.1%	33.3%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-	0.1%
Lights	0	0	7584	2	0	7586	-	0	0	0	0	0	0	-	22143
% Lights	0%	0%	98.3%	66.7%	0%	98.3%	-	0%	0%	0%	0%	0%	0%	-	98.0%
Single-Unit Trucks	0	0	101	0	0	101	-	0	0	0	0	0	0	-	300
% Single-Unit Trucks	0%	0%	1.3%	0%	0%	1.3%	-	0%	0%	0%	0%	0%	0%	-	1.3%
Articulated Trucks	0	0	22	0	0	22	-	0	0	0	0	0	0	-	67
% Articulated Trucks	0%	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	0%	-	0.3%
Buses	0	0	1	0	0	1	-	0	0	0	0	0	0	-	54
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0.2%
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	3
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 9 (Providence Highway @ Washington S... - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800908, Location: 42.250293, -71.171461, Site Code: S20-024

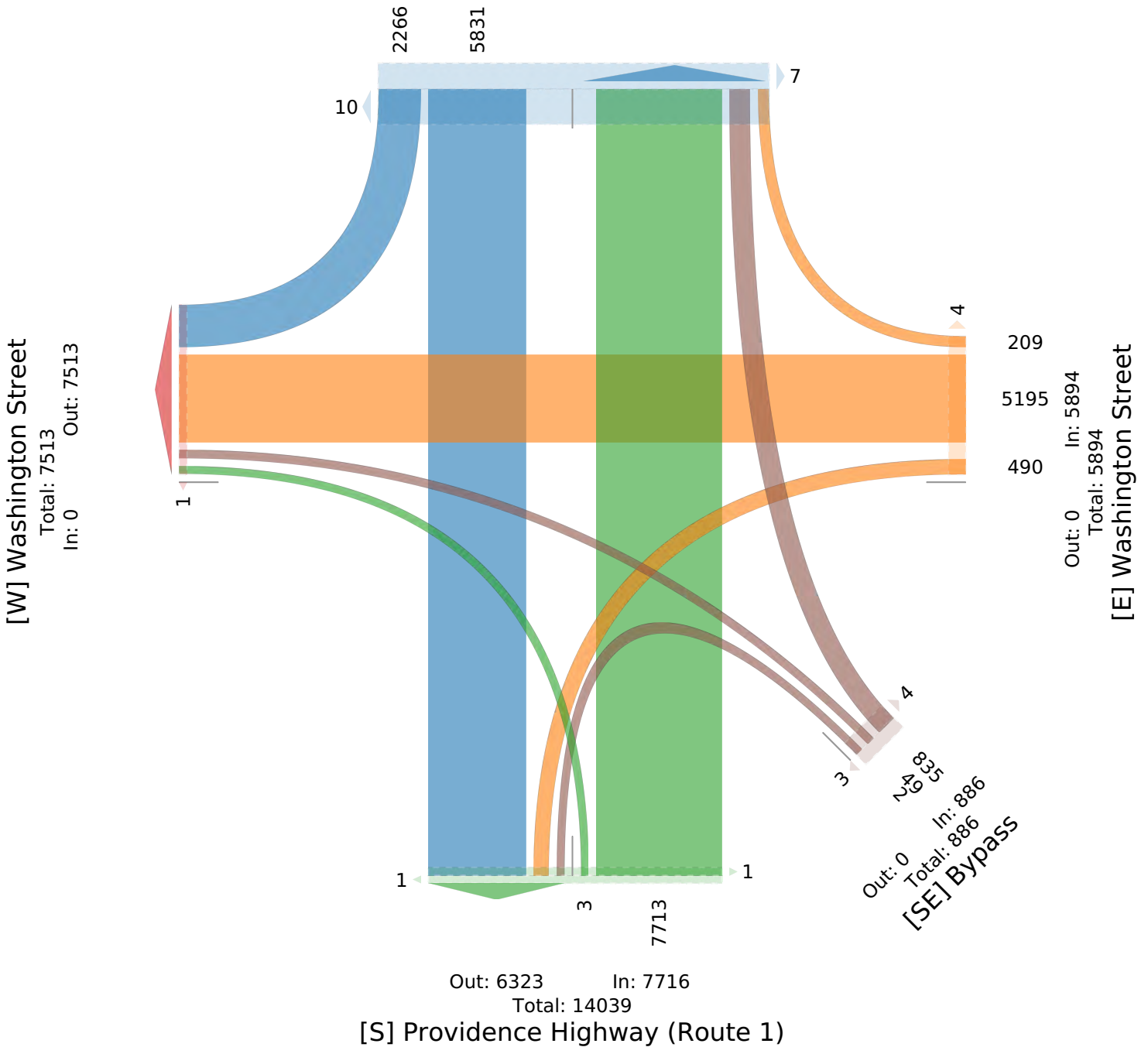
Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 16854

In: 8097

Out: 8757



207703- 9 (Providence Highway @ Washington S... - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800908, Location: 42.250293, -71.171461, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound							Washington Street Westbound							Bypass Northwestbound						
	R	T	BL	L	U	App	Ped*	R	T	L	HL	U	App	Ped*	HR	BR	BL	HL	U	App	Ped*
2020-11-19 7:45AM	30	98	0	0	0	128	0	6	113	6	0	0	125	0	0	29	0	0	0	29	0
8:00AM	36	94	0	0	0	130	0	4	113	15	0	0	132	0	0	15	2	0	0	17	0
8:15AM	33	114	0	0	0	147	1	2	127	9	0	0	138	0	0	17	1	0	0	18	0
8:30AM	33	117	0	0	0	150	0	3	113	6	0	0	122	0	0	23	0	0	0	23	0
Total	132	423	0	0	0	555	1	15	466	36	0	0	517	0	0	84	3	0	0	87	0
% Approach	23.8%	76.2%	0%	0%	0%	-	-	2.9%	90.1%	7.0%	0%	0%	-	-	0%	96.6%	3.4%	0%	0%	-	-
% Total	7.1%	22.9%	0%	0%	0%	30.0%	-	0.8%	25.2%	1.9%	0%	0%	28.0%	-	0%	4.5%	0.2%	0%	0%	4.7%	-
PHF	0.917	0.904	-	-	-	0.925	-	0.625	0.917	0.600	-	-	0.937	-	-	0.724	0.375	-	-	0.750	-
Motorcycles	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-
Lights	129	401	0	0	0	530	-	15	437	34	0	0	486	-	0	83	2	0	0	85	-
% Lights	97.7%	94.8%	0%	0%	0%	95.5%	-	100%	93.8%	94.4%	0%	0%	94.0%	-	0%	98.8%	66.7%	0%	0%	97.7%	-
Single-Unit Trucks	1	15	0	0	0	16	-	0	25	1	0	0	26	-	0	1	0	0	0	1	-
% Single-Unit Trucks	0.8%	3.5%	0%	0%	0%	2.9%	-	0%	5.4%	2.8%	0%	0%	5.0%	-	0%	1.2%	0%	0%	0%	1.1%	-
Articulated Trucks	0	5	0	0	0	5	-	0	1	0	0	0	1	-	0	0	1	0	0	1	-
% Articulated Trucks	0%	1.2%	0%	0%	0%	0.9%	-	0%	0.2%	0%	0%	0%	0.2%	-	0%	0%	33.3%	0%	0%	1.1%	-
Buses	2	2	0	0	0	4	-	0	3	1	0	0	4	-	0	0	0	0	0	0	-
% Buses	1.5%	0.5%	0%	0%	0%	0.7%	-	0%	0.6%	2.8%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 9 (Providence Highway @ Washington S... - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800908, Location: 42.250293, -71.171461, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1)							Washington Street							Int
	Northbound							Eastbound							
Time	HR	R	T	L	U	App	Ped*	R	BR	T	L	U	App	Ped*	
2020-11-19 7:45AM	0	0	178	0	0	178	0	0	0	0	0	0	0	0	460
8:00AM	0	0	155	0	0	155	0	0	0	0	0	0	0	0	434
8:15AM	0	0	182	0	0	182	0	0	0	0	0	0	0	1	485
8:30AM	0	0	173	0	0	173	0	0	0	0	0	0	0	0	468
Total	0	0	688	0	0	688	0	0	0	0	0	0	0	1	1847
% Approach	0%	0%	100%	0%	0%	-	-	0%	0%	0%	0%	0%	-	-	-
% Total	0%	0%	37.2%	0%	0%	37.2%	-	0%	0%	0%	0%	0%	0%	-	-
PHF	-	-	0.945	-	-	0.945	-	-	-	-	-	-	-	-	0.952
Motorcycles	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-	0%
Lights	0	0	654	0	0	654	-	0	0	0	0	0	0	-	1755
% Lights	0%	0%	95.1%	0%	0%	95.1%	-	0%	0%	0%	0%	0%	-	-	95.0%
Single-Unit Trucks	0	0	25	0	0	25	-	0	0	0	0	0	0	-	68
% Single-Unit Trucks	0%	0%	3.6%	0%	0%	3.6%	-	0%	0%	0%	0%	0%	-	-	3.7%
Articulated Trucks	0	0	8	0	0	8	-	0	0	0	0	0	0	-	15
% Articulated Trucks	0%	0%	1.2%	0%	0%	1.2%	-	0%	0%	0%	0%	0%	-	-	0.8%
Buses	0	0	1	0	0	1	-	0	0	0	0	0	0	-	9
% Buses	0%	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	-	0.5%
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 9 (Providence Highway @ Washington S... - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800908, Location: 42.250293, -71.171461, Site Code: S20-024

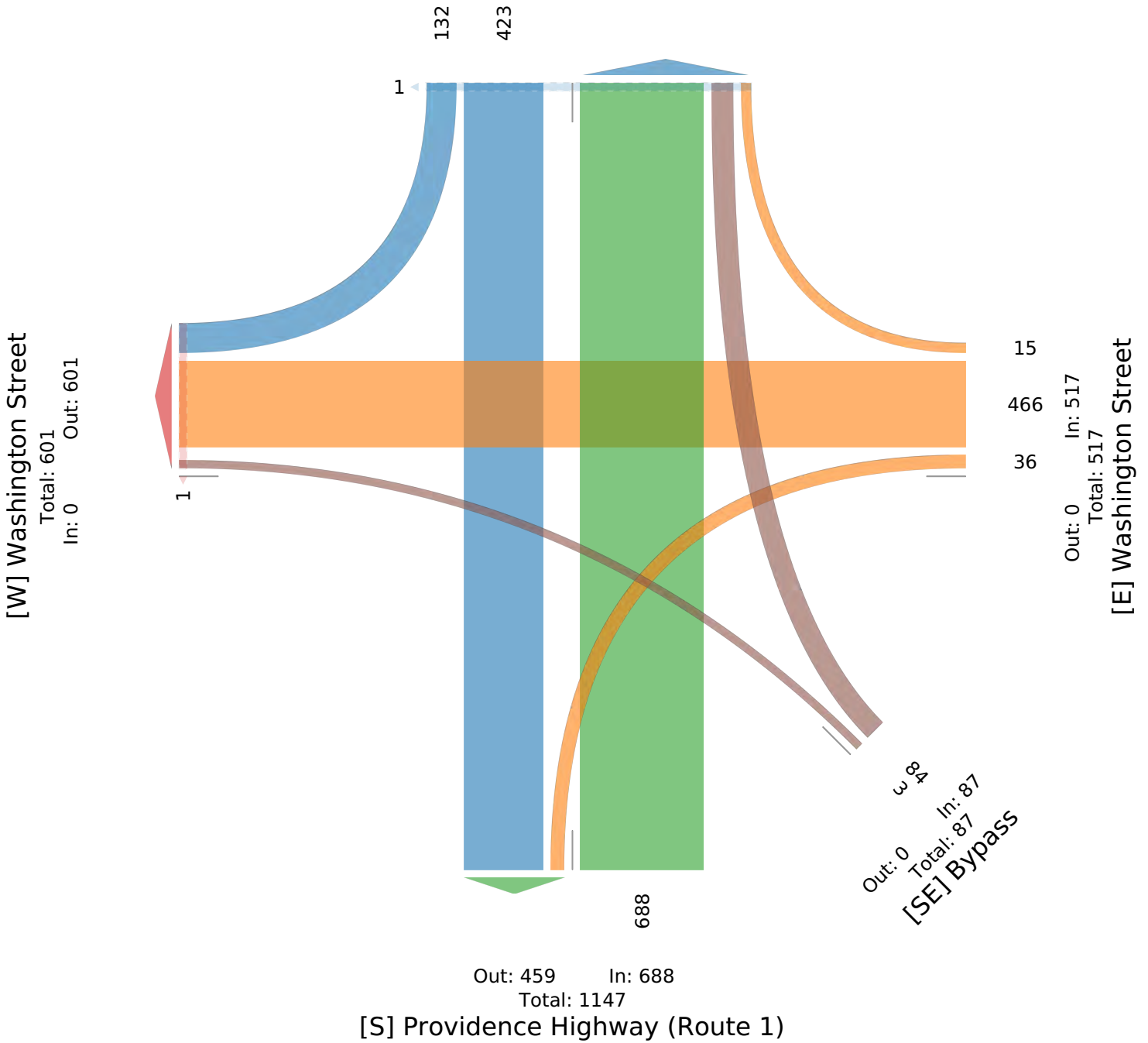
Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 1342

In: 555

Out: 787



207703- 9 (Providence Highway @ Washington S... - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 4PM - 5 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800908, Location: 42.250293, -71.171461, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound							Washington Street Westbound							Bypass Northwestbound						
	R	T	BL	L	U	App	Ped*	R	T	L	HL	U	App	Ped*	HR	BR	BL	HL	U	App	Ped*
2020-11-19 4:00PM	93	234	0	0	0	327	1	5	165	11	0	0	181	0	0	26	1	0	0	27	0
4:15PM	78	189	0	0	0	267	0	4	189	31	0	0	224	0	0	17	1	0	0	18	0
4:30PM	113	229	0	0	0	342	1	6	166	12	0	0	184	0	0	20	3	0	0	23	0
4:45PM	86	238	0	0	0	324	2	8	194	20	0	0	222	0	0	10	2	0	0	12	0
Total	370	890	0	0	0	1260	4	23	714	74	0	0	811	0	0	73	7	0	0	80	0
% Approach	29.4%	70.6%	0%	0%	0%	-	-	2.8%	88.0%	9.1%	0%	0%	-	-	0%	91.3%	8.8%	0%	0%	-	-
% Total	12.7%	30.5%	0%	0%	0%	43.1%	-	0.8%	24.4%	2.5%	0%	0%	27.8%	-	0%	2.5%	0.2%	0%	0%	2.7%	-
PHF	0.819	0.935	-	-	-	0.921	-	0.719	0.919	0.597	-	-	0.904	-	-	0.702	0.583	-	-	0.741	-
Motorcycles	0	0	0	0	0	0	-	0	1	0	0	0	1	-	0	0	0	0	0	0	-
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-
Lights	365	883	0	0	0	1248	-	23	690	74	0	0	787	-	0	70	7	0	0	77	-
% Lights	98.6%	99.2%	0%	0%	0%	99.0%	-	100%	96.6%	100%	0%	0%	97.0%	-	0%	95.9%	100%	0%	0%	96.3%	-
Single-Unit Trucks	4	4	0	0	0	8	-	0	16	0	0	0	16	-	0	1	0	0	0	1	-
% Single-Unit Trucks	1.1%	0.4%	0%	0%	0%	0.6%	-	0%	2.2%	0%	0%	0%	2.0%	-	0%	1.4%	0%	0%	0%	1.3%	-
Articulated Trucks	0	2	0	0	0	2	-	0	3	0	0	0	3	-	0	0	0	0	0	0	-
% Articulated Trucks	0%	0.2%	0%	0%	0%	0.2%	-	0%	0.4%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	-
Buses	1	1	0	0	0	2	-	0	3	0	0	0	3	-	0	2	0	0	0	2	-
% Buses	0.3%	0.1%	0%	0%	0%	0.2%	-	0%	0.4%	0%	0%	0%	0.4%	-	0%	2.7%	0%	0%	0%	2.5%	-
Bicycles on Road	0	0	0	0	0	0	-	0	1	0	0	0	1	-	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	75.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	25.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 9 (Providence Highway @ Washington S... - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 4PM - 5 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800908, Location: 42.250293, -71.171461, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Northbound							Washington Street Eastbound							Int	
	HR	R	T	L	U	App	Ped*	R	BR	T	L	U	App	Ped*		
2020-11-19 4:00PM	0	0	250	0	0	250	0	0	0	0	0	0	0	0	0	785
4:15PM	0	0	187	0	0	187	0	0	0	0	0	0	0	0	0	696
4:30PM	0	0	170	0	0	170	0	0	0	0	0	0	0	0	0	719
4:45PM	0	0	164	0	0	164	0	0	0	0	0	0	0	0	0	722
Total	0	0	771	0	0	771	0	0	0	0	0	0	0	0	0	2922
% Approach	0%	0%	100%	0%	0%	-	-	0%	0%	0%	0%	0%	-	-	-	-
% Total	0%	0%	26.4%	0%	0%	26.4%	-	0%	0%	0%	0%	0%	0%	-	-	-
PHF	-	-	0.771	-	-	0.771	-	-	-	-	-	-	-	-	-	0.930
Motorcycles	0	0	1	0	0	1	-	0	0	0	0	0	0	0	0	2
% Motorcycles	0%	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	-	-	0.1%
Lights	0	0	762	0	0	762	-	0	0	0	0	0	0	0	0	2874
% Lights	0%	0%	98.8%	0%	0%	98.8%	-	0%	0%	0%	0%	0%	-	-	-	98.4%
Single-Unit Trucks	0	0	7	0	0	7	-	0	0	0	0	0	0	0	0	32
% Single-Unit Trucks	0%	0%	0.9%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	-	-	-	1.1%
Articulated Trucks	0	0	1	0	0	1	-	0	0	0	0	0	0	0	0	6
% Articulated Trucks	0%	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	-	-	0.2%
Buses	0	0	0	0	0	0	-	0	0	0	0	0	0	0	0	7
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-	-	0.2%
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 9 (Providence Highway @ Washington S... - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 4PM - 5 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800908, Location: 42.250293, -71.171461, Site Code: S20-024

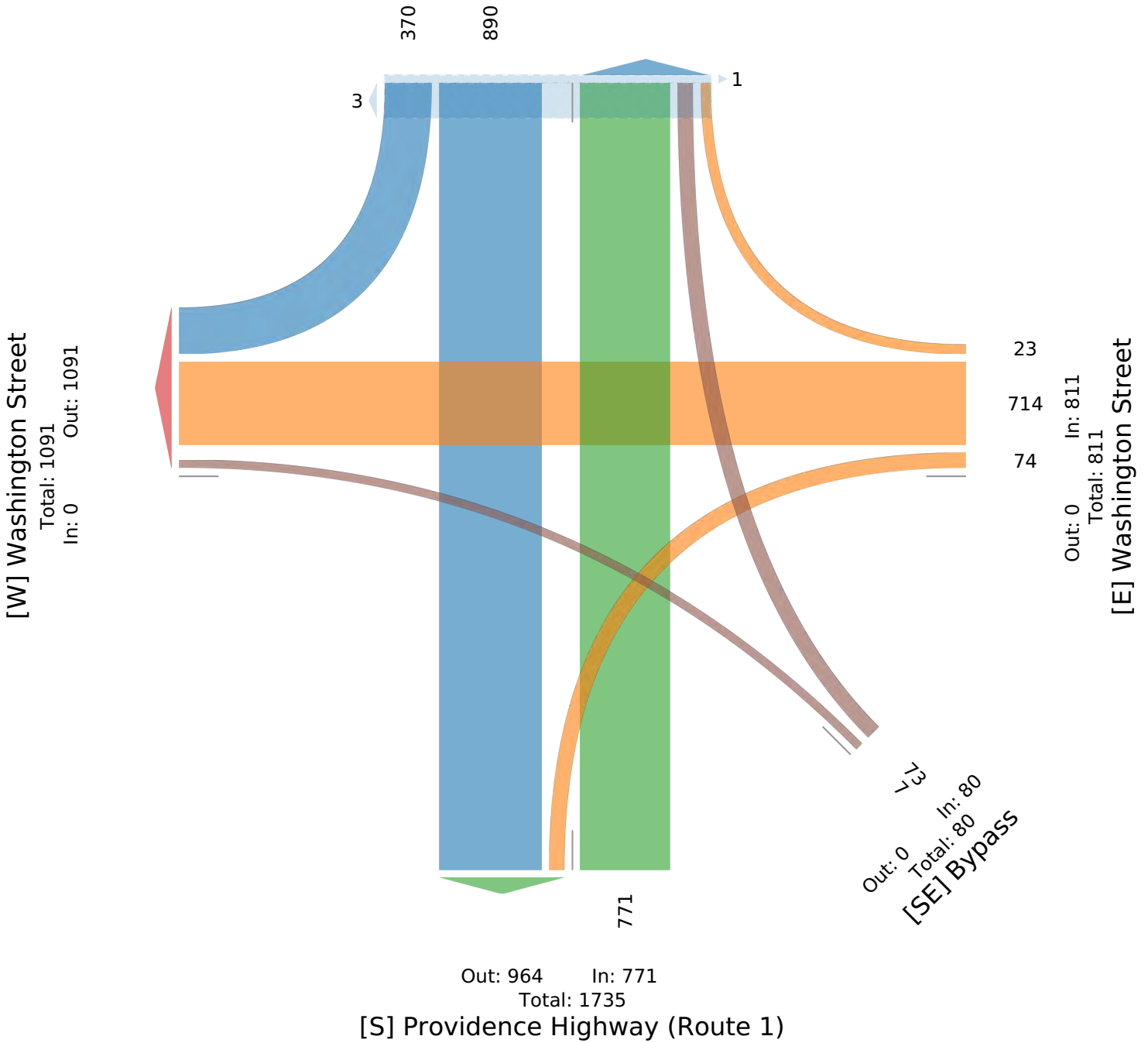
Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 2127

In: 1260

Out: 867



207703- 9 (Providence Highway @ Washington S... - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800908, Location: 42.250293, -71.171461, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound							Washington Street Westbound							Bypass Northwestbound						
	R	T	BL	L	U	App	Ped*	R	T	L	HL	U	App	Ped*	HR	BR	BL	HL	U	App	Ped*
2020-11-21 11:45AM	80	189	0	0	0	269	1	10	189	16	0	0	215	0	0	28	2	0	0	30	0
12:00PM	86	171	0	0	0	257	0	5	176	21	0	0	202	0	0	35	0	1	0	36	0
12:15PM	102	215	0	0	0	317	1	14	161	20	0	0	195	2	0	30	1	0	0	31	2
12:30PM	89	189	0	0	0	278	0	10	195	30	0	0	235	0	0	33	3	0	0	36	0
Total	357	764	0	0	0	1121	2	39	721	87	0	0	847	2	0	126	6	1	0	133	2
% Approach	31.8%	68.2%	0%	0%	0%	-	-	4.6%	85.1%	10.3%	0%	0%	-	-	0%	94.7%	4.5%	0.8%	0%	-	-
% Total	10.9%	23.3%	0%	0%	0%	34.2%	-	1.2%	22.0%	2.7%	0%	0%	25.8%	-	0%	3.8%	0.2%	0%	0%	4.1%	-
PHF	0.875	0.888	-	-	-	0.884	-	0.696	0.924	0.725	-	-	0.901	-	-	0.900	0.500	0.250	-	0.924	-
Motorcycles	5	1	0	0	0	6	-	0	2	0	0	0	2	-	0	0	0	0	0	0	-
% Motorcycles	1.4%	0.1%	0%	0%	0%	0.5%	-	0%	0.3%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-
Lights	351	756	0	0	0	1107	-	38	703	84	0	0	825	-	0	126	5	1	0	132	-
% Lights	98.3%	99.0%	0%	0%	0%	98.8%	-	97.4%	97.5%	96.6%	0%	0%	97.4%	-	0%	100%	83.3%	100%	0%	99.2%	-
Single-Unit Trucks	1	6	0	0	0	7	-	1	14	3	0	0	18	-	0	0	0	0	0	0	-
% Single-Unit Trucks	0.3%	0.8%	0%	0%	0%	0.6%	-	2.6%	1.9%	3.4%	0%	0%	2.1%	-	0%	0%	0%	0%	0%	0%	-
Articulated Trucks	0	1	0	0	0	1	-	0	0	0	0	0	0	-	0	0	1	0	0	1	-
% Articulated Trucks	0%	0.1%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	16.7%	0%	0%	0.8%	-
Buses	0	0	0	0	0	0	-	0	2	0	0	0	2	-	0	0	0	0	0	0	-
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 9 (Providence Highway @ Washington S... - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800908, Location: 42.250293, -71.171461, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1)							Washington Street							Int
	Northbound							Eastbound							
Time	HR	R	T	L	U	App	Ped*	R	BR	T	L	U	App	Ped*	
2020-11-21 11:45AM	0	0	302	0	0	302	0	0	0	0	0	0	0	0	816
12:00PM	0	0	268	0	0	268	0	0	0	0	0	0	0	0	763
12:15PM	0	0	326	0	0	326	0	0	0	0	0	0	0	0	869
12:30PM	0	0	285	0	0	285	0	0	0	0	0	0	0	0	834
Total	0	0	1181	0	0	1181	0	0	0	0	0	0	0	0	3282
% Approach	0%	0%	100%	0%	0%	-	-	0%	0%	0%	0%	0%	-	-	-
% Total	0%	0%	36.0%	0%	0%	36.0%	-	0%	0%	0%	0%	0%	0%	-	-
PHF	-	-	0.906	-	-	0.906	-	-	-	-	-	-	-	-	0.944
Motorcycles	0	0	0	0	0	0	-	0	0	0	0	0	0	-	8
% Motorcycles	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-	0.2%
Lights	0	0	1175	0	0	1175	-	0	0	0	0	0	0	-	3239
% Lights	0%	0%	99.5%	0%	0%	99.5%	-	0%	0%	0%	0%	0%	-	-	98.7%
Single-Unit Trucks	0	0	6	0	0	6	-	0	0	0	0	0	0	-	31
% Single-Unit Trucks	0%	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	-	0.9%
Articulated Trucks	0	0	0	0	0	0	-	0	0	0	0	0	0	-	2
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-	0.1%
Buses	0	0	0	0	0	0	-	0	0	0	0	0	0	-	2
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-	0.1%
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 9 (Providence Highway @ Washington S... - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800908, Location: 42.250293, -71.171461, Site Code: S20-024

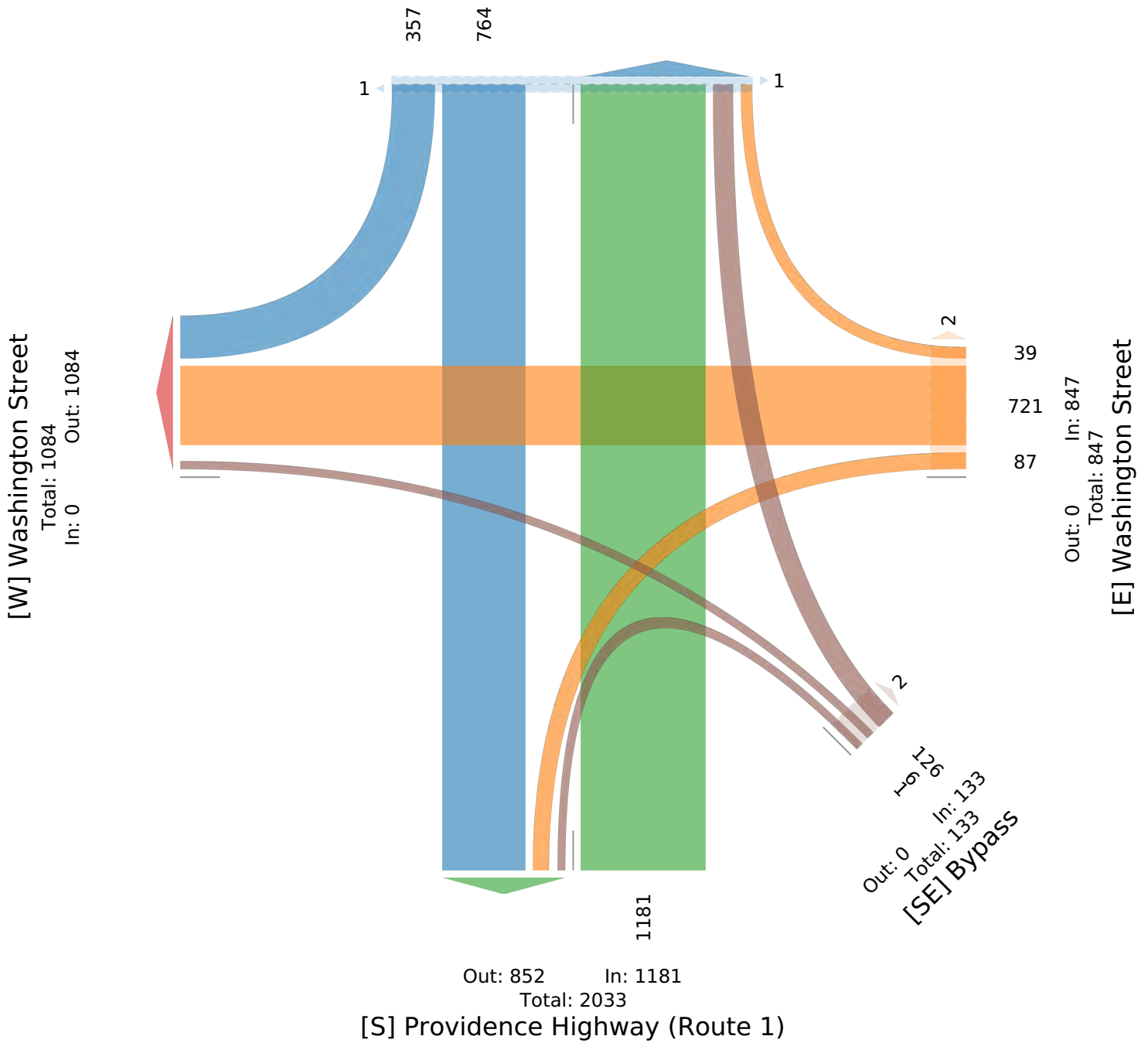
Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 2467

In: 1121

Out: 1346



207703- 9 (Providence Highway @ Washington S... - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800908, Location: 42.250293, -71.171461, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound							Washington Street Westbound							Bypass Northwestbound						
	R	T	BL	L	U	App	Ped*	R	T	L	HL	U	App	Ped*	HR	BR	BL	HL	U	App	Ped*
2020-11-21 1:00PM	92	216	0	0	0	308	2	7	201	16	0	0	224	0	0	32	2	0	0	34	0
1:15PM	82	224	0	0	0	306	0	8	168	23	0	0	199	0	0	24	4	0	0	28	0
1:30PM	92	185	0	0	0	277	0	13	194	20	0	0	227	0	0	41	2	0	0	43	0
1:45PM	75	195	0	0	0	270	0	5	176	9	0	0	190	0	0	32	3	0	0	35	1
Total	341	820	0	0	0	1161	2	33	739	68	0	0	840	0	0	129	11	0	0	140	1
% Approach	29.4%	70.6%	0%	0%	0%	-	-	3.9%	88.0%	8.1%	0%	0%	-	-	0%	92.1%	7.9%	0%	0%	-	-
% Total	10.3%	24.8%	0%	0%	0%	35.1%	-	1.0%	22.3%	2.1%	0%	0%	25.4%	-	0%	3.9%	0.3%	0%	0%	4.2%	-
PHF	0.927	0.915	-	-	-	0.942	-	0.635	0.919	0.739	-	-	0.925	-	-	0.787	0.688	-	-	0.814	-
Motorcycles	0	1	0	0	0	1	-	1	2	0	0	0	3	-	0	0	0	0	0	0	-
% Motorcycles	0%	0.1%	0%	0%	0%	0.1%	-	3.0%	0.3%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	-
Lights	340	816	0	0	0	1156	-	32	726	68	0	0	826	-	0	128	11	0	0	139	-
% Lights	99.7%	99.5%	0%	0%	0%	99.6%	-	97.0%	98.2%	100%	0%	0%	98.3%	-	0%	99.2%	100%	0%	0%	99.3%	-
Single-Unit Trucks	1	2	0	0	0	3	-	0	6	0	0	0	6	-	0	1	0	0	0	1	-
% Single-Unit Trucks	0.3%	0.2%	0%	0%	0%	0.3%	-	0%	0.8%	0%	0%	0%	0.7%	-	0%	0.8%	0%	0%	0%	0.7%	-
Articulated Trucks	0	1	0	0	0	1	-	0	3	0	0	0	3	-	0	0	0	0	0	0	-
% Articulated Trucks	0%	0.1%	0%	0%	0%	0.1%	-	0%	0.4%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	-
Buses	0	0	0	0	0	0	-	0	2	0	0	0	2	-	0	0	0	0	0	0	-
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 9 (Providence Highway @ Washington S... - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800908, Location: 42.250293, -71.171461, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1)							Washington Street							Int
	Northbound							Eastbound							
Time	HR	R	T	L	U	App	Ped*	R	BR	T	L	U	App	Ped*	
2020-11-21 1:00PM	0	0	275	0	0	275	0	0	0	0	0	0	0	0	841
1:15PM	0	0	316	0	0	316	0	0	0	0	0	0	0	0	849
1:30PM	0	0	266	0	0	266	0	0	0	0	0	0	0	0	813
1:45PM	0	0	309	0	0	309	0	0	0	0	0	0	0	0	804
Total	0	0	1166	0	0	1166	0	0	0	0	0	0	0	0	3307
% Approach	0%	0%	100%	0%	0%	-	-	0%	0%	0%	0%	0%	-	-	-
% Total	0%	0%	35.3%	0%	0%	35.3%	-	0%	0%	0%	0%	0%	0%	-	-
PHF	-	-	0.922	-	-	0.922	-	-	-	-	-	-	-	-	0.974
Motorcycles	0	0	3	0	0	3	-	0	0	0	0	0	0	0	7
% Motorcycles	0%	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	-	0.2%
Lights	0	0	1156	0	0	1156	-	0	0	0	0	0	0	0	3277
% Lights	0%	0%	99.1%	0%	0%	99.1%	-	0%	0%	0%	0%	0%	-	-	99.1%
Single-Unit Trucks	0	0	7	0	0	7	-	0	0	0	0	0	0	0	17
% Single-Unit Trucks	0%	0%	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	-	0.5%
Articulated Trucks	0	0	0	0	0	0	-	0	0	0	0	0	0	0	4
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-	0.1%
Buses	0	0	0	0	0	0	-	0	0	0	0	0	0	0	2
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-	0.1%
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	0	0	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 9 (Providence Highway @ Washington S... - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800908, Location: 42.250293, -71.171461, Site Code: S20-024

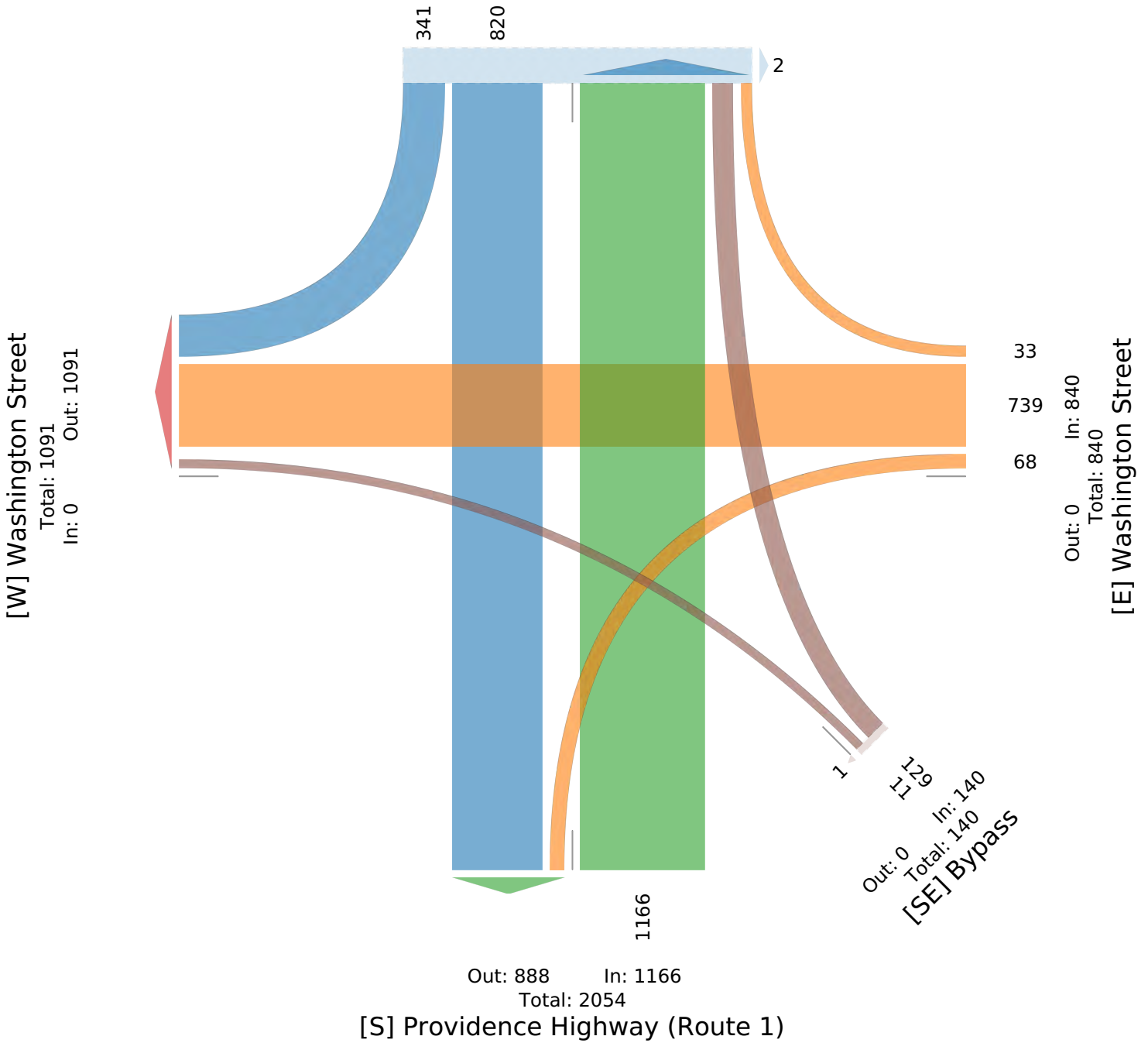
Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 2489

In: 1161

Out: 1328



207703- 10 (Providence Highway @ Washington ... - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800910, Location: 42.249809, -71.171184, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound								Bypass Southwestbound								Washington Street (south side) Westbound							
	HR	R	T	L	HL	U	App	Ped*	HR	R	BR	BL	HL	U	App	Ped*	HR	R	BR	T	L	U	App	Ped*
2020-11-19 6:00AM	0	0	126	0	0	0	126	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
7:00AM	0	0	309	0	0	0	309	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00AM	0	0	475	0	0	0	475	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
3:00PM	0	0	964	1	0	0	965	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00PM	0	0	938	0	0	0	938	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00PM	0	0	824	2	0	0	826	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020-11-21 11:00AM	0	0	951	0	0	0	951	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00PM	0	0	864	0	0	0	864	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00PM	0	0	892	0	0	0	892	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	6343	3	0	0	6346	9	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	5
% Approach	0%	0%	100.0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	100%	0%	0%	-	-
% Total	0%	0%	23.2%	0%	0%	0%	23.2%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
Motorcycles	0	0	2	0	0	0	2	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-
Lights	0	0	6239	3	0	0	6242	-	0	0	0	0	0	0	0	-	0	0	0	1	0	0	1	-
% Lights	0%	0%	98.4%	100%	0%	0%	98.4%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	100%	0%	0%	100%	-
Single-Unit Trucks	0	0	73	0	0	0	73	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Single-Unit Trucks	0%	0%	1.2%	0%	0%	0%	1.2%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-
Articulated Trucks	0	0	19	0	0	0	19	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Articulated Trucks	0%	0%	0.3%	0%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-
Buses	0	0	10	0	0	0	10	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Buses	0%	0%	0.2%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	-	9	-	-	-	-	-	-	1	-	-	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 10 (Providence Highway @ Washington ... - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800910, Location: 42.249809, -71.171184, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1)								Washington Street								Bypass								Int
	Northbound								Eastbound								Southeastbound								
Time	R	BR	T	BL	L	U	App	Ped*	R	T	BL	L	HL	U	App	Ped*	HR	BR	BL	L	HL	U	App	Ped*	
2020-11-19 6:00AM	313	2	636	0	0	0	951	0	3	105	56	8	0	0	172	0	137	187	7	0	0	0	331	0	1581
7:00AM	363	3	734	0	0	0	1100	0	0	154	74	39	0	0	267	0	232	265	3	0	1	0	501	0	2177
8:00AM	373	2	613	0	0	0	988	0	4	124	76	59	0	0	263	0	292	300	12	1	0	0	605	0	2331
3:00PM	477	4	659	0	0	0	1140	0	20	159	92	82	0	0	353	1	553	398	19	10	4	0	984	2	3442
4:00PM	425	8	644	0	0	0	1077	0	37	126	69	97	0	0	329	2	602	439	18	2	7	0	1068	2	3412
5:00PM	482	6	625	0	0	0	1113	0	6	118	78	59	0	0	261	1	486	359	14	2	2	0	863	1	3063
2020-11-21 11:00AM	420	8	862	0	0	0	1290	0	16	105	108	121	0	0	350	0	489	447	28	5	1	0	970	0	3561
12:00PM	499	13	1015	0	0	0	1527	0	23	127	112	158	0	0	420	0	551	461	31	8	6	0	1057	4	3868
1:00PM	541	16	1004	0	0	0	1561	0	6	129	112	144	0	0	391	1	535	518	18	16	9	0	1096	1	3940
Total	3893	62	6792	0	0	0	10747	0	115	1147	777	767	0	0	2806	5	3877	3374	150	44	30	0	7475	10	27375
% Approach	36.2%	0.6%	63.2%	0%	0%	0%	-	-	4.1%	40.9%	27.7%	27.3%	0%	0%	-	-	51.9%	45.1%	2.0%	0.6%	0.4%	0%	-	-	-
% Total	14.2%	0.2%	24.8%	0%	0%	0%	39.3%	-	0.4%	4.2%	2.8%	2.8%	0%	0%	10.3%	-	14.2%	12.3%	0.5%	0.2%	0.1%	0%	27.3%	-	-
Motorcycles	4	0	3	0	0	0	7	-	0	2	0	0	0	0	2	-	10	3	3	0	0	0	16	-	27
% Motorcycles	0.1%	0%	0%	0%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0%	0%	0.1%	-	0.3%	0.1%	2.0%	0%	0%	0%	0.2%	-	0.1%
Lights	3793	55	6672	0	0	0	10520	-	110	1107	770	759	0	0	2746	-	3780	3291	133	42	30	0	7276	-	26785
% Lights	97.4%	88.7%	98.2%	0%	0%	0%	97.9%	-	95.7%	96.5%	99.1%	99.0%	0%	0%	97.9%	-	97.5%	97.5%	88.7%	95.5%	100%	0%	97.3%	-	97.8%
Single-Unit Trucks	72	0	93	0	0	0	165	-	2	12	3	7	0	0	24	-	46	64	9	2	0	0	121	-	383
% Single-Unit Trucks	1.8%	0%	1.4%	0%	0%	0%	1.5%	-	1.7%	1.0%	0.4%	0.9%	0%	0%	0.9%	-	1.2%	1.9%	6.0%	4.5%	0%	0%	1.6%	-	1.4%
Articulated Trucks	14	7	21	0	0	0	42	-	3	3	0	0	0	0	6	-	8	15	0	0	0	0	23	-	90
% Articulated Trucks	0.4%	11.3%	0.3%	0%	0%	0%	0.4%	-	2.6%	0.3%	0%	0%	0%	0%	0.2%	-	0.2%	0.4%	0%	0%	0%	0%	0.3%	-	0.3%
Buses	8	0	3	0	0	0	11	-	0	23	4	1	0	0	28	-	30	1	5	0	0	0	36	-	85
% Buses	0.2%	0%	0%	0%	0%	0%	0.1%	-	0%	2.0%	0.5%	0.1%	0%	0%	1.0%	-	0.8%	0%	3.3%	0%	0%	0%	0.5%	-	0.3%
Bicycles on Road	2	0	0	0	0	0	2	-	0	0	0	0	0	0	0	-	3	0	0	0	0	0	3	-	5
% Bicycles on Road	0.1%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0.1%	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	-	-	-100%	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 10 (Providence Highway @ Washington ... - TMC)

Thu Nov 19, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

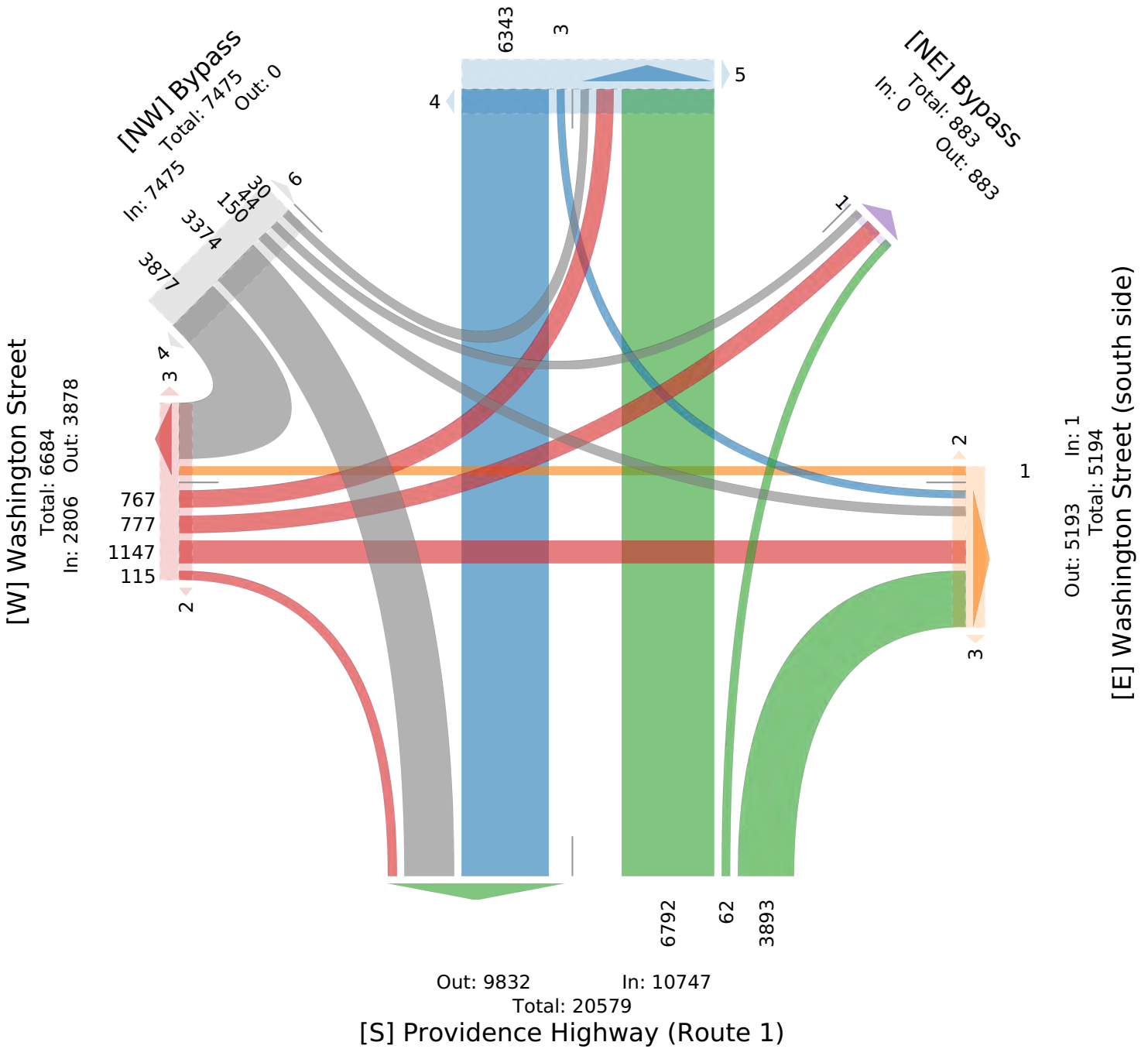
All Movements

ID: 800910, Location: 42.249809, -71.171184, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 13935
In: 6346 Out: 7589



207703- 10 (Providence Highway @ Washington ... - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800910, Location: 42.249809, -71.171184, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound								Bypass Southwestbound								Washington Street (south side) Westbound							
	HR	R	T	L	HL	U	App	Ped*	HR	R	BR	BL	HL	U	App	Ped*	HR	R	BR	T	L	U	App	Ped*
2020-11-19 7:45AM	0	0	110	0	0	0	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00AM	0	0	111	0	0	0	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15AM	0	0	123	0	0	0	123	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30AM	0	0	123	0	0	0	123	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	467	0	0	0	467	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach	0%	0%	100%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	-
% Total	0%	0%	19.9%	0%	0%	0%	19.9%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
PHF	-	-	0.949	-	-	-	0.949	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Motorcycles	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-
Lights	0	0	443	0	0	0	443	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Lights	0%	0%	94.9%	0%	0%	0%	94.9%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-
Single-Unit Trucks	0	0	16	0	0	0	16	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Single-Unit Trucks	0%	0%	3.4%	0%	0%	0%	3.4%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-
Articulated Trucks	0	0	5	0	0	0	5	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Articulated Trucks	0%	0%	1.1%	0%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-
Buses	0	0	3	0	0	0	3	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Buses	0%	0%	0.6%	0%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 10 (Providence Highway @ Washington ... - TMC

Thu Nov 19, 2020

AM Peak (Nov 19 2020 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800910, Location: 42.249809, -71.171184, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Northbound							Washington Street Eastbound							Bypass Southeastbound							Int			
	R	BR	T BL	L	U	App	Ped*	R	T	BL	L	HL	U	App	Ped*	HR	BR	BL	L	HL	U		App	Ped*	
2020-11-19 7:45AM	94	0	165	0	0	0	259	0	0	52	30	16	0	0	98	0	69	76	2	0	1	0	148	0	615
8:00AM	90	1	140	0	0	0	231	0	1	30	16	10	0	0	57	0	71	67	4	0	0	0	142	0	541
8:15AM	87	1	167	0	0	0	255	0	1	32	17	14	0	0	64	0	85	79	0	0	0	0	164	0	606
8:30AM	89	0	152	0	0	0	241	0	1	28	23	21	0	0	73	0	64	77	3	0	0	0	144	0	581
Total	360	2	624	0	0	0	986	0	3	142	86	61	0	0	292	0	289	299	9	0	1	0	598	0	2343
% Approach	36.5%	0.2%	63.3%	0%	0%	0%	-	-	1.0%	48.6%	29.5%	20.9%	0%	0%	-	-	48.3%	50.0%	1.5%	0%	0.2%	0%	-	-	-
% Total	15.4%	0.1%	26.6%	0%	0%	0%	42.1%	-	0.1%	6.1%	3.7%	2.6%	0%	0%	12.5%	-	12.3%	12.8%	0.4%	0%	0%	0%	25.5%	-	-
PHF	0.957	0.500	0.934	-	-	-	0.952	-	0.750	0.683	0.717	0.726	-	-	0.745	-	0.850	0.946	0.563	-	0.250	-	0.912	-	0.952
Motorcycles	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lights	336	1	591	0	0	0	928	-	3	139	85	58	0	0	285	-	274	286	6	0	1	0	567	-	2223
% Lights	93.3%	50.0%	94.7%	0%	0%	0%	94.1%	-	100%	97.9%	98.8%	95.1%	0%	0%	97.6%	-	94.8%	95.7%	66.7%	0%	100%	0%	94.8%	-	94.9%
Single-Unit Trucks	20	0	23	0	0	0	43	-	0	0	1	2	0	0	3	-	9	12	3	0	0	0	24	-	86
% Single-Unit Trucks	5.6%	0%	3.7%	0%	0%	0%	4.4%	-	0%	0%	1.2%	3.3%	0%	0%	1.0%	-	3.1%	4.0%	33.3%	0%	0%	0%	4.0%	-	3.7%
Articulated Trucks	4	1	9	0	0	0	14	-	0	0	0	0	0	0	0	-	1	1	0	0	0	0	2	-	21
% Articulated Trucks	1.1%	50.0%	1.4%	0%	0%	0%	1.4%	-	0%	0%	0%	0%	0%	0%	0%	-	0.3%	0.3%	0%	0%	0%	0%	0.3%	-	0.9%
Buses	0	0	1	0	0	0	1	-	0	3	0	1	0	0	4	-	5	0	0	0	0	0	5	-	13
% Buses	0%	0%	0.2%	0%	0%	0%	0.1%	-	0%	2.1%	0%	1.6%	0%	0%	1.4%	-	1.7%	0%	0%	0%	0%	0%	0.8%	-	0.6%
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 10 (Providence Highway @ Washington ... - TMC)

Thu Nov 19, 2020

AM Peak (Nov 19 2020 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

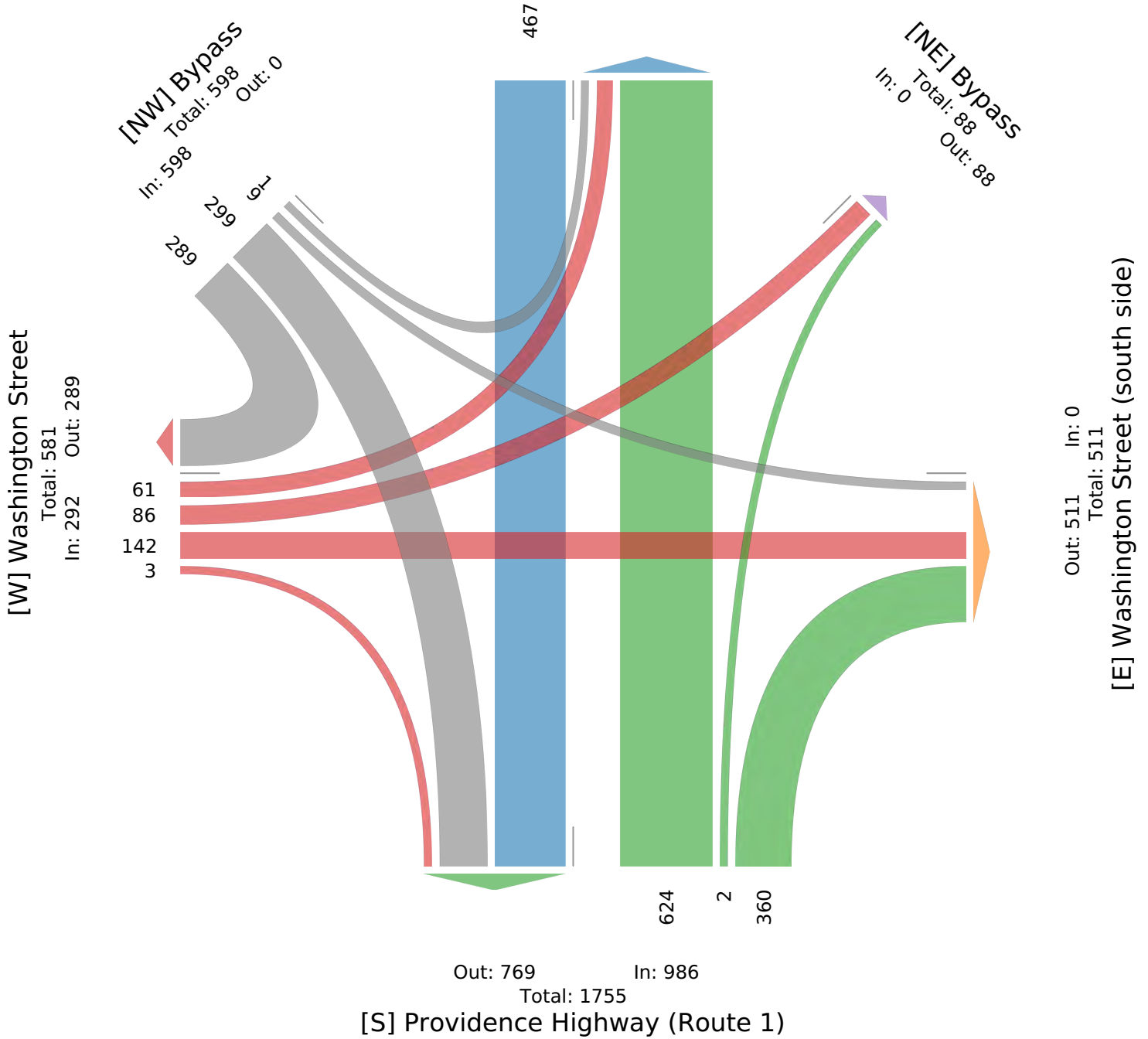
All Movements

ID: 800910, Location: 42.249809, -71.171184, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 1153
In: 467 Out: 686



207703- 10 (Providence Highway @ Washington ... - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 3PM - 4 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800910, Location: 42.249809, -71.171184, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound								Bypass Southwestbound								Washington Street (south side) Westbound							
	HR	R	T	L	HL	U	App	Ped*	HR	R	BR	BL	HL	U	App	Ped*	HR	R	BR	T	L	U	App	Ped*
2020-11-19 3:00PM	0	0	249	1	0	0	250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15PM	0	0	227	0	0	0	227	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30PM	0	0	282	0	0	0	282	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45PM	0	0	206	0	0	0	206	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	964	1	0	0	965	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach	0%	0%	99.9%	0.1%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	-
% Total	0%	0%	28.0%	0%	0%	0%	28.0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
PHF	-	-	0.855	0.250	-	-	0.855	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Motorcycles	0	0	1	0	0	0	1	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Motorcycles	0%	0%	0.1%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	
Lights	0	0	944	1	0	0	945	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Lights	0%	0%	97.9%	100%	0%	0%	97.9%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	
Single-Unit Trucks	0	0	16	0	0	0	16	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Single-Unit Trucks	0%	0%	1.7%	0%	0%	0%	1.7%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	
Articulated Trucks	0	0	2	0	0	0	2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Articulated Trucks	0%	0%	0.2%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	
Buses	0	0	1	0	0	0	1	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Buses	0%	0%	0.1%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	
Pedestrians	-	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 10 (Providence Highway @ Washington ... - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 3PM - 4 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800910, Location: 42.249809, -71.171184, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1)							Washington Street							Bypass							Int
	Northbound							Eastbound							Southeastbound							
Time	R	BR	T	BL	L	U	App Ped*	R	T	BL	L	HL	U	App Ped*	HR	BR	BL	L	HL	U	App Ped*	Int
2020-11-19 3:00PM	132	1	195	0	0	0	328 0	6	49	18	21	0	0	94 0	143	85	5	1	2	0	236 0	908
3:15PM	96	1	149	0	0	0	246 0	6	36	24	23	0	0	89 0	144	119	6	4	1	0	274 0	836
3:30PM	141	0	180	0	0	0	321 0	3	43	23	21	0	0	90 0	140	82	7	1	1	0	231 1	924
3:45PM	108	2	135	0	0	0	245 0	5	31	27	17	0	0	80 1	126	112	1	4	0	0	243 1	774
Total	477	4	659	0	0	0	1140 0	20	159	92	82	0	0	353 1	553	398	19	10	4	0	984 2	3442
% Approach	41.8%	0.4%	57.8%	0%	0%	0%	-	5.7%	45.0%	26.1%	23.2%	0%	0%	-	56.2%	40.4%	1.9%	1.0%	0.4%	0%	-	-
% Total	13.9%	0.1%	19.1%	0%	0%	0%	33.1%	0.6%	4.6%	2.7%	2.4%	0%	0%	10.3%	16.1%	11.6%	0.6%	0.3%	0.1%	0%	28.6%	-
PHF	0.850	0.500	0.845	-	-	-	0.868	0.833	0.811	0.852	0.891	-	-	0.939	0.960	0.836	0.679	0.625	0.500	-	0.898	0.932
Motorcycles	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	2	4
% Motorcycles	0.2%	0%	0%	0%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0%	0%	0%	0.2%	0.1%
Lights	471	4	655	0	0	0	1130	19	156	92	81	0	0	348	541	381	17	9	4	0	952	3375
% Lights	98.7%	100%	99.4%	0%	0%	0%	99.1%	95.0%	98.1%	100%	98.8%	0%	0%	98.6%	97.8%	95.7%	89.5%	90.0%	100%	0%	96.7%	98.1%
Single-Unit Trucks	4	0	2	0	0	0	6	1	1	0	1	0	0	3	6	12	1	1	0	0	20	45
% Single-Unit Trucks	0.8%	0%	0.3%	0%	0%	0%	0.5%	5.0%	0.6%	0%	1.2%	0%	0%	0.8%	1.1%	3.0%	5.3%	10.0%	0%	0%	2.0%	1.3%
Articulated Trucks	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	5	0	0	0	0	7	11
% Articulated Trucks	0%	0%	0.3%	0%	0%	0%	0.2%	0%	0%	0%	0%	0%	0%	0%	0.4%	1.3%	0%	0%	0%	0%	0.7%	0.3%
Buses	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	1	0	0	0	3	6
% Buses	0%	0%	0%	0%	0%	0%	0%	0%	1.3%	0%	0%	0%	0%	0.6%	0.4%	0%	5.3%	0%	0%	0%	0.3%	0.2%
Bicycles on Road	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0.2%	0%	0%	0%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 10 (Providence Highway @ Washington ... - TMC)

Thu Nov 19, 2020

PM Peak (Nov 19 2020 3PM - 4 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

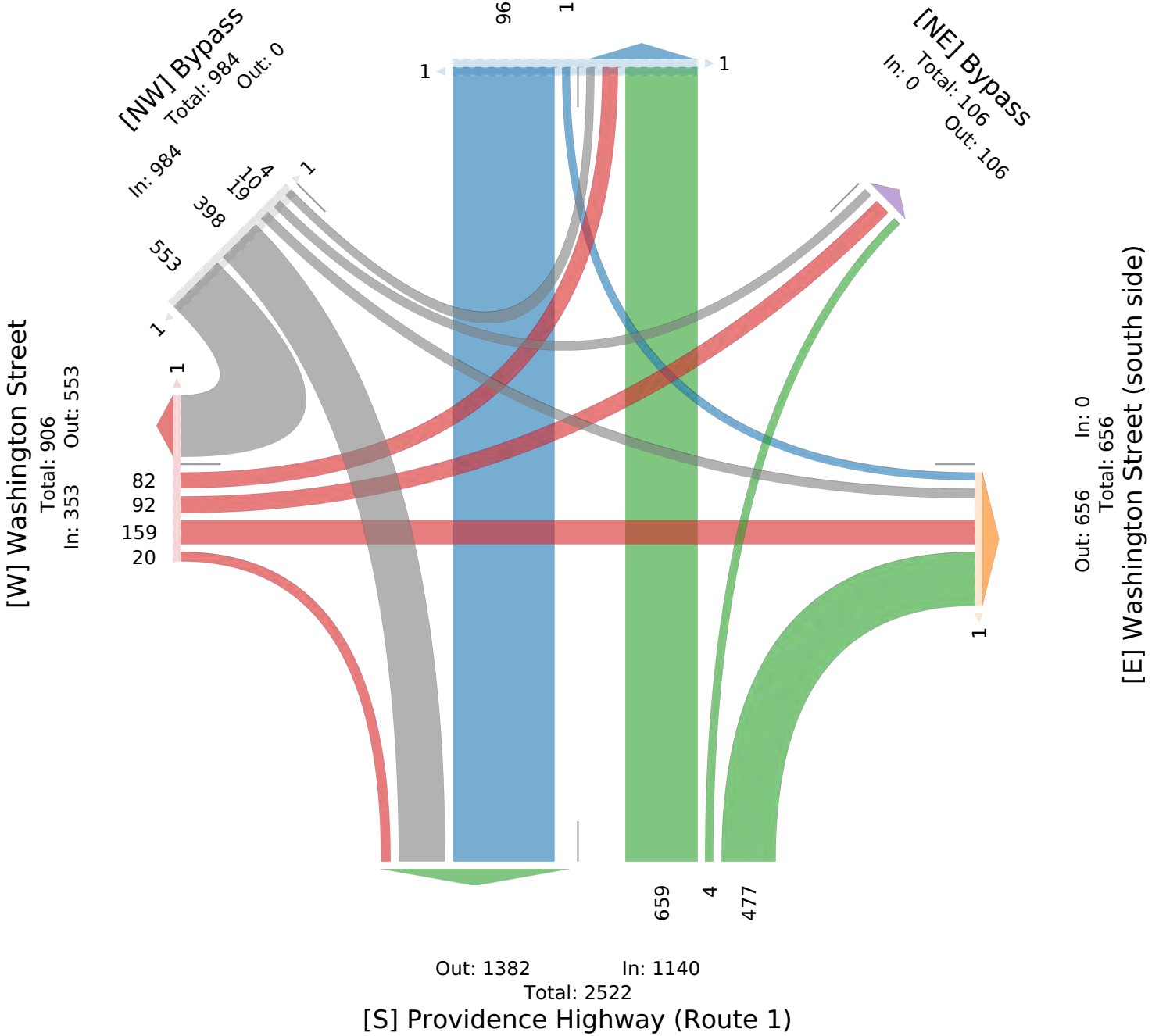
All Movements

ID: 800910, Location: 42.249809, -71.171184, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 1710
In: 965 Out: 745



207703- 10 (Providence Highway @ Washington ... - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 12PM - 1 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800910, Location: 42.249809, -71.171184, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound								Bypass Southwestbound								Washington Street (south side) Westbound							
	HR	R	T	L	HL	U	App	Ped*	HR	R	BR	BL	HL	U	App	Ped*	HR	R	BR	T	L	U	App	Ped*
2020-11-21 12:00PM	0	0	190	0	0	0	190	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15PM	0	0	241	0	0	0	241	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30PM	0	0	211	0	0	0	211	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45PM	0	0	222	0	0	0	222	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	864	0	0	0	864	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach	0%	0%	100%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	-
% Total	0%	0%	22.3%	0%	0%	0%	22.3%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
PHF	-	-	0.896	-	-	-	0.896	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Motorcycles	0	0	1	0	0	0	1	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Motorcycles	0%	0%	0.1%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	-
Lights	0	0	856	0	0	0	856	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Lights	0%	0%	99.1%	0%	0%	0%	99.1%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	-
Single-Unit Trucks	0	0	6	0	0	0	6	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Single-Unit Trucks	0%	0%	0.7%	0%	0%	0%	0.7%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	-
Articulated Trucks	0	0	1	0	0	0	1	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Articulated Trucks	0%	0%	0.1%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	-
Buses	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Buses	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	-
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	-
Pedestrians	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 10 (Providence Highway @ Washington ... - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 12PM - 1 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800910, Location: 42.249809, -71.171184, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Northbound								Washington Street Eastbound								Bypass Southeastbound								
Time	R	BR	T	BL	L	U	App	Ped*	R	T	BL	L	HL	U	App	Ped*	HR	BR	BL	L	HL	U	App	Ped*	Int
2020-11-21 12:00PM	111	4	238	0	0	0	353	0	8	35	32	39	0	0	114	0	135	122	3	1	1	0	262	0	919
12:15PM	120	3	289	0	0	0	412	0	7	28	29	38	0	0	102	0	139	106	8	0	2	0	255	2	1010
12:30PM	113	3	242	0	0	0	358	0	3	28	26	46	0	0	103	0	143	123	15	3	2	0	286	0	958
12:45PM	155	3	246	0	0	0	404	0	5	36	25	35	0	0	101	0	134	110	5	4	1	0	254	2	981
Total	499	13	1015	0	0	0	1527	0	23	127	112	158	0	0	420	0	551	461	31	8	6	0	1057	4	3868
% Approach	32.7%	0.9%	66.5%	0%	0%	0%	-	-	5.5%	30.2%	26.7%	37.6%	0%	0%	-	-	52.1%	43.6%	2.9%	0.8%	0.6%	0%	-	-	-
% Total	12.9%	0.3%	26.2%	0%	0%	0%	39.5%	-	0.6%	3.3%	2.9%	4.1%	0%	0%	10.9%	-	14.2%	11.9%	0.8%	0.2%	0.2%	0%	27.3%	-	-
PHF	0.805	0.813	0.878	-	-	-	0.927	-	0.719	0.882	0.875	0.859	-	-	0.921	-	0.963	0.937	0.517	0.500	0.750	-	0.924	-	0.957
Motorcycles	1	0	0	0	0	0	1	-	0	2	0	0	0	0	2	-	3	1	3	0	0	0	7	-	11
% Motorcycles	0.2%	0%	0%	0%	0%	0%	0.1%	-	0%	1.6%	0%	0%	0%	0%	0.5%	-	0.5%	0.2%	9.7%	0%	0%	0%	0.7%	-	0.3%
Lights	494	12	1013	0	0	0	1519	-	21	121	112	158	0	0	412	-	541	449	26	8	6	0	1030	-	3817
% Lights	99.0%	92.3%	99.8%	0%	0%	0%	99.5%	-	91.3%	95.3%	100%	100%	0%	0%	98.1%	-	98.2%	97.4%	83.9%	100%	100%	0%	97.4%	-	98.7%
Single-Unit Trucks	3	0	2	0	0	0	5	-	0	1	0	0	0	0	1	-	5	10	2	0	0	0	17	-	29
% Single-Unit Trucks	0.6%	0%	0.2%	0%	0%	0%	0.3%	-	0%	0.8%	0%	0%	0%	0%	0.2%	-	0.9%	2.2%	6.5%	0%	0%	0%	1.6%	-	0.7%
Articulated Trucks	1	1	0	0	0	0	2	-	2	1	0	0	0	0	3	-	1	1	0	0	0	0	2	-	8
% Articulated Trucks	0.2%	7.7%	0%	0%	0%	0%	0.1%	-	8.7%	0.8%	0%	0%	0%	0%	0.7%	-	0.2%	0.2%	0%	0%	0%	0%	0.2%	-	0.2%
Buses	0	0	0	0	0	0	0	-	0	2	0	0	0	0	2	-	1	0	0	0	0	0	1	-	3
% Buses	0%	0%	0%	0%	0%	0%	0%	-	0%	1.6%	0%	0%	0%	0%	0.5%	-	0.2%	0%	0%	0%	0%	0%	0.1%	-	0.1%
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 10 (Providence Highway @ Washington ... - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 12PM - 1 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

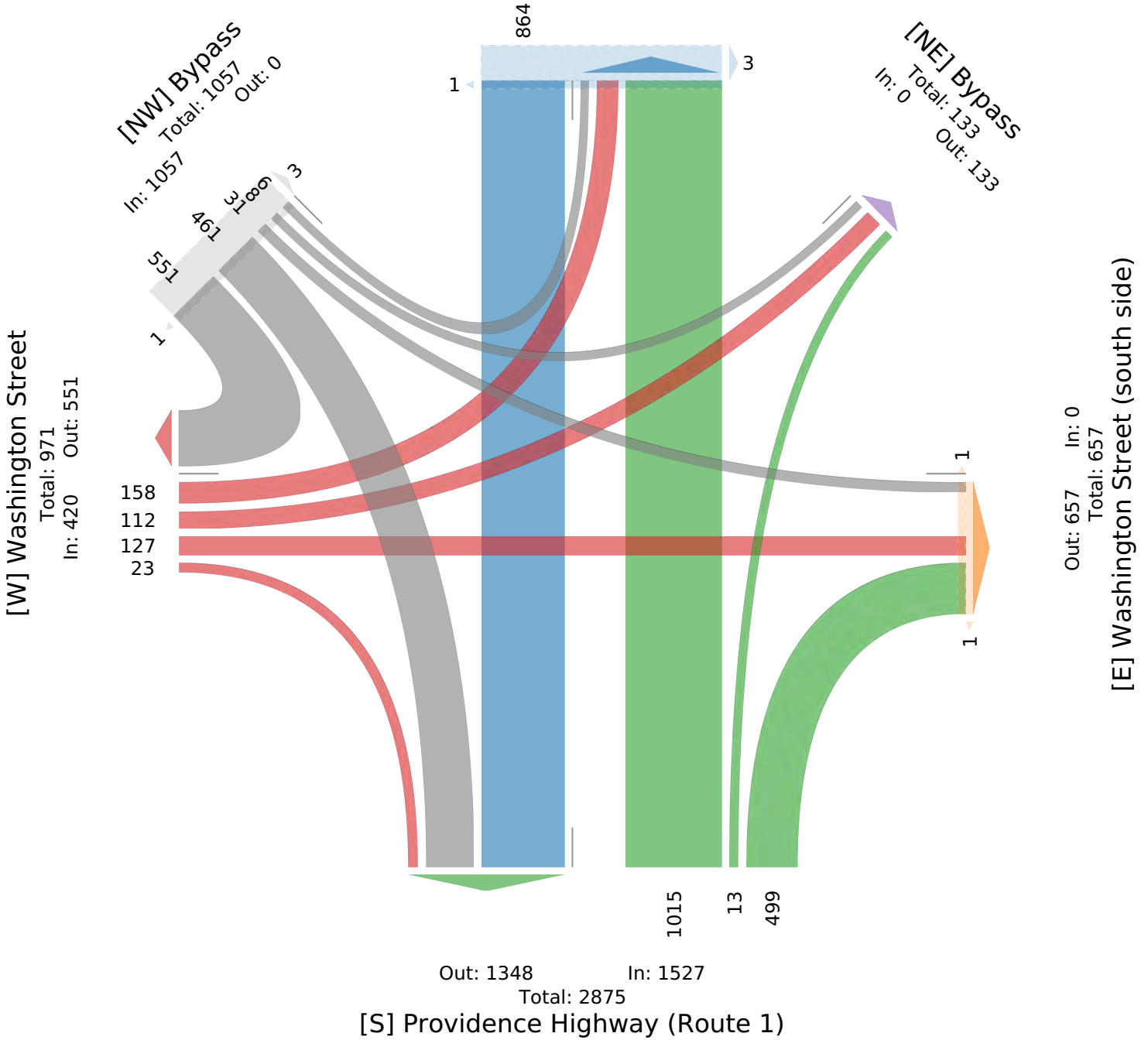
All Movements

ID: 800910, Location: 42.249809, -71.171184, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 2043
In: 864 Out: 1179



207703- 10 (Providence Highway @ Washington ... - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800910, Location: 42.249809, -71.171184, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound								Bypass Southwestbound								Washington Street (south side) Westbound							
	HR	R	T	L	HL	U	App	Ped*	HR	R	BR	BL	HL	U	App	Ped*	HR	R	BR	T	L	U	App	Ped*
2020-11-21 1:00PM	0	0	235	0	0	0	235	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15PM	0	0	251	0	0	0	251	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30PM	0	0	201	0	0	0	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45PM	0	0	205	0	0	0	205	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	892	0	0	0	892	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach	0%	0%	100%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	-	-
% Total	0%	0%	22.6%	0%	0%	0%	22.6%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-
PHF	-	-	0.888	-	-	-	0.888	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Motorcycles	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-
Lights	0	0	888	0	0	0	888	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Lights	0%	0%	99.6%	0%	0%	0%	99.6%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-
Single-Unit Trucks	0	0	3	0	0	0	3	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Single-Unit Trucks	0%	0%	0.3%	0%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-
Articulated Trucks	0	0	1	0	0	0	1	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Articulated Trucks	0%	0%	0.1%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-
Buses	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Buses	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 10 (Providence Highway @ Washington ... - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800910, Location: 42.249809, -71.171184, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Northbound							Washington Street Eastbound							Bypass Southeastbound							Int
	R	BR	T	BL	L	U	App Ped*	R	T	BL	L	HL	U	App Ped*	HR	BR	BL	L	HL	U	App Ped*	
2020-11-21 1:00PM	123	2	240	0	0	0	365 0	3	37	28	32	0	0	100 0	140	145	5	10	3	0	303 0	1003
1:15PM	142	7	270	0	0	0	419 0	0	33	21	39	0	0	93 0	125	133	1	1	1	0	261 0	1024
1:30PM	130	2	230	0	0	0	362 0	2	25	34	37	0	0	98 0	145	124	6	3	2	0	280 0	941
1:45PM	146	5	264	0	0	0	415 0	1	34	29	36	0	0	100 1	125	116	6	2	3	0	252 1	972
Total	541	16	1004	0	0	0	1561 0	6	129	112	144	0	0	391 1	535	518	18	16	9	0	1096 1	3940
% Approach	34.7%	1.0%	64.3%	0%	0%	0%	-	1.5%	33.0%	28.6%	36.8%	0%	0%	-	48.8%	47.3%	1.6%	1.5%	0.8%	0%	-	-
% Total	13.7%	0.4%	25.5%	0%	0%	0%	39.6%	0.2%	3.3%	2.8%	3.7%	0%	0%	9.9%	13.6%	13.1%	0.5%	0.4%	0.2%	0%	27.8%	-
PHF	0.926	0.571	0.930	-	-	-	0.931	0.500	0.872	0.824	0.923	-	-	0.978	0.922	0.893	0.750	0.400	0.750	-	0.904	0.962
Motorcycles	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	2	4
% Motorcycles	0%	0%	0.2%	0%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0.2%	0.2%	0%	0%	0%	0%	0.2%	0.1%
Lights	537	16	994	0	0	0	1547	5	126	112	144	0	0	387	529	512	18	16	9	0	1084	3906
% Lights	99.3%	100%	99.0%	0%	0%	0%	99.1%	83.3%	97.7%	100%	100%	0%	0%	99.0%	98.9%	98.8%	100%	100%	100%	0%	98.9%	99.1%
Single-Unit Trucks	2	0	8	0	0	0	10	1	2	0	0	0	0	3	3	3	0	0	0	0	6	22
% Single-Unit Trucks	0.4%	0%	0.8%	0%	0%	0%	0.6%	16.7%	1.6%	0%	0%	0%	0%	0.8%	0.6%	0.6%	0%	0%	0%	0%	0.5%	0.6%
Articulated Trucks	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4
% Articulated Trucks	0.2%	0%	0%	0%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0%	0%	0.2%	0.1%
Buses	1	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	0	0	0	0	2	4
% Buses	0.2%	0%	0%	0%	0%	0%	0.1%	0%	0.8%	0%	0%	0%	0%	0.3%	0.4%	0%	0%	0%	0%	0%	0.2%	0.1%
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	-	-	-100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

207703- 10 (Providence Highway @ Washington ... - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

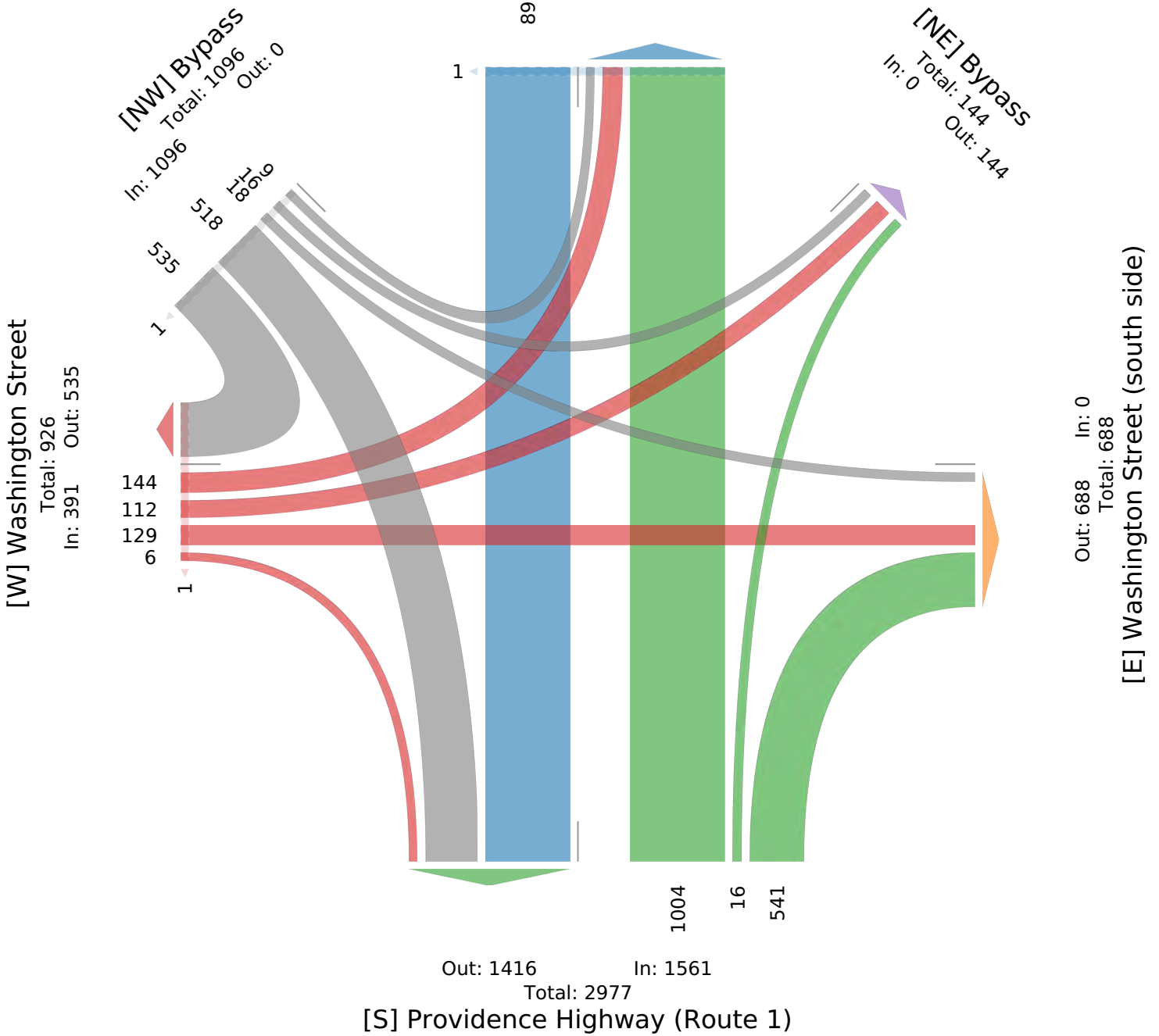
All Movements

ID: 800910, Location: 42.249809, -71.171184, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 2049
In: 892 Out: 1157



207703- 11 (Providence Highway @ Eastern Ave... - TMC

Thu Nov 19, 2020

Full Length (3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800912, Location: 42.246676, -71.172103, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound						Eastern Avenue Westbound						Providence Highway (Route 1) Northbound						Eastern Avenue Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-11-19 3:00PM	15	1187	138	6	1346	0	104	123	90	0	317	6	13	1001	113	4	1131	8	149	153	37	0	339	1	3133
4:00PM	17	1248	174	5	1444	0	105	100	100	0	305	1	8	972	112	3	1095	3	141	142	25	0	308	1	3152
5:00PM	24	1028	149	8	1209	0	95	110	99	0	304	0	8	990	125	7	1130	3	158	124	30	0	312	0	2955
2020-11-21 11:00AM	18	1230	159	7	1414	3	156	128	116	0	400	0	8	1080	130	0	1218	6	219	128	44	0	391	0	3423
12:00PM	26	1150	161	6	1343	0	160	121	132	0	413	1	5	1241	158	8	1412	5	183	131	58	0	372	0	3540
1:00PM	27	1211	177	16	1431	0	166	90	112	0	368	1	6	1306	134	7	1453	6	187	108	52	0	347	0	3599
Total	127	7054	958	48	8187	3	786	672	649	0	2107	9	48	6590	772	29	7439	31	1037	786	246	0	2069	2	19802
% Approach	1.6%	86.2%	11.7%	0.6%	-	-	37.3%	31.9%	30.8%	0%	-	-	0.6%	88.6%	10.4%	0.4%	-	-	50.1%	38.0%	11.9%	0%	-	-	-
% Total	0.6%	35.6%	4.8%	0.2%	41.3%	-	4.0%	3.4%	3.3%	0%	10.6%	-	0.2%	33.3%	3.9%	0.1%	37.6%	-	5.2%	4.0%	1.2%	0%	10.4%	-	-
Motorcycles	0	6	1	0	7	-	1	1	2	0	4	-	0	8	0	0	8	-	1	1	0	0	2	-	21
% Motorcycles	0%	0.1%	0.1%	0%	0.1%	-	0.1%	0.1%	0.3%	0%	0.2%	-	0%	0.1%	0%	0%	0.1%	-	0.1%	0.1%	0%	0%	0.1%	-	0.1%
Lights	126	6938	953	48	8065	-	780	663	637	0	2080	-	44	6517	764	29	7354	-	1022	774	243	0	2039	-	19538
% Lights	99.2%	98.4%	99.5%	100%	98.5%	-	99.2%	98.7%	98.2%	0%	98.7%	-	91.7%	98.9%	99.0%	100%	98.9%	-	98.6%	98.5%	98.8%	0%	98.6%	-	98.7%
Single-Unit Trucks	1	87	4	0	92	-	4	7	9	0	20	-	1	50	7	0	58	-	9	5	3	0	17	-	187
% Single-Unit Trucks	0.8%	1.2%	0.4%	0%	1.1%	-	0.5%	1.0%	1.4%	0%	0.9%	-	2.1%	0.8%	0.9%	0%	0.8%	-	0.9%	0.6%	1.2%	0%	0.8%	-	0.9%
Articulated Trucks	0	21	0	0	21	-	1	0	1	0	2	-	0	10	1	0	11	-	3	1	0	0	4	-	38
% Articulated Trucks	0%	0.3%	0%	0%	0.3%	-	0.1%	0%	0.2%	0%	0.1%	-	0%	0.2%	0.1%	0%	0.1%	-	0.3%	0.1%	0%	0%	0.2%	-	0.2%
Buses	0	2	0	0	2	-	0	0	0	0	0	-	0	4	0	0	4	-	1	4	0	0	5	-	11
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0.1%	0.5%	0%	0%	0.2%	-	0.1%
Bicycles on Road	0	0	0	0	0	-	0	1	0	0	1	-	3	1	0	0	4	-	1	1	0	0	2	-	7
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0%	-	6.3%	0%	0%	0%	0.1%	-	0.1%	0.1%	0%	0%	0.1%	-	0%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	31	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	77.8%	-	-	-	-	-	100%	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	22.2%	-	-	-	-	-	0%	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 11 (Providence Highway @ Eastern Ave... - TMC

Thu Nov 19, 2020

Full Length (3 PM-6 PM, 11 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800912, Location: 42.246676, -71.172103, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 15857

In: 8187

Out: 7670

[W] Eastern Avenue

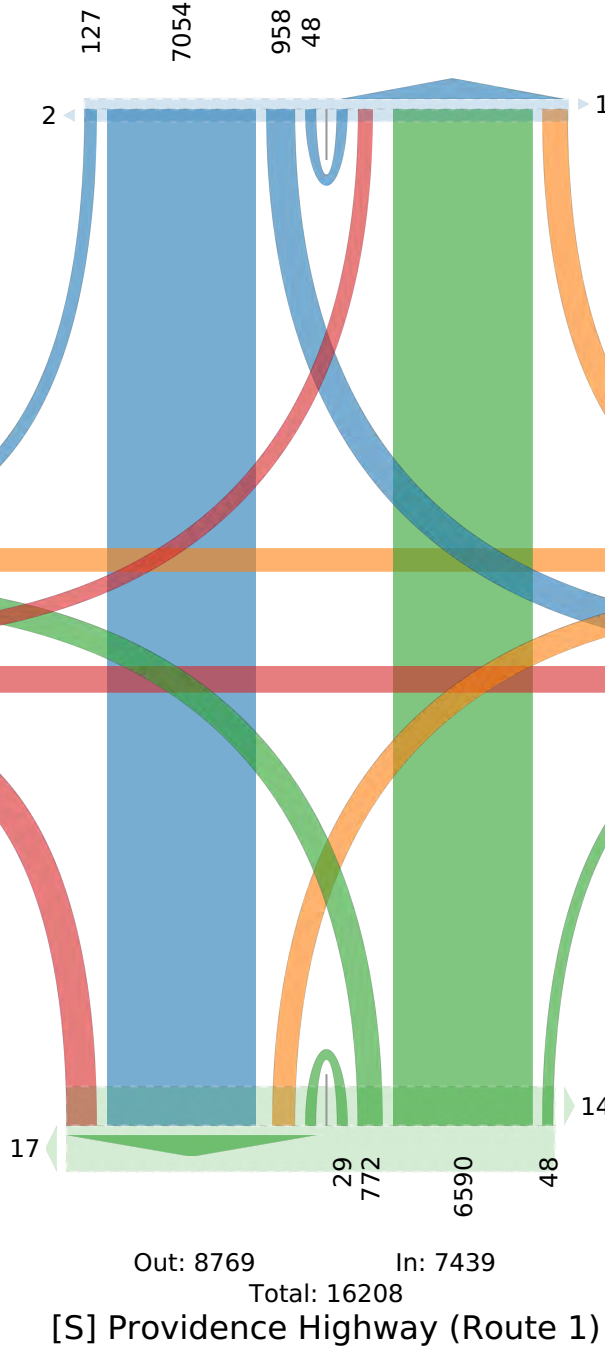
Total: 3640
In: 2069 Out: 1571

246
786
1037

786
672
649

Out: 1792 In: 2107
Total: 3899

[E] Eastern Avenue



207703- 11 (Providence Highway @ Eastern Ave... - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 3:30PM - 4:30 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800912, Location: 42.246676, -71.172103, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound						Eastern Avenue Westbound						Providence Highway (Route 1) Northbound						Eastern Avenue Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-11-19 3:30PM	4	310	39	1	354	0	21	28	25	0	74	4	3	253	23	1	280	3	51	38	6	0	95	0	803
3:45PM	0	279	34	1	314	0	26	27	26	0	79	1	4	239	32	0	275	2	33	46	6	0	85	0	753
4:00PM	8	315	47	1	371	0	37	31	26	0	94	0	0	248	29	0	277	0	40	33	7	0	80	0	822
4:15PM	2	323	38	0	363	0	28	25	26	0	79	0	6	278	28	2	314	0	32	25	4	0	61	0	817
Total	14	1227	158	3	1402	0	112	111	103	0	326	5	13	1018	112	3	1146	5	156	142	23	0	321	0	3195
% Approach	1.0%	87.5%	11.3%	0.2%	-	-	34.4%	34.0%	31.6%	0%	-	-	1.1%	88.8%	9.8%	0.3%	-	-	48.6%	44.2%	7.2%	0%	-	-	-
% Total	0.4%	38.4%	4.9%	0.1%	43.9%	-	3.5%	3.5%	3.2%	0%	10.2%	-	0.4%	31.9%	3.5%	0.1%	35.9%	-	4.9%	4.4%	0.7%	0%	10.0%	-	-
PHF	0.438	0.950	0.840	0.750	0.945	-	0.757	0.895	0.990	-	0.867	-	0.458	0.915	0.875	0.375	0.911	-	0.765	0.772	0.821	-	0.845	-	0.971
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	1
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.6%	0%	0%	0%	0.3%	-	0%
Lights	13	1195	157	3	1368	-	112	111	97	0	320	-	11	1003	110	3	1127	-	152	139	22	0	313	-	3128
% Lights	92.9%	97.4%	99.4%	100%	97.6%	-	100%	100%	94.2%	0%	98.2%	-	84.6%	98.5%	98.2%	100%	98.3%	-	97.4%	97.9%	95.7%	0%	97.5%	-	97.9%
Single-Unit Trucks	1	27	1	0	29	-	0	0	5	0	5	-	0	12	2	0	14	-	1	0	1	0	2	-	50
% Single-Unit Trucks	7.1%	2.2%	0.6%	0%	2.1%	-	0%	0%	4.9%	0%	1.5%	-	0%	1.2%	1.8%	0%	1.2%	-	0.6%	0%	4.3%	0%	0.6%	-	1.6%
Articulated Trucks	0	4	0	0	4	-	0	0	1	0	1	-	0	3	0	0	3	-	1	0	0	0	1	-	9
% Articulated Trucks	0%	0.3%	0%	0%	0.3%	-	0%	0%	1.0%	0%	0.3%	-	0%	0.3%	0%	0%	0.3%	-	0.6%	0%	0%	0%	0.3%	-	0.3%
Buses	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1	3	0	0	4	-	5
% Buses	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.6%	2.1%	0%	0%	1.2%	-	0.2%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	2	0	0	0	2	-	0	0	0	0	0	-	2
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	15.4%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	60.0%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	40.0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 11 (Providence Highway @ Eastern Ave... - TMC

Thu Nov 19, 2020

PM Peak (Nov 19 2020 3:30PM - 4:30 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800912, Location: 42.246676, -71.172103, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 2558

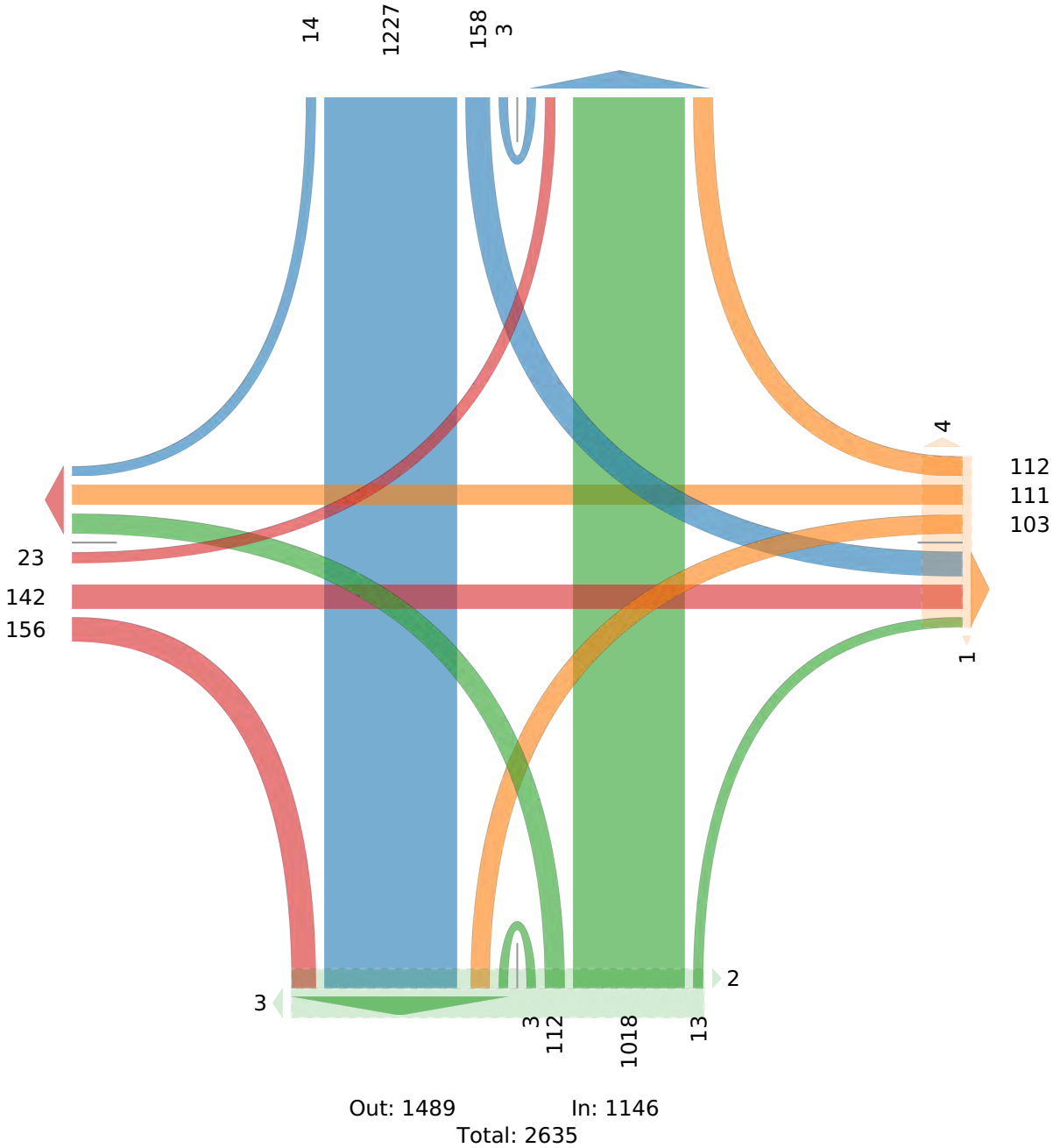
In: 1402

Out: 1156

[W] Eastern Avenue

Total: 558

In: 321 Out: 237



Out: 313 In: 326

Total: 639

[E] Eastern Avenue

[S] Providence Highway (Route 1)

Out: 1489

In: 1146

Total: 2635

207703- 11 (Providence Highway @ Eastern Ave... - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800912, Location: 42.246676, -71.172103, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound						Eastern Avenue Westbound						Providence Highway (Route 1) Northbound						Eastern Avenue Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-11-21 11:45AM	2	272	40	1	315	0	45	36	34	0	115	0	4	307	41	0	352	1	49	38	11	0	98	0	880
12:00PM	6	285	40	2	333	0	29	30	35	0	94	0	2	311	40	3	356	3	39	27	16	0	82	0	865
12:15PM	11	282	43	2	338	0	46	38	22	0	106	0	2	297	38	3	340	0	51	32	13	0	96	0	880
12:30PM	3	305	39	2	349	0	36	25	36	0	97	0	0	339	43	0	382	1	45	39	15	0	99	0	927
Total	22	1144	162	7	1335	0	156	129	127	0	412	0	8	1254	162	6	1430	5	184	136	55	0	375	0	3552
% Approach	1.6%	85.7%	12.1%	0.5%	-	-	37.9%	31.3%	30.8%	0%	-	-	0.6%	87.7%	11.3%	0.4%	-	-	49.1%	36.3%	14.7%	0%	-	-	-
% Total	0.6%	32.2%	4.6%	0.2%	37.6%	-	4.4%	3.6%	3.6%	0%	11.6%	-	0.2%	35.3%	4.6%	0.2%	40.3%	-	5.2%	3.8%	1.5%	0%	10.6%	-	-
PHF	0.500	0.938	0.942	0.875	0.956	-	0.848	0.842	0.882	-	0.901	-	0.583	0.925	0.942	0.500	0.935	-	0.902	0.872	0.859	-	0.947	-	0.957
Motorcycles	0	2	0	0	2	-	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	4
% Motorcycles	0%	0.2%	0%	0%	0.1%	-	0%	0.8%	0%	0%	0.2%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.1%
Lights	22	1122	162	7	1313	-	156	127	127	0	410	-	7	1243	161	6	1417	-	184	134	55	0	373	-	3513
% Lights	100%	98.1%	100%	100%	98.4%	-	100%	98.4%	100%	0%	99.5%	-	87.5%	99.1%	99.4%	100%	99.1%	-	100%	98.5%	100%	0%	99.5%	-	98.9%
Single-Unit Trucks	0	15	0	0	15	-	0	0	0	0	0	-	0	8	1	0	9	-	0	2	0	0	2	-	26
% Single-Unit Trucks	0%	1.3%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	0.6%	0.6%	0%	0.6%	-	0%	1.5%	0%	0%	0.5%	-	0.7%
Articulated Trucks	0	5	0	0	5	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	7
% Articulated Trucks	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.2%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	0	-	0	1	0	0	1	-	1	0	0	0	1	-	0	0	0	0	0	-	2
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0.8%	0%	0%	0.2%	-	12.5%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 11 (Providence Highway @ Eastern Ave... - TMC

Sat Nov 21, 2020

Midday Peak (WKND) (Nov 21 2020 11:45AM - 12:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800912, Location: 42.246676, -71.172103, Site Code: S20-024



Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 2807

In: 1335

Out: 1472

22

1144

162

7

[W] Eastern Avenue

Total: 688

In: 375 Out: 313

55
136
184

156
129
127

Out: 306 In: 412
Total: 718

[E] Eastern Avenue

2

6

162

1254

3

8

Out: 1461

In: 1430

Total: 2891

[S] Providence Highway (Route 1)

207703- 11 (Providence Highway @ Eastern Ave... - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800912, Location: 42.246676, -71.172103, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound						Eastern Avenue Westbound						Providence Highway (Route 1) Northbound						Eastern Avenue Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-11-21 1:00PM	7	315	30	3	355	0	50	12	25	0	87	0	1	335	42	3	381	3	54	33	9	0	96	0	919
1:15PM	8	348	58	8	422	0	43	27	28	0	98	0	1	316	27	1	345	1	34	21	13	0	68	0	933
1:30PM	5	256	47	4	312	0	34	25	28	0	87	1	2	331	30	0	363	2	48	30	15	0	93	0	855
1:45PM	7	292	42	1	342	0	39	26	31	0	96	0	2	324	35	3	364	0	51	24	15	0	90	0	892
Total	27	1211	177	16	1431	0	166	90	112	0	368	1	6	1306	134	7	1453	6	187	108	52	0	347	0	3599
% Approach	1.9%	84.6%	12.4%	1.1%	-	-	45.1%	24.5%	30.4%	0%	-	-	0.4%	89.9%	9.2%	0.5%	-	-	53.9%	31.1%	15.0%	0%	-	-	-
% Total	0.8%	33.6%	4.9%	0.4%	39.8%	-	4.6%	2.5%	3.1%	0%	10.2%	-	0.2%	36.3%	3.7%	0.2%	40.4%	-	5.2%	3.0%	1.4%	0%	9.6%	-	-
PHF	0.844	0.870	0.763	0.500	0.848	-	0.830	0.833	0.903	-	0.939	-	0.750	0.975	0.798	0.583	0.953	-	0.861	0.811	0.867	-	0.898	-	0.964
Motorcycles	0	2	0	0	2	-	1	0	1	0	2	-	0	3	0	0	3	-	0	0	0	0	0	-	7
% Motorcycles	0%	0.2%	0%	0%	0.1%	-	0.6%	0%	0.9%	0%	0.5%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.2%
Lights	27	1198	176	16	1417	-	164	88	109	0	361	-	6	1291	132	7	1436	-	184	107	51	0	342	-	3556
% Lights	100%	98.9%	99.4%	100%	99.0%	-	98.8%	97.8%	97.3%	0%	98.1%	-	100%	98.9%	98.5%	100%	98.8%	-	98.4%	99.1%	98.1%	0%	98.6%	-	98.8%
Single-Unit Trucks	0	9	1	0	10	-	1	2	2	0	5	-	0	10	2	0	12	-	2	0	1	0	3	-	30
% Single-Unit Trucks	0%	0.7%	0.6%	0%	0.7%	-	0.6%	2.2%	1.8%	0%	1.4%	-	0%	0.8%	1.5%	0%	0.8%	-	1.1%	0%	1.9%	0%	0.9%	-	0.8%
Articulated Trucks	0	2	0	0	2	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	3
% Articulated Trucks	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	1
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1	1	0	0	2	-	2
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.5%	0.9%	0%	0%	0.6%	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	-100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 11 (Providence Highway @ Eastern Ave... - TMC

Sat Nov 21, 2020

PM Peak (WKND) (Nov 21 2020 1PM - 2 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 800912, Location: 42.246676, -71.172103, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 2971

In: 1431

Out: 1540

27
1211
177
16

[W] Eastern Avenue

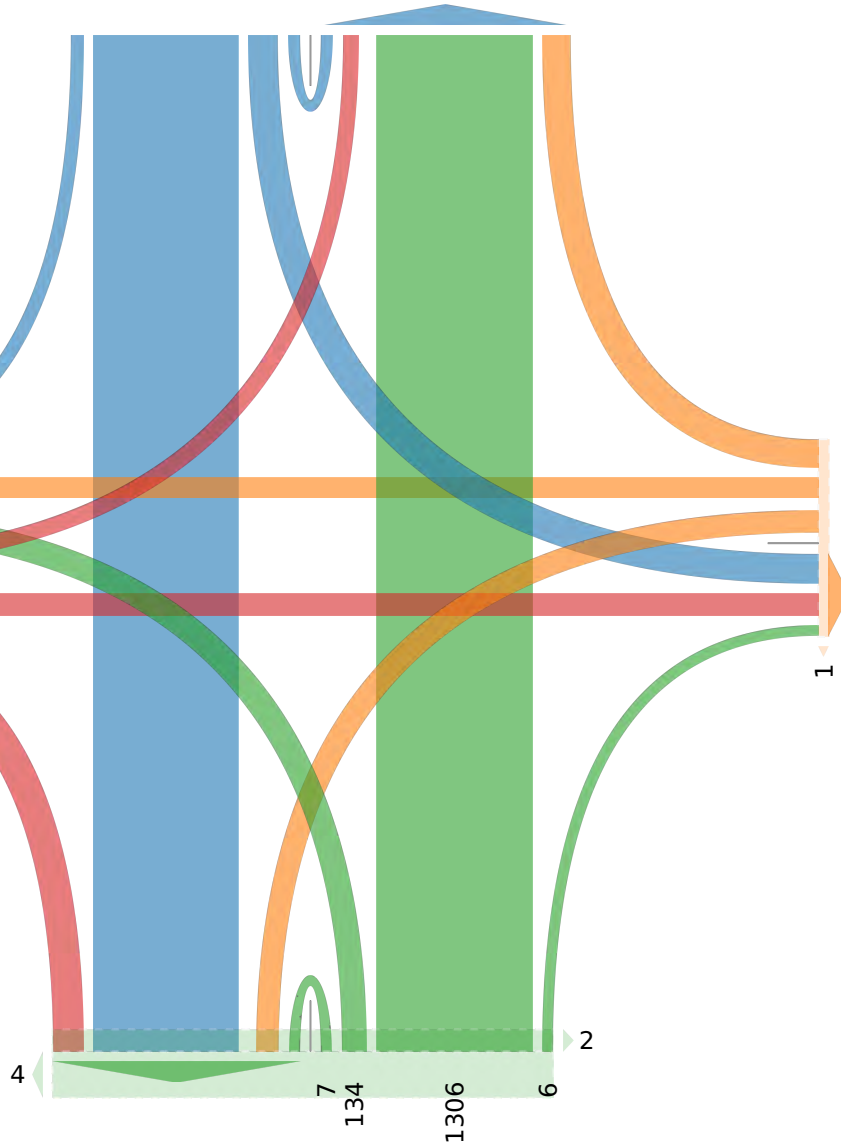
Total: 598
In: 347 Out: 251

52
108
187

166
90
112

Out: 291 In: 368
Total: 659

[E] Eastern Avenue



Out: 1517

In: 1453

Total: 2970

[S] Providence Highway (Route 1)

207703- 11 (AM Portion Providence Highway @ ... - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801143, Location: 42.246595, -71.172084, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound						Eastern Avenue Westbound						Providence Highway (Route 1) Northbound						Eastern Avenue Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-11-19 6:00AM	6	288	13	0	307	0	50	51	32	0	133	0	1	885	38	3	927	2	69	13	24	0	106	0	1473
7:00AM	9	529	30	1	569	0	68	127	69	0	264	0	2	984	59	4	1049	1	96	67	30	0	193	0	2075
8:00AM	4	689	84	2	779	0	87	155	84	0	326	0	4	848	76	2	930	2	95	102	27	0	224	0	2259
Total	19	1506	127	3	1655	0	205	333	185	0	723	0	7	2717	173	9	2906	5	260	182	81	0	523	0	5807
% Approach	1.1%	91.0%	7.7%	0.2%	-	-	28.4%	46.1%	25.6%	0%	-	-	0.2%	93.5%	6.0%	0.3%	-	-	49.7%	34.8%	15.5%	0%	-	-	-
% Total	0.3%	25.9%	2.2%	0.1%	28.5%	-	3.5%	5.7%	3.2%	0%	12.5%	-	0.1%	46.8%	3.0%	0.2%	50.0%	-	4.5%	3.1%	1.4%	0%	9.0%	-	-
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0	2
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.6%	0%	0%	0%	0%	0.5%	0%	0%	0.2%	0%	0%
Lights	17	1430	124	3	1574	-	198	321	178	0	697	-	7	2580	163	9	2759	-	248	166	80	0	494	-	5524
% Lights	89.5%	95.0%	97.6%	100%	95.1%	-	96.6%	96.4%	96.2%	0%	96.4%	-	100%	95.0%	94.2%	100%	94.9%	-	95.4%	91.2%	98.8%	0%	94.5%	-	95.1%
Single-Unit Trucks	2	60	0	0	62	-	4	6	4	0	14	-	0	104	9	0	113	-	8	6	0	0	14	-	203
% Single-Unit Trucks	10.5%	4.0%	0%	0%	3.7%	-	2.0%	1.8%	2.2%	0%	1.9%	-	0%	3.8%	5.2%	0%	3.9%	-	3.1%	3.3%	0%	0%	2.7%	-	3.5%
Articulated Trucks	0	12	2	0	14	-	2	0	3	0	5	-	0	24	0	0	24	-	3	0	0	0	3	-	46
% Articulated Trucks	0%	0.8%	1.6%	0%	0.8%	-	1.0%	0%	1.6%	0%	0.7%	-	0%	0.9%	0%	0%	0.8%	-	1.2%	0%	0%	0%	0.6%	-	0.8%
Buses	0	4	1	0	5	-	1	6	0	0	7	-	0	9	0	0	9	-	0	9	1	0	10	-	31
% Buses	0%	0.3%	0.8%	0%	0.3%	-	0.5%	1.8%	0%	0%	1.0%	-	0%	0.3%	0%	0%	0.3%	-	0%	4.9%	1.2%	0%	1.9%	-	0.5%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.4%	0%	0%	0%	0.2%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 11 (AM Portion Providence Highway @ ... - TMC

Thu Nov 19, 2020

Full Length (6 AM-9 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801143, Location: 42.246595, -71.172084, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 4661

In: 1655

Out: 3006

[W] Eastern Avenue

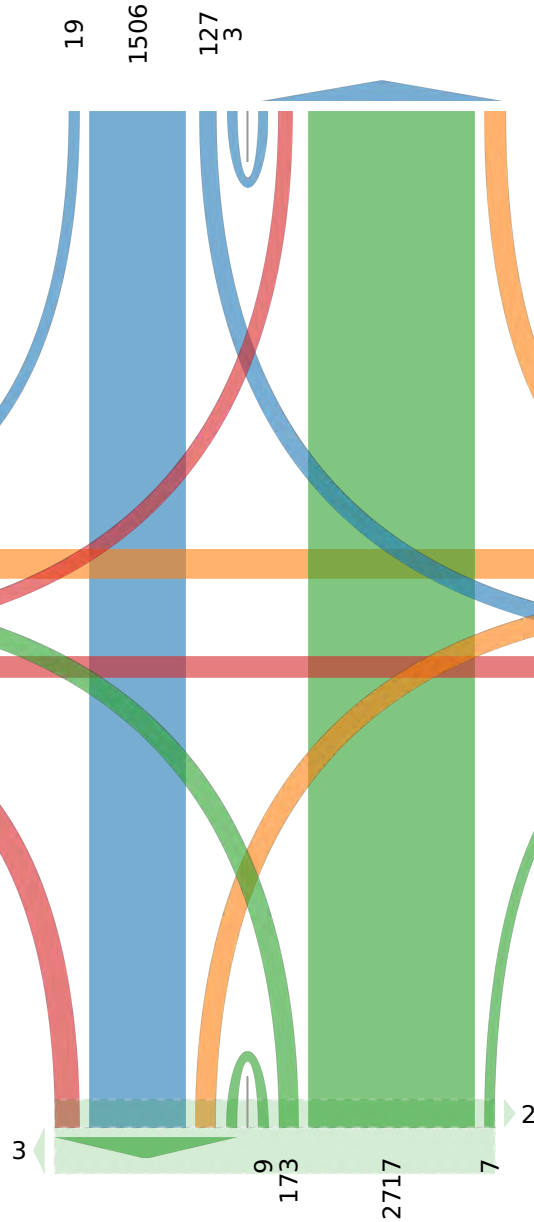
Total: 1048
In: 523 Out: 525

81
182
260

205
333
185

Out: 316 In: 723
Total: 1039

[E] Eastern Avenue



Out: 1960

In: 2906

Total: 4866

[S] Providence Highway (Route 1)

207703- 11 (AM Portion Providence Highway @ ... - TMC

Thu Nov 19, 2020

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801143, Location: 42.246595, -71.172084, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street, Framingham, MA, MA, 01702, US

Leg Direction	Providence Highway (Route 1) Southbound						Eastern Avenue Westbound						Providence Highway (Route 1) Northbound						Eastern Avenue Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2020-11-19 7:30AM	3	153	4	0	160	0	13	52	26	0	91	0	0	260	13	0	273	1	22	16	7	0	45	0	569
7:45AM	2	175	15	0	192	0	20	35	16	0	71	0	2	233	21	0	256	0	29	21	7	0	57	0	576
8:00AM	2	158	16	0	176	0	28	40	22	0	90	0	0	220	26	0	246	0	23	36	12	0	71	0	583
8:15AM	1	172	23	1	197	0	20	46	21	0	87	0	1	208	19	2	230	0	25	19	6	0	50	0	564
Total	8	658	58	1	725	0	81	173	85	0	339	0	3	921	79	2	1005	1	99	92	32	0	223	0	2292
% Approach	1.1%	90.8%	8.0%	0.1%	-	-	23.9%	51.0%	25.1%	0%	-	-	0.3%	91.6%	7.9%	0.2%	-	-	44.4%	41.3%	14.3%	0%	-	-	-
% Total	0.3%	28.7%	2.5%	0%	31.6%	-	3.5%	7.5%	3.7%	0%	14.8%	-	0.1%	40.2%	3.4%	0.1%	43.8%	-	4.3%	4.0%	1.4%	0%	9.7%	-	-
PHF	0.667	0.940	0.630	0.250	0.920	-	0.723	0.832	0.817	-	0.931	-	0.375	0.886	0.760	0.250	0.920	-	0.875	0.639	0.667	-	0.782	-	0.982
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	1	-	0	0	0	0	0	-	1
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	1.3%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%
Lights	7	623	56	1	687	-	81	167	81	0	329	-	3	874	73	2	952	-	95	88	32	0	215	-	2183
% Lights	87.5%	94.7%	96.6%	100%	94.8%	-	100%	96.5%	95.3%	0%	97.1%	-	100%	94.9%	92.4%	100%	94.7%	-	96.0%	95.7%	100%	0%	96.4%	-	95.2%
Single-Unit Trucks	1	25	0	0	26	-	0	2	2	0	4	-	0	32	5	0	37	-	3	1	0	0	4	-	71
% Single-Unit Trucks	12.5%	3.8%	0%	0%	3.6%	-	0%	1.2%	2.4%	0%	1.2%	-	0%	3.5%	6.3%	0%	3.7%	-	3.0%	1.1%	0%	0%	1.8%	-	3.1%
Articulated Trucks	0	8	1	0	9	-	0	0	2	0	2	-	0	14	0	0	14	-	0	0	0	0	0	-	25
% Articulated Trucks	0%	1.2%	1.7%	0%	1.2%	-	0%	0%	2.4%	0%	0.6%	-	0%	1.5%	0%	0%	1.4%	-	0%	0%	0%	0%	0%	-	1.1%
Buses	0	2	1	0	3	-	0	4	0	0	4	-	0	1	0	0	1	-	0	3	0	0	3	-	11
% Buses	0%	0.3%	1.7%	0%	0.4%	-	0%	2.3%	0%	0%	1.2%	-	0%	0.1%	0%	0%	0.1%	-	0%	3.3%	0%	0%	1.3%	-	0.5%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.0%	0%	0%	0%	0.4%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

207703- 11 (AM Portion Providence Highway @ ... - TMC

Thu Nov 19, 2020

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 801143, Location: 42.246595, -71.172084, Site Code: S20-024

Provided by: Precision Data Industries, LLC (PDI)
46 Morton Street,
Framingham, MA, MA, 01702, US

[N] Providence Highway (Route 1)

Total: 1760

In: 725

Out: 1035

8
658
58
1

[W] Eastern Avenue

Total: 483
In: 223 Out: 260

32
92
99

81
173
85
Out: 153 In: 339
Total: 492

[E] Eastern Avenue

Out: 844

In: 1005

Total: 1849

[S] Providence Highway (Route 1)

2
79
921
3
1

Appendix D: Intersection Levels of Service Analyses

1. Existing Conditions
2. Long-Term Improvements
3. Short-Term Improvements

Part 1: Existing Conditions

Existing Conditions

				AM	PM	SAT PM	AM	PM	SAT PM	AM Total	PM Total	SAT PM	AM Level	PM Level	SAT PM
	Approach	Lane Group	Queue 50 (ft)	Queue 50 (ft)	Queue 50 (ft)	Queue 95 (ft)	Queue 95 (ft)	Queue 95 (ft)	Queue 95 (ft)	Delay (s)	Delay (s)	Total Delay (s)	of Service	of Service	Level of Service
Providence Highway and U-turn Intersection															
	Providence Highway	NB	T	86	62	89	127	90	132	10.7	8.1	9.3	B	A	A
	Providence Highway	SB	T	71	124	124	106	172	181	9.9	10.9	11	A	B	B
	U-Turn Eastbound	EB	L	21	37	42	56	97	110	13.1	18.5	19	B	B	B
	U-Turn Westbound	WB	L	2	5	5	11	23	23	11.7	16.6	16.6	B	B	B
	Intersection									10.5	10.6	11	B	B	B
Providence Highway and Dedham Mall Driveway															
	Providence Highway	NB	T	176	163	211	257	226	-331	22.1	28.6	44.5	C	C	D
	Providence Highway	NB	R	44	103	136	89	179	-260	17.1	28.0	36.5	B	C	D
	Providence Highway	SB	L	75	139	173	130	-277	-340	35.2	55.3	73.5	D	E	E
	Providence Highway	SB	T	63	122	105	88	165	144	6.5	9.8	9	A	A	A
	Mall Driveway	WB	L	42	168	175	85	-322	-340	26.9	52.7	63.5	C	D	E
	Mall Driveway	WB	R	53	34	49	100	63	88	32.0	9.0	9.6	C	A	A
	Intersection									18.8	27.4	37.1	B	C	D
Marine Rotary (North)															
	Providence Highway	NB	T	153	172	126	172	430	-704	24.6	27.9	27.5	C	C	C
	Providence Highway	SB	T	215	337	366	273	411	443	32.2	30.9	51.4	C	C	D
	Providence Highway	SB	R	109	260	285	171	371	404	30.6	32.1	40.3	C	C	D
	Bypass	NW	LTR	76	97	248	129	162	-397	37.0	54.6	73.1	D	D	E
	Washington Street	WB	LTR	306	-508	422	-411	-643	-544	61.8	93.9	60.2	E	F	E
	Intersection									37.1	49.1	46	D	D	D
Marine Rotary (South)															
	Providence Highway	NB	T	266	84	466	397	201	559	44.7	22.3	44.2	D	C	D
	Providence Highway	NB	R	273	115	527	-447	301	-781	53.5	30.1	74.6	D	C	E
	Providence Highway	SB	T	43	80	-824	50	91	-956	8.0	8.8	79.5	A	A	E
	Washington Street	EB	L	80	231	126	133	-398	199	36.5	88.3	52.2	D	F	D
	Washington Street	EB	T	384	250	-362	-567	-432	-565	67.5	96.7	104.3	E	F	F
	Bypass	SE	LR	195	226	258	257	293	328	51.8	48.5	48.5	D	D	D
	Intersection									42.4	34.9	66.6	D	C	E

3: Providence Hwy/VFW Pkwy & U-Turns
09/03/2021

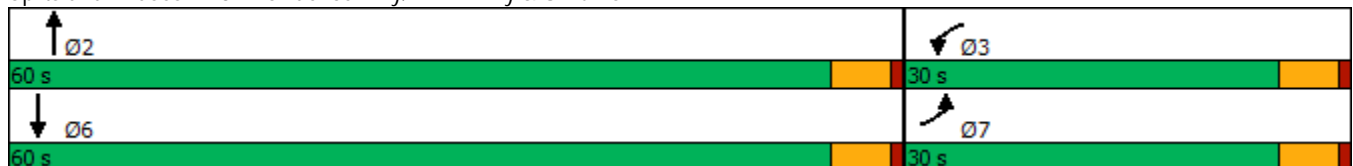
Existing Conditions
Weekday AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	0	0	10	0	0	0	872	0	0	754	0
Future Volume (vph)	111	0	0	10	0	0	0	872	0	0	754	0
Satd. Flow (prot)	1770	0	0	1770	0	0	0	3539	0	0	3539	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1770	0	0	1770	0	0	0	3539	0	0	3539	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	117	0	0	11	0	0	0	918	0	0	794	0
Turn Type	Prot			Prot				NA			NA	
Protected Phases	7			3				2			6	
Permitted Phases												
Total Split (s)	30.0			30.0				60.0			60.0	
Total Lost Time (s)	5.0			5.0				5.0			5.0	
Act Effect Green (s)	15.0			15.0				21.3			21.3	
Actuated g/C Ratio	0.32			0.32				0.46			0.46	
v/c Ratio	0.20			0.02				0.57			0.49	
Control Delay	13.1			11.7				10.7			9.9	
Queue Delay	0.0			0.0				0.0			0.0	
Total Delay	13.1			11.7				10.7			9.9	
LOS	B			B				B			A	
Approach Delay		13.1			11.7			10.7			9.9	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	21			2				86			71	
Queue Length 95th (ft)	56			11				127			106	
Internal Link Dist (ft)		122			106			459			562	
Turn Bay Length (ft)												
Base Capacity (vph)	957			957				3539			3539	
Starvation Cap Reductn	0			0				0			0	
Spillback Cap Reductn	0			0				0			0	
Storage Cap Reductn	0			0				0			0	
Reduced v/c Ratio	0.12			0.01				0.26			0.22	

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 46.3	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 10.5	Intersection LOS: B
Intersection Capacity Utilization 37.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Providence Hwy/VFW Pkwy & U-Turns



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	107	129	896	143	178	660
Future Volume (vph)	107	129	896	143	178	660
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Satd. Flow (RTOR)						
Lane Group Flow (vph)	113	136	943	151	187	695
Turn Type	Prot	Over	NA	Perm	Prot	NA
Protected Phases	3	1	2		1	6
Permitted Phases				2		
Total Split (s)	20.0	20.0	30.0	30.0	20.0	50.0
Total Lost Time (s)	6.0	5.0	6.0	6.0	5.0	6.0
Act Effct Green (s)	14.0	12.1	26.9	26.9	12.1	44.0
Actuated g/C Ratio	0.20	0.17	0.38	0.38	0.17	0.63
v/c Ratio	0.32	0.50	0.69	0.25	0.61	0.31
Control Delay	26.9	32.0	22.1	17.1	35.2	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.9	32.0	22.1	17.1	35.2	6.5
LOS	C	C	C	B	D	A
Approach Delay	29.7		21.4			12.6
Approach LOS	C		C			B
Queue Length 50th (ft)	42	53	176	44	75	63
Queue Length 95th (ft)	85	100	257	89	130	88
Internal Link Dist (ft)	414		1314			590
Turn Bay Length (ft)				300	400	
Base Capacity (vph)	354	339	1359	608	379	2224
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.40	0.69	0.25	0.49	0.31

Intersection Summary

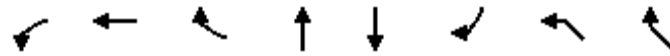
Cycle Length: 70
 Actuated Cycle Length: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 18.8
 Intersection LOS: B
 Intersection Capacity Utilization 54.7%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 4: Providence Hwy & Dedham Mall



6: Providence Hwy & Washington Street North
09/03/2021

Existing Conditions
Weekday AM Peak Hour

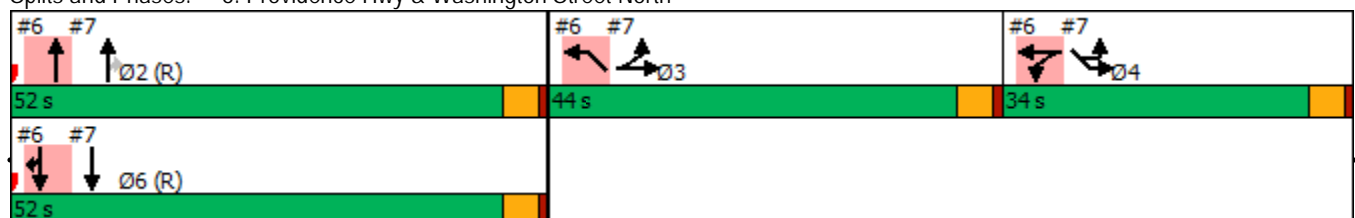


Lane Group	WBL	WBT	WBR	NBT	SBT	SBR	NWL	NWR
Lane Configurations		↕↕		↕↕	↕↕	↕	↕↕	
Traffic Volume (vph)	47	606	20	1000	600	172	4	109
Future Volume (vph)	47	606	20	1000	600	172	4	109
Satd. Flow (prot)	0	3508	0	3539	3539	1583	1563	0
Flt Permitted		0.997					0.998	
Satd. Flow (perm)	0	3508	0	3539	3539	1583	1563	0
Satd. Flow (RTOR)								
Lane Group Flow (vph)	0	708	0	1053	632	181	119	0
Turn Type	Split	NA		NA	NA	Prot	Prot	
Protected Phases	4	4		2	6	6	3	
Permitted Phases								
Total Split (s)	34.0	34.0		52.0	52.0	52.0	44.0	
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	
Act Effect Green (s)		29.8		49.7	49.7	49.7	37.0	
Actuated g/C Ratio		0.23		0.38	0.38	0.38	0.28	
v/c Ratio		0.88		0.78	0.47	0.30	0.27	
Control Delay		61.8		24.6	32.2	30.6	37.0	
Queue Delay		0.0		0.0	0.0	0.0	0.0	
Total Delay		61.8		24.6	32.2	30.6	37.0	
LOS		E		C	C	C	D	
Approach Delay		61.8		24.6	31.9		37.0	
Approach LOS		E		C	C		D	
Queue Length 50th (ft)		306		153	215	109	76	
Queue Length 95th (ft)		#411		172	273	171	129	
Internal Link Dist (ft)		1621		376	505		261	
Turn Bay Length (ft)						300		
Base Capacity (vph)		812		1352	1352	605	474	
Starvation Cap Reductn		0		1	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	
Reduced v/c Ratio		0.87		0.78	0.47	0.30	0.25	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 114 (88%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 37.1
 Intersection LOS: D
 Intersection Capacity Utilization 66.5%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Providence Hwy & Washington Street North



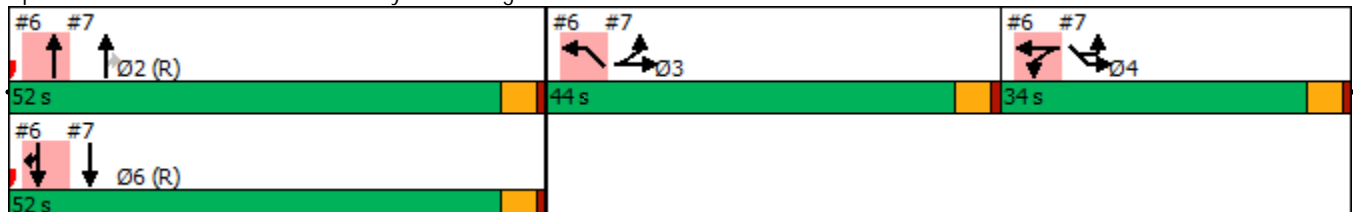


Lane Group	EBL	EBT	NBT	NBR	SBT	SEL2	SEL	SER
Lane Configurations	↵	↵	↵↵	↵	↵↵		↵↵	
Traffic Volume (vph)	120	460	875	471	650	1	12	450
Future Volume (vph)	120	460	875	471	650	1	12	450
Satd. Flow (prot)	1770	1863	3539	1583	3539	0	3083	0
Flt Permitted	0.950						0.999	
Satd. Flow (perm)	1770	1863	3539	1583	3539	0	3083	0
Satd. Flow (RTOR)								
Lane Group Flow (vph)	126	484	921	496	684	0	488	0
Turn Type	Split	NA	NA	Perm	NA	Prot	Prot	
Protected Phases	3	3	2		6	4	4	
Permitted Phases				2				
Total Split (s)	44.0	44.0	52.0	52.0	52.0	34.0	34.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	
Act Effect Green (s)	37.0	37.0	49.7	49.7	49.7		29.8	
Actuated g/C Ratio	0.28	0.28	0.38	0.38	0.38		0.23	
v/c Ratio	0.25	0.91	0.68	0.82	0.51		1.28dr	
Control Delay	36.5	67.5	44.5	53.5	8.0		51.8	
Queue Delay	0.0	0.0	0.2	0.0	0.0		0.0	
Total Delay	36.5	67.5	44.7	53.5	8.0		51.8	
LOS	D	E	D	D	A		D	
Approach Delay		61.1	47.8		8.0		51.8	
Approach LOS		E	D		A		D	
Queue Length 50th (ft)	80	384	266	273	43		195	
Queue Length 95th (ft)	133	#567	397	m#447	m50		257	
Internal Link Dist (ft)		725	1163		376		285	
Turn Bay Length (ft)				200				
Base Capacity (vph)	537	566	1352	605	1352		713	
Starvation Cap Reductn	0	0	0	0	11		0	
Spillback Cap Reductn	0	0	57	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	
Reduced v/c Ratio	0.23	0.86	0.71	0.82	0.51		0.68	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 114 (88%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 42.4 Intersection LOS: D
 Intersection Capacity Utilization 74.4% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 7: Providence Hwy & Washington Street South



3: Providence Hwy/VFW Pkwy & U-Turns
09/03/2021

Existing Conditions
Weekday PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	0	0	22	0	0	0	684	0	0	1129	0
Future Volume (vph)	150	0	0	22	0	0	0	684	0	0	1129	0
Satd. Flow (prot)	1770	0	0	1770	0	0	0	3539	0	0	3539	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1770	0	0	1770	0	0	0	3539	0	0	3539	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	158	0	0	23	0	0	0	720	0	0	1188	0
Turn Type	Prot			Prot				NA			NA	
Protected Phases	7			3				2			6	
Permitted Phases												
Total Split (s)	30.0			30.0				60.0			60.0	
Total Lost Time (s)	5.0			5.0				5.0			5.0	
Act Effect Green (s)	15.2			15.2				26.8			26.8	
Actuated g/C Ratio	0.29			0.29				0.51			0.51	
v/c Ratio	0.31			0.04				0.40			0.65	
Control Delay	18.5			16.6				8.1			10.9	
Queue Delay	0.0			0.0				0.0			0.0	
Total Delay	18.5			16.6				8.1			10.9	
LOS	B			B				A			B	
Approach Delay		18.5			16.6			8.1			10.9	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)	37			5				62			124	
Queue Length 95th (ft)	97			23				90			172	
Internal Link Dist (ft)		122			106			459			562	
Turn Bay Length (ft)												
Base Capacity (vph)	860			860				3455			3455	
Starvation Cap Reductn	0			0				0			0	
Spillback Cap Reductn	0			0				0			0	
Storage Cap Reductn	0			0				0			0	
Reduced v/c Ratio	0.18			0.03				0.21			0.34	

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 52.1	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 46.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Providence Hwy/VFW Pkwy & U-Turns

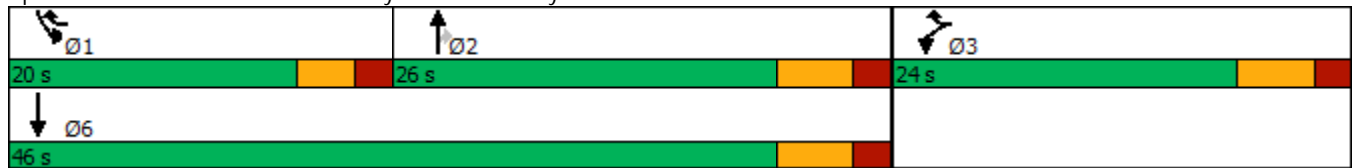


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	385	159	750	265	315	947
Future Volume (vph)	385	159	750	265	315	947
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Satd. Flow (RTOR)						
Lane Group Flow (vph)	405	167	789	279	332	997
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA
Protected Phases	3	3 1	2		1	6
Permitted Phases				2		
Total Split (s)	24.0		26.0	26.0	20.0	46.0
Total Lost Time (s)	6.0		6.0	6.0	5.0	6.0
Act Effct Green (s)	17.5	37.2	20.3	20.3	14.6	40.0
Actuated g/C Ratio	0.25	0.54	0.29	0.29	0.21	0.58
v/c Ratio	0.91	0.20	0.76	0.60	0.89	0.49
Control Delay	52.7	9.0	28.6	28.0	55.3	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	9.0	28.6	28.0	55.3	9.8
LOS	D	A	C	C	E	A
Approach Delay	39.9		28.4			21.2
Approach LOS	D		C			C
Queue Length 50th (ft)	168	34	163	103	139	122
Queue Length 95th (ft)	#322	63	226	179	#277	165
Internal Link Dist (ft)	414		1314			590
Turn Bay Length (ft)				300	400	
Base Capacity (vph)	458	837	1036	463	382	2036
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.20	0.76	0.60	0.87	0.49

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 69.5
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 27.4
 Intersection LOS: C
 Intersection Capacity Utilization 73.7%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Providence Hwy/Providence Hwy & Dedham Mall Dr



6: Washington Street North & Providence Hwy
09/03/2021

Existing Conditions
Weekday PM Peak Hour

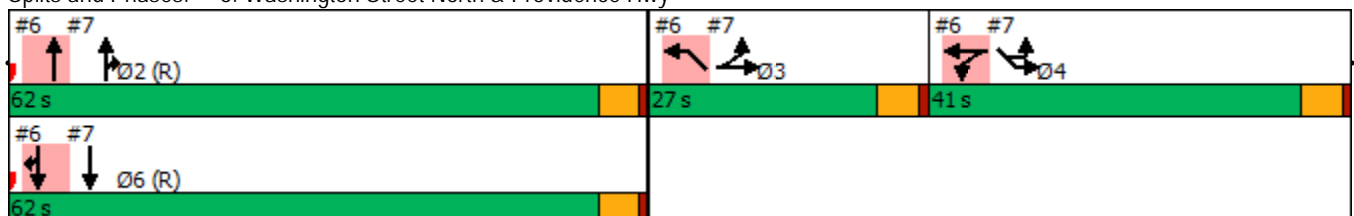
	↙	←	↘	↑	↓	↙	←	↘
Lane Group	WBL	WBT	WBR	NBT	SBT	SBR	NWL	NWR
Lane Configurations		↕↕		↕↕	↕↕	↗	↘	
Traffic Volume (vph)	100	850	35	983	943	392	20	100
Future Volume (vph)	100	850	35	983	943	392	20	100
Satd. Flow (prot)	0	3504	0	3539	3539	1583	1639	0
Flt Permitted		0.995					0.992	
Satd. Flow (perm)	0	3504	0	3539	3539	1583	1639	0
Satd. Flow (RTOR)								
Lane Group Flow (vph)	0	1037	0	1035	993	413	126	0
Turn Type	Split	NA		NA	NA	Prot	Prot	
Protected Phases	4	4		2	6	6	3	
Permitted Phases								
Total Split (s)	41.0	41.0		62.0	62.0	62.0	27.0	
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0	
Act Effect Green (s)		36.0		57.0	57.0	57.0	22.0	
Actuated g/C Ratio		0.28		0.44	0.44	0.44	0.17	
v/c Ratio		1.07		0.67	0.64	0.60	0.45	
Control Delay		93.9		27.8	30.9	32.1	54.6	
Queue Delay		0.0		0.1	0.0	0.0	0.0	
Total Delay		93.9		27.9	30.9	32.1	54.6	
LOS		F		C	C	C	D	
Approach Delay		93.9		27.9	31.2		54.6	
Approach LOS		F		C	C		D	
Queue Length 50th (ft)		-508		172	337	260	97	
Queue Length 95th (ft)		#643		m430	411	371	162	
Internal Link Dist (ft)		1195		376	505		321	
Turn Bay Length (ft)						300		
Base Capacity (vph)		970		1551	1551	694	277	
Starvation Cap Reductn		0		32	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	
Reduced v/c Ratio		1.07		0.68	0.64	0.60	0.45	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 114 (88%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 49.1 Intersection LOS: D
 Intersection Capacity Utilization 79.7% ICU Level of Service D
 Analysis Period (min) 15

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Washington Street North & Providence Hwy





Lane Group	EBL	EBT	EBR	NBT	NBR	SBT	SEL2	SEL	SER
Lane Configurations	↖	↗		↑↑	↗	↑↑		↖↗	
Traffic Volume (vph)	261	240	40	712	510	1043	10	36	500
Future Volume (vph)	261	240	40	712	510	1043	10	36	500
Satd. Flow (prot)	1770	1811	0	3539	1583	3539	0	2885	0
Flt Permitted	0.950			0.996					
Satd. Flow (perm)	1770	1811	0	3539	1583	3539	0	2885	0
Satd. Flow (RTOR)									
Lane Group Flow (vph)	275	295	0	749	537	1098	0	575	0
Turn Type	Split	NA		NA	Prot	NA	Prot	Prot	
Protected Phases	3	3		2	2	6	4	4	
Permitted Phases									
Total Split (s)	27.0	27.0		62.0	62.0	62.0	41.0	41.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	
Act Effect Green (s)	22.0	22.0		57.0	57.0	57.0		36.0	
Actuated g/C Ratio	0.17	0.17		0.44	0.44	0.44		0.28	
v/c Ratio	0.92	0.96		0.48	0.77	0.71		1.27dr	
Control Delay	88.3	96.7		22.2	30.1	8.8		48.5	
Queue Delay	0.0	0.0		0.1	0.0	0.0		0.0	
Total Delay	88.3	96.7		22.3	30.1	8.8		48.5	
LOS	F	F		C	C	A		D	
Approach Delay	92.7			25.5		8.8		48.5	
Approach LOS	F			C		A		D	
Queue Length 50th (ft)	231	250		84	115	80		226	
Queue Length 95th (ft)	#398	#432		201	m301	m91		293	
Internal Link Dist (ft)	686			1163		376		221	
Turn Bay Length (ft)					200				
Base Capacity (vph)	299	306		1551	694	1551		798	
Starvation Cap Reductn	0	0		0	0	2		0	
Spillback Cap Reductn	0	0		82	0	0		0	
Storage Cap Reductn	0	0		0	0	0		0	
Reduced v/c Ratio	0.92	0.96		0.51	0.77	0.71		0.72	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 114 (88%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 34.9 Intersection LOS: C
 Intersection Capacity Utilization 77.1% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 7: Providence Hwy & Washington Street South

--	--

3: Providence Hwy/VFW Pkwy & U-Turns
09/03/2021

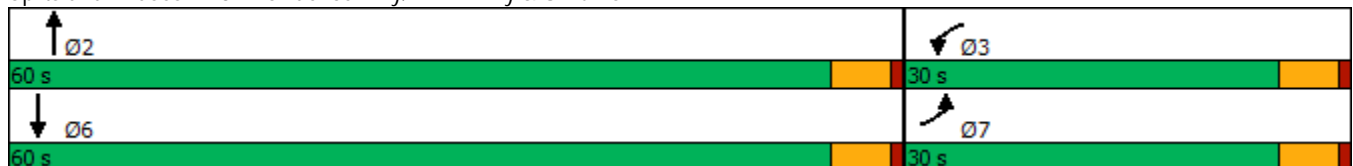
Existing Conditions
Weekend Saturday PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	0	0	22	0	0	0	895	0	0	1129	0
Future Volume (vph)	170	0	0	22	0	0	0	895	0	0	1129	0
Satd. Flow (prot)	1770	0	0	1770	0	0	0	3539	0	0	3539	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1770	0	0	1770	0	0	0	3539	0	0	3539	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	179	0	0	23	0	0	0	942	0	0	1188	0
Turn Type	Prot			Prot				NA			NA	
Protected Phases	7			3				2			6	
Permitted Phases												
Total Split (s)	30.0			30.0				60.0			60.0	
Total Lost Time (s)	5.0			5.0				5.0			5.0	
Act Effect Green (s)	15.4			15.4				27.0			27.0	
Actuated g/C Ratio	0.29			0.29				0.51			0.51	
v/c Ratio	0.34			0.04				0.52			0.65	
Control Delay	19.0			16.6				9.3			11.0	
Queue Delay	0.0			0.0				0.0			0.0	
Total Delay	19.0			16.6				9.3			11.0	
LOS	B			B				A			B	
Approach Delay		19.0			16.6			9.3			11.0	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)	42			5				89			124	
Queue Length 95th (ft)	110			23				132			181	
Internal Link Dist (ft)		122			106			459			562	
Turn Bay Length (ft)												
Base Capacity (vph)	854			854				3434			3434	
Starvation Cap Reductn	0			0				0			0	
Spillback Cap Reductn	0			0				0			0	
Storage Cap Reductn	0			0				0			0	
Reduced v/c Ratio	0.21			0.03				0.27			0.35	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 52.6
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 11.0
 Intersection Capacity Utilization 47.5%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 3: Providence Hwy/VFW Pkwy & U-Turns





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	390	220	910	330	381	880
Future Volume (vph)	390	220	910	330	381	880
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Satd. Flow (RTOR)						
Lane Group Flow (vph)	411	232	958	347	401	926
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA
Protected Phases	3	3 1	2		1	6
Permitted Phases	2					
Total Split (s)	23.0		26.0	26.0	21.0	47.0
Total Lost Time (s)	6.0		6.0	6.0	5.0	6.0
Act Effct Green (s)	17.0	38.0	20.0	20.0	16.0	41.0
Actuated g/C Ratio	0.24	0.54	0.29	0.29	0.23	0.59
v/c Ratio	0.96	0.27	0.95	0.77	0.99	0.45
Control Delay	63.5	9.6	44.5	36.5	73.5	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.5	9.6	44.5	36.5	73.5	9.0
LOS	E	A	D	D	E	A
Approach Delay	44.1		42.4			28.5
Approach LOS	D		D			C
Queue Length 50th (ft)	175	49	211	136	173	105
Queue Length 95th (ft)	#340	88	#331	#260	#340	144
Internal Link Dist (ft)	414		1314			590
Turn Bay Length (ft)				300	400	
Base Capacity (vph)	429	859	1011	452	404	2072
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.27	0.95	0.77	0.99	0.45

Intersection Summary

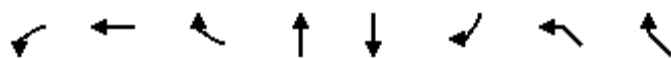
Cycle Length: 70
 Actuated Cycle Length: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 37.1
 Intersection LOS: D
 Intersection Capacity Utilization 82.0%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Providence Hwy/Providence Hwy & Dedham Mall Dr



6: Washington Street North & Providence Hwy

Existing Conditions
Weekend Saturday PM Peak Hour



Lane Group	WBL	WBT	WBR	NBT	SBT	SBR	NWL	NWR
Lane Configurations								
Traffic Volume (vph)	550	300	35	1226	895	375	137	137
Future Volume (vph)	550	300	35	1226	895	375	137	137
Satd. Flow (prot)	0	3412	0	3539	3539	1583	1694	0
Flt Permitted		0.970					0.976	
Satd. Flow (perm)	0	3412	0	3539	3539	1583	1694	0
Satd. Flow (RTOR)								
Lane Group Flow (vph)	0	932	0	1291	942	395	288	0
Turn Type	Split	NA		NA	NA	Prot	Prot	
Protected Phases	4	4		2	6	6	3	
Permitted Phases								
Total Split (s)	46.0	46.0		58.0	58.0	58.0	33.0	
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0	
Act Effect Green (s)		41.0		53.0	53.0	53.0	28.0	
Actuated g/C Ratio		0.30		0.39	0.39	0.39	0.20	
v/c Ratio		1.09dl		0.94	0.69	0.65	0.83	
Control Delay		60.2		27.5	38.3	40.3	73.1	
Queue Delay		0.0		0.1	13.1	0.0	0.0	
Total Delay		60.2		27.5	51.4	40.3	73.1	
LOS		E		C	D	D	E	
Approach Delay		60.2		27.5	48.1		73.1	
Approach LOS		E		C	D		E	
Queue Length 50th (ft)		422		126	366	285	248	
Queue Length 95th (ft)		#544		#704	443	404	#397	
Internal Link Dist (ft)		1195		376	505		321	
Turn Bay Length (ft)						300		
Base Capacity (vph)		1021		1369	1369	612	346	
Starvation Cap Reductn		0		1	0	0	0	
Spillback Cap Reductn		0		0	418	0	0	
Storage Cap Reductn		0		0	0	0	0	
Reduced v/c Ratio		0.91		0.94	0.99	0.65	0.83	

Intersection Summary

Cycle Length: 137

Actuated Cycle Length: 137

Offset: 114 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 46.0

Intersection LOS: D

Intersection Capacity Utilization 92.9%

ICU Level of Service F

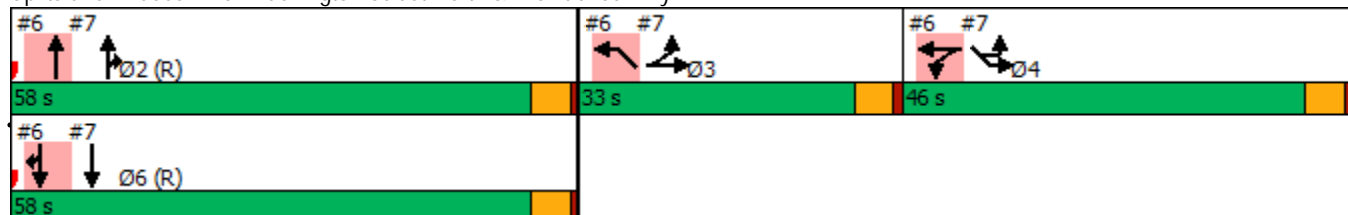
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 6: Washington Street North & Providence Hwy



7: Providence Hwy & Washington Street South
09/03/2021

Existing Conditions
Weekend Saturday PM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	NBR	SBT	SEL2	SEL	SER
Lane Configurations									
Traffic Volume (vph)	152	355	10	1064	573	1445	10	36	550
Future Volume (vph)	152	355	10	1064	573	1445	10	36	550
Satd. Flow (prot)	1770	1853	0	3539	1583	3539	0	2908	0
Flt Permitted	0.950						0.996		
Satd. Flow (perm)	1770	1853	0	3539	1583	3539	0	2908	0
Satd. Flow (RTOR)									
Lane Group Flow (vph)	160	385	0	1120	603	1521	0	628	0
Turn Type	Split	NA		NA	Prot	NA	Prot	Prot	
Protected Phases	3	3		2	2	6	4	4	
Permitted Phases									
Total Split (s)	33.0	33.0		58.0	58.0	58.0	46.0	46.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	
Act Effect Green (s)	28.0	28.0		53.0	53.0	53.0		41.0	
Actuated g/C Ratio	0.20	0.20		0.39	0.39	0.39		0.30	
v/c Ratio	0.44	1.02		0.82	0.99	1.11		1.28dr	
Control Delay	52.2	104.3		43.7	74.6	79.4		48.5	
Queue Delay	0.0	0.0		0.5	0.0	0.0		0.0	
Total Delay	52.2	104.3		44.2	74.6	79.5		48.5	
LOS	D	F		D	E	E		D	
Approach Delay	89.0			54.9		79.5		48.5	
Approach LOS	F			D		E		D	
Queue Length 50th (ft)	126	~362		466	527	~824		258	
Queue Length 95th (ft)	199	#565		559	#781	#956		328	
Internal Link Dist (ft)	686			1163		376		221	
Turn Bay Length (ft)					200				
Base Capacity (vph)	361	378		1369	612	1369		870	
Starvation Cap Reductn	0	0		0	0	7		0	
Spillback Cap Reductn	0	0		54	0	0		0	
Storage Cap Reductn	0	0		0	0	0		0	
Reduced v/c Ratio	0.44	1.02		0.85	0.99	1.12		0.72	

Intersection Summary

Cycle Length: 137

Actuated Cycle Length: 137

Offset: 114 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 66.6

Intersection LOS: E

Intersection Capacity Utilization 95.7%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

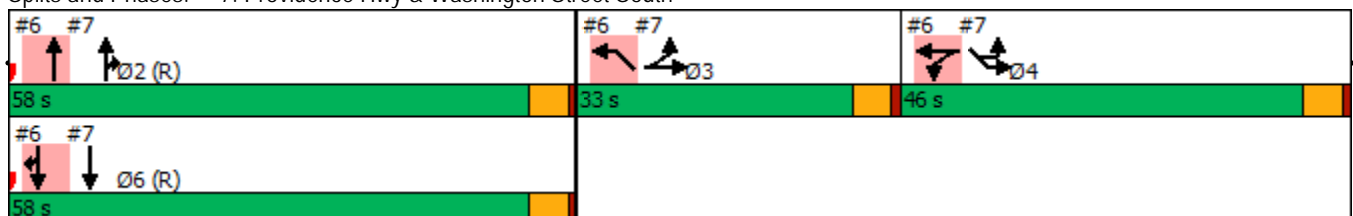
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 7: Providence Hwy & Washington Street South





BOSTON REGION METROPOLITAN PLANNING ORGANIZATION



Pedestrian Report Card Assessment (PRCA): Roadway Segment

Roadway Segment Location

VFW Parkway/Providence Highway Corridor Action Plan: Existing Conditions

Grading Categories ^[1]	Score	Rating
Safety	0.6	Poor
System Preservation	1.0	Poor
Capacity Management and Mobility	2.0	Fair
Economic Vitality	1.0	Poor

Transportation Equity^[2]

High Priority Area	Yes
Moderate Priority Area	
Low Priority Area	

Central Transportation Planning Staff (CTPS) to the Boston Region MPO:
www.ctps.org | 857.702.3700 | ctps@ctps.org

Ryan Hicks, Congestion Management Process Manager:
www.ctps.org/cmp | 857.702.3661 | rhicks@ctps.org

Casey Claude, Bicycle and Pedestrian Program Manager:
www.ctps.org/bicycle-pedestrian-activities | 857.702.3707 | cclaude@ctps.org

[1] Poor = 0 to 1.7; Fair = 1.7 < 2.3; Good = 2.3 to 3.0

[2] Low = 0 or 1 Factor; Moderate = 2 or 3 Factors; High = 4 or 5 Factors

Grading Categories: Scoring Breakdown Roadway Segment

Capacity Management and Mobility			
Performance Measure ^[1]	Percentage	Score (out of 3.0)	Rating
Sidewalk Presence	50%	3	Good
Crosswalk Presence	33%	0	Poor
Walkway Width	17%	3	Good
GRADING CATEGORY TOTAL^[2] (Sidewalk Presence Score * 0.5) + (Crosswalk Presence Score * 0.33) + (Walkway Width Score * 0.17)	100%	2.0	Fair

Economic Vitality			
Performance Measure ^[1]	Percentage	Score (out of 3.0)	Rating
Pedestrian Volumes	50%	2	Fair
Adjacent Bicycle Accommodations	50%	2	Fair
GRADING CATEGORY TOTAL^[2] (Pedestrian Volumes Score * 0.5) + (Adjacent Bicycle Accommodations Score * 0.5)	100%	1.0	Poor

Safety			
Performance Measure ^[1]	Percentage	Score (out of 3.0)	Rating
Pedestrian Crashes	60%	0	Poor
Pedestrian-Vehicle Buffer	20%	2	Fair
Vehicle Travel Speed	20%	1	Poor
GRADING CATEGORY TOTAL^[2] (Pedestrian Crashes Score * 0.6) + (Pedestrian-Vehicle Buffer Score * 0.2) + (Vehicle Travel Speed Score * 0.2)	100%	0.6	Poor

System Preservation			
Performance Measure ^[1]	Percentage	Score (out of 3.0)	Rating
Sidewalk Condition	100%	1.0	Poor

Transportation Equity Factors ^[3]	
Area Condition	Yes/No
Low-Income Population ≥ 32.32%	No
Minority Population ≥ 28.19%	Yes
More than 6.69% of Population > 75 Years of Age	Yes
More than 16.15% of Households w/o Vehicle	Yes
Within ¼ Mile of School/College	Yes

[1] Poor = 1.0; Fair = 2.0; Good = 3.0

[2] Poor = 0 to 1.7; Fair = 1.7 < 2.3; Good = 2.3 to 3.0

[3] Use these factors to determine Transportation Equity priority level (front)

Roadway Segment Notes

Detailed Performance Measure Information

Grading Category	Performance Measure	Features of Analyzed Locations
Capacity Management and Mobility	Sidewalk Presence	Five-foot sidewalks on both sides of the roadway
	Crosswalk Presence	Roadway without crosswalks
	Walkway Width	Five-foot sidewalks on both sides of the roadway
Economic Vitality	Pedestrian Volumes	Roadway segment traversed by 5 to 60 pedestrians per hour
	Adjacent Bicycle Accommodations	Roadway segments without space for bicycle travel
Safety	Pedestrian Crashes	Roadway segments with three or more pedestrian crashes
	Pedestrian-Vehicle Buffer	Roadway segments with a 5- to 10-foot buffer
	Vehicle Travel Speed	Roadway segments where average vehicle travel speed is 35 mph or more
System Preservation	Sidewalk Condition	Roadway segments with less than half of sidewalks in good condition



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION



Bicycle Report Card

Roadway Segment Location

VFW Parkway/Providence Highway Corridor Action Plan: Existing Conditions

Grading Categories	Score	Grade
Safety	38	F
System Preservation	0	F
Capacity Management and Mobility	50	F
Economic Vitality	50	F

Transportation Equity

High Priority Area	Yes
Moderate Priority Area	
Low Priority Area	

Grading

- A: 90–100 *Excellent*
- B: 80–89 *Satisfactory*
- C: 70–79 *Acceptable*
- D: 60–69 *Needs Improvement*
- F: 59–0 *Not recommended for bicycle travel*

Transportation Equity Priority

- High:** Four (4) or Five (5) Factors
- Moderate:** Two (2) or Three (3) Factors
- Low:** Zero (0) or One (1) Factor

Central Transportation Planning Staff (CTPS) to the Boston Region MPO:
www.ctps.org | 857.702.3700 | ctps@ctps.org

Casey Claude, Bicycle and Pedestrian Program Manager:
www.ctps.org/bicycle-pedestrian-activities | 857.702.3707 | cclaude@ctps.org

Grading Categories: Scoring Breakdown

Capacity Management and Mobility			
Performance Measure	Percentage	Points	Grade
Bicycle Facility Presence	50%	0	F
Proximity to Bike Network	33%	100	A
Proximity to Transit	17%	100	A
Total	100%	50	F

Economic Vitality			
Performance Measure	Percentage	Points	Grade
Bike Rack Presence	50%	0	F
Land Use	50%	100	A
Total	100%	50	F

Grading

A: 90–100 *Excellent*

B: 80–89 *Satisfactory*

C: 70–79 *Acceptable*

D: 60–69 *Needs Improvement*

F: 59–0 *Not recommended for bicycle travel*

Transportation Equity Priority

High: Four (4) or Five (5) Factors

Moderate: Two (2) or Three (3) Factors

Low: Zero (0) or One (1) Factor

Safety			
Performance Measure	Percentage	Points	Grade
Bicycle Facility Presence	33%	0	F
Absence of Bicycle Crashes	33%	40	F
Bicyclist Operating Space	17%	70	C
Number of Travel Lanes	17%	75	C
Total	100%	38	F

System Preservation			
Performance Measure	Percentage	Points	Grade
Bicycle Facility Continuity	50%	0	F
Bicycle Facility Condition	50%	0	F
Total	100%	0	F

Transportation Equity Priority	
Area Condition	Yes/No
Low Income Population => 32.32%	No
Minority Population => 28.19%	Yes
18.2%+ of Population < 16 Years Old	Yes
16.15%+ of Households w/o Vehicle	Yes
Within ¼ Mile of School/College	Yes

Notes

Detailed Performance Measure Information

Goal	Performance Measure	Features of Analyzed Locations
Capacity Management and Mobility	Bicycle Facility Presence	None in the corridor, people biking mostly stay on the shoulder
	Proximity to Bike Network	Yes, bike lane on VFW Parkway north of the study corridor; and on Route 109 (Bridge Street) west of the study corridor
	Proximity to Transit	Yes, bus routes 34, 34E, 35, and 52 serve the study area
Economic Vitality	Bike Rack Presence	None in the corridor
	Land Use	Land uses in the commercial and retail, residential, and recreational would support biking
Safety	Bicycle Facility Presence	None in the corridor
	Absence of Bicycle Crashes	Two bicycle crashes in fives (2014-2019)
	Bicyclist Operating Space	People biking mostly stay on the shoulder, but sometimes have to share lane with vehicles at locations where a right-turn lane uses up the shoulder
	Number of Travel Lanes	Two travel lanes each direction
System Preservation	Bicycle Facility Continuity	No bicycle facility
	Bicycle Facility Condition	No bicycle facility

Part 2: Long-Term Improvements

Future Conditions with Improvements

	Approach	AM Lane Group	AM	PM	SAT PM	AM	PM	SAT PM	AM Total Delay (s)	PM Total Delay (s)	SAT PM	AM LOS	PM LOS	SAT LOS
			Queue 50 (ft)	Queue 50 (ft)	Queue 50 (ft)	Queue 95 (ft)	Queue 95 (ft)	Queue 95 (ft)			Total Delay (s)			
Providence Highway and U-turn Intersection														
	Providence Highway NB	T	371	325	451	-786	-687	-934	35.8	32.5	63.6	C	C	E
	Providence Highway NB	R	1	7	25	18	41	95	12.3	11.6	13.6	B	B	B
	Providence Highway SB	UL	214	191	230	-530	-471	-558	66.0	56.7	56.3	E	E	E
	Providence Highway SB	T	71	128	97	227	399	308	7.4	9.1	8.2	A	A	A
	New Mall Driveway WB	L	30	62	96	84	148	-249	45.9	50.0	58.1	D	D	E
	New Mall Driveway WB	R	0	0	0	56	51	56	12.3	13.0	12.4	B	B	B
	Intersection								30.4	25.3	40.9	C	C	D
Providence Highway and New Access Intersection														
	Providence Highway NB	T	175	155	204	512	474	613	15.0	14.8	15.6	B	B	B
	Providence Highway NB	R	3	2	3	30	28	30	6.7	5.8	6.3	A	A	A
	Providence Highway SB	L	19	18	22	85	-107	-107	40.5	41.9	46.0	D	D	D
	Providence Highway SB	T	45	86	73	218	410	341	6.6	8.2	7.2	A	A	A
	New Mall Driveway WB	L	19	18	21	82	82	82	38.8	37.5	41.1	D	D	D
	New Mall Driveway WB	R	0	0	0	55	40	40	12.6	14.2	14.9	B	B	B
	Intersection								12.9	12.5	13.1	B	B	B
Providence Highway and Dedham Mall Driveway														
	Providence Highway NB	T	168	208	298	419	-451	-648	23.3	36.5	50.3	C	C	D
	Providence Highway NB	R	41	132	192	136	320	-489	18.7	36.6	45.5	B	D	D
	Providence Highway SB	L	55	178	238	182	-432	-601	43.0	48.1	60.1	D	D	E
	Providence Highway SB	T	55	118	97	190	324	265	7.5	11.1	11.5	A	B	B
	Mall Driveway WB	L	45	129	153	-197	-369	-364	45.9	52.7	55.9	D	D	E
	Mall Driveway WB	R	41	59	67	98	88	91	17.4	12.9	12.7	B	B	B
	Intersection								19.9	28.0	37.5	B	C	D
Providence Highway and Washington Street (Signal)														
	Providence Highway NB	L	3	7	20	18	30	-70	54.2	56.7	64.8	D	E	E
	Providence Highway NB	T	256	256	317	-638	-527	-660	50.2	40.9	36.8	D	D	D
	Providence Highway NB	R	170	154	204	-568	413	560	24.9	18.1	18.9	C	C	B
	Providence Highway SB	L	9	27	20	39	-100	-70	56.8	73.9	64.8	E	E	E
	Providence Highway SB	T	157	269	288	-350	-670	-595	33.5	35.8	34.6	C	D	C
	Providence Highway SB	R	50	112	90	164	388	255	18.6	16.3	13.5	B	B	B
	Washington Street EB	L	69	172	169	-206	-445	-436	59.6	70.2	64.6	E	E	E
	Washington Street EB	TR	260	184	82	-729	-467	187	61.5	67.2	45.8	E	E	D
	Washington Street WB	L	152	201	177	-398	-430	-395	65.4	52.6	58.0	E	D	E
	Washington Street WB	TR	125	258	181	329	-634	-472	32.9	82.0	76.3	C	F	E
	Intersection								45.2	44.5	40.0	D	D	D
Providence Highway and Washington Street (Roundabout)														

Future Conditions with Improvements

	Approach	AM Lane Group	AM	PM	SAT PM	AM	PM	SAT PM	AM Total Delay (s)	PM Total Delay (s)	SAT PM	AM LOS	PM LOS	SAT LOS
			Queue 50 (ft)	Queue 50 (ft)	Queue 50 (ft)	Queue 95 (ft)	Queue 95 (ft)	Queue 95 (ft)			Total Delay (s)			
Providence Highway NB	LT		--	--	--	325	200	325	41.6	24.8	32.7	E	C	D
Providence Highway NB	TR		--	--	--	375	225	375	43.4	25.1	36.4	E	D	E
Providence Highway SB	LT		--	--	--	100	775	425	14.8	194.6	71.4	B	F	F
Providence Highway SB	TR		--	--	--	100	850	450	14.0	189.9	71.5	B	F	F
Washington Street EB	LT		--	--	--	125	250	225	27.0	93.5	68.8	D	F	F
Washington Street EB	TR		--	--	--	125	250	50	23.7	73.1	19.0	C	F	C
Washington Street WB	L		--	--	--	250	550	475	47.9	145.3	152.2	E	F	F
Washington Street WB	TR		--	--	--	150	300	275	23.9	55.9	59.5	C	F	F
Intersection									32.0	106.7	62.4	D	F	F

3: Providence Hwy/VFW Pkwy & U-Turns
09/03/2021

Long-Term Improvements
Weekday AM Peak Hour

Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT	Ø9
Lane Configurations								
Traffic Volume (vph)	50	100	1230	15	200	130	740	
Future Volume (vph)	50	100	1230	15	200	130	740	
Satd. Flow (prot)	1711	1561	3421	1561	0	1724	3421	
Flt Permitted	0.950					0.950		
Satd. Flow (perm)	1711	1561	3421	1561	0	1724	3421	
Satd. Flow (RTOR)		106		13				
Lane Group Flow (vph)	53	106	1308	16	0	351	787	
Turn Type	Prot	Perm	NA	Perm	Prot	Prot	NA	
Protected Phases	3		2		1	1	6	9
Permitted Phases		3		2				
Total Split (s)	20.0	20.0	51.0	51.0	29.0	29.0	80.0	30.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0	5.0	
Act Effect Green (s)	15.2	15.2	46.5	46.5		24.3	75.8	
Actuated g/C Ratio	0.14	0.14	0.44	0.44		0.23	0.72	
v/c Ratio	0.22	0.34	0.87	0.02		0.89	0.32	
Control Delay	45.9	12.3	35.8	12.3		66.0	7.4	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	45.9	12.3	35.8	12.3		66.0	7.4	
LOS	D	B	D	B		E	A	
Approach Delay	23.5		35.5				25.5	
Approach LOS	C		D				C	
Queue Length 50th (ft)	30	0	371	1		214	71	
Queue Length 95th (ft)	84	56	#786	18		#530	227	
Internal Link Dist (ft)	201		994				562	
Turn Bay Length (ft)				300		400		
Base Capacity (vph)	244	314	1500	692		394	2447	
Starvation Cap Reductn	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0		0	0	
Reduced v/c Ratio	0.22	0.34	0.87	0.02		0.89	0.32	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 106
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 30.4
 Intersection LOS: C
 Intersection Capacity Utilization 77.8%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Providence Hwy/VFW Pkwy & U-Turns



4: Providence Hwy & New Mall Access
09/03/2021

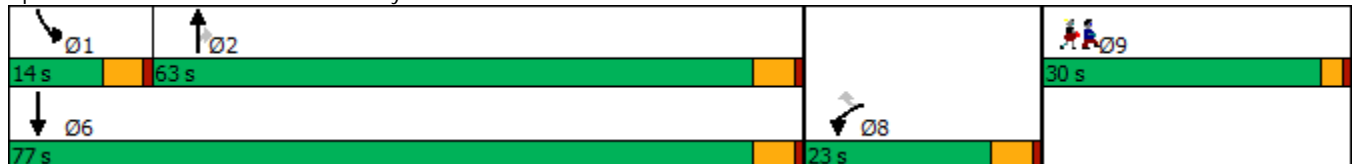
Long-Term Improvements
Weekday AM Peak Hour

							Ø9
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	50	100	1150	50	50	740	
Future Volume (vph)	50	100	1150	50	50	740	
Satd. Flow (prot)	1711	1531	3421	1531	1711	3421	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1711	1531	3421	1531	1711	3421	
Satd. Flow (RTOR)		106		37			
Lane Group Flow (vph)	53	106	1223	53	53	787	
Turn Type	Prot	Perm	NA	Perm	Prot	NA	
Protected Phases	8		2		1	6	9
Permitted Phases		8		2			
Total Split (s)	23.0	23.0	63.0	63.0	14.0	77.0	30.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Act Effct Green (s)	10.0	10.0	41.2	41.2	9.6	47.8	
Actuated g/C Ratio	0.15	0.15	0.63	0.63	0.15	0.73	
v/c Ratio	0.20	0.33	0.57	0.05	0.21	0.32	
Control Delay	38.8	12.6	15.0	6.7	40.5	6.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	38.8	12.6	15.0	6.7	40.5	6.6	
LOS	D	B	B	A	D	A	
Approach Delay	21.4		14.7			8.7	
Approach LOS	C		B			A	
Queue Length 50th (ft)	19	0	175	3	19	45	
Queue Length 95th (ft)	82	55	512	30	85	218	
Internal Link Dist (ft)	242		1088			994	
Turn Bay Length (ft)				200	200		
Base Capacity (vph)	650	648	2853	1283	325	3132	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.16	0.43	0.04	0.16	0.25	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 65.5
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 12.9
 Intersection LOS: B
 Intersection Capacity Utilization 52.9%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 4: Providence Hwy & New Mall Access



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	107	250	896	143	130	660	
Future Volume (vph)	107	250	896	143	130	660	
Satd. Flow (prot)	1711	2694	3421	1531	1711	3421	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1711	2694	3421	1531	1711	3421	
Satd. Flow (RTOR)							
Lane Group Flow (vph)	114	266	953	152	138	702	
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA	
Protected Phases	3	3 1	2		1	6	9
Permitted Phases				2			
Total Split (s)	17.0		59.0	59.0	24.0	83.0	30.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0	
Act Effct Green (s)	11.0	29.3	31.9	31.9	12.5	51.0	
Actuated g/C Ratio	0.14	0.37	0.41	0.41	0.16	0.65	
v/c Ratio	0.48	0.27	0.69	0.24	0.51	0.32	
Control Delay	45.9	17.4	23.3	18.7	43.0	7.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	45.9	17.4	23.3	18.7	43.0	7.5	
LOS	D	B	C	B	D	A	
Approach Delay	26.0		22.7			13.4	
Approach LOS	C		C			B	
Queue Length 50th (ft)	45	41	168	41	55	55	
Queue Length 95th (ft)	#197	98	419	136	182	190	
Internal Link Dist (ft)	414		1314			1088	
Turn Bay Length (ft)				400	400		
Base Capacity (vph)	262	1175	2524	1130	428	3141	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.44	0.23	0.38	0.13	0.32	0.22	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 78.7
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 19.9
 Intersection LOS: B
 Intersection Capacity Utilization 53.3%
 ICU Level of Service A
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Providence Hwy & Dedham Mall

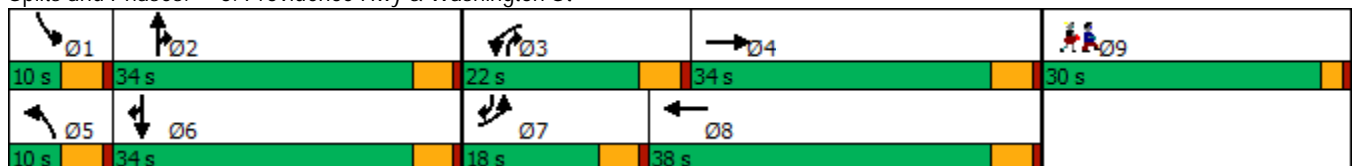
Ø1	Ø2	Ø3	Ø9
24 s	59 s	17 s	30 s
Ø6			
83 s			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	460	5	500	155	120	5	875	470	15	600	160
Future Volume (vph)	120	460	5	500	155	120	5	875	470	15	600	160
Satd. Flow (prot)	1711	1797	0	3319	1664	0	1711	3421	1531	1711	3421	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	1797	0	3319	1664	0	1711	3421	1531	1711	3421	1531
Satd. Flow (RTOR)												
Lane Group Flow (vph)	128	494	0	532	293	0	5	930	500	16	638	170
Turn Type	Prot	NA		Prot	NA		Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2	2 3	1	6	6 7
Permitted Phases												
Total Split (s)	18.0	34.0		22.0	38.0		10.0	34.0		10.0	34.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)	11.8	29.6		17.3	35.2		5.1	29.6	52.0	5.1	31.6	48.5
Actuated g/C Ratio	0.12	0.30		0.17	0.35		0.05	0.30	0.52	0.05	0.32	0.48
v/c Ratio	0.64	0.93		0.93	0.50		0.06	0.92	0.63	0.18	0.59	0.23
Control Delay	59.6	61.5		65.4	32.9		54.2	50.2	24.9	56.8	33.5	18.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	61.5		65.4	32.9		54.2	50.2	24.9	56.8	33.5	18.6
LOS	E	E		E	C		D	D	C	E	C	B
Approach Delay		61.1			53.8			41.4			30.9	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)	69	260		152	125		3	256	170	9	157	50
Queue Length 95th (ft)	#206	#729		#398	329		18	#638	#568	39	#350	164
Internal Link Dist (ft)		927			729			497			402	
Turn Bay Length (ft)	200			500			200		500	200		300
Base Capacity (vph)	227	532		575	585		87	1012	796	87	1081	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.93		0.93	0.50		0.06	0.92	0.63	0.18	0.59	0.22

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 45.2
 Intersection LOS: D
 Intersection Capacity Utilization 76.1%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Providence Hwy & Washington St



Intersection									
Intersection Delay, s/veh	32.0								
Intersection LOS	D								
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	622		825		1435		824		
Demand Flow Rate, veh/h	635		842		1464		840		
Vehicles Circulating, veh/h	1210		1085		646		716		
Vehicles Exiting, veh/h	346		1025		1199		1211		
Ped Vol Crossing Leg, #/h	10		10		10		10		
Ped Cap Adj	1.000		1.000		0.996		0.997		
Approach Delay, s/veh	25.3		36.6		42.5		14.4		
Approach LOS	D		E		E		B		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	LT	TR	L	LTR	LT	TR	LT	TR	
Assumed Moves	LT	TR	L	LTR	LT	TR	LT	TR	
RT Channelized									
Lane Util	0.469	0.531	0.530	0.470	0.470	0.530	0.470	0.530	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	298	337	446	396	688	776	395	445	
Cap Entry Lane, veh/h	444	508	498	565	745	820	699	773	
Entry HV Adj Factor	0.981	0.979	0.980	0.979	0.981	0.980	0.981	0.982	
Flow Entry, veh/h	292	330	437	388	675	761	387	437	
Cap Entry, veh/h	435	497	488	553	727	800	683	756	
V/C Ratio	0.672	0.664	0.896	0.701	0.928	0.951	0.567	0.578	
Control Delay, s/veh	27.0	23.7	47.9	23.9	41.6	43.4	14.8	14.0	
LOS	D	C	E	C	E	E	B	B	
95th %tile Queue, veh	5	5	10	6	13	15	4	4	

3: Providence Hwy/VFW Pkwy & U-Turns
09/03/2021

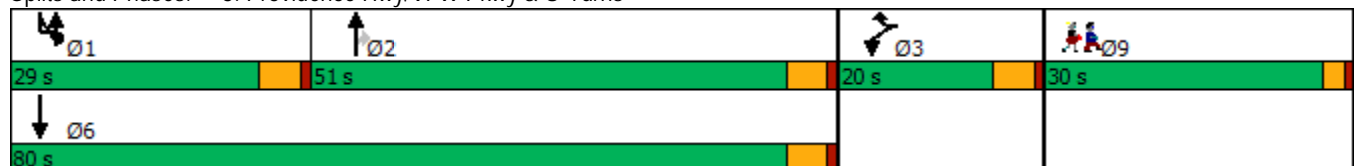
Long-Term Improvements
Weekday PM Peak Hour

Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT	Ø9
Lane Configurations								
Traffic Volume (vph)	100	80	1130	50	200	100	1129	
Future Volume (vph)	100	80	1130	50	200	100	1129	
Satd. Flow (prot)	1711	1531	3421	1531	0	1711	3421	
Flt Permitted	0.950					0.950		
Satd. Flow (perm)	1711	1531	3421	1531	0	1711	3421	
Satd. Flow (RTOR)		85		32				
Lane Group Flow (vph)	106	85	1201	53	0	319	1200	
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	
Protected Phases	3	3	2		1	1	6	9
Permitted Phases				2				
Total Split (s)	20.0	20.0	51.0	51.0	29.0	29.0	80.0	30.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0	5.0	
Act Effect Green (s)	15.2	15.2	45.7	45.7		24.3	75.1	
Actuated g/C Ratio	0.14	0.14	0.43	0.43		0.23	0.71	
v/c Ratio	0.43	0.29	0.81	0.08		0.81	0.49	
Control Delay	50.0	13.0	32.5	11.6		56.7	9.1	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	50.0	13.0	32.5	11.6		56.7	9.1	
LOS	D	B	C	B		E	A	
Approach Delay	33.5		31.6				19.1	
Approach LOS	C		C				B	
Queue Length 50th (ft)	62	0	325	7		191	128	
Queue Length 95th (ft)	148	51	#687	41		#471	399	
Internal Link Dist (ft)	261		941				562	
Turn Bay Length (ft)				200		400		
Base Capacity (vph)	246	293	1513	695		394	2467	
Starvation Cap Reductn	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0		0	0	
Reduced v/c Ratio	0.43	0.29	0.79	0.08		0.81	0.49	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 105.2
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 25.3
 Intersection LOS: C
 Intersection Capacity Utilization 73.3%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Providence Hwy/VFW Pkwy & U-Turns



4: Providence Hwy & New Mall Driveway
09/03/2021

Long-Term Improvements
Weekday PM Peak Hour

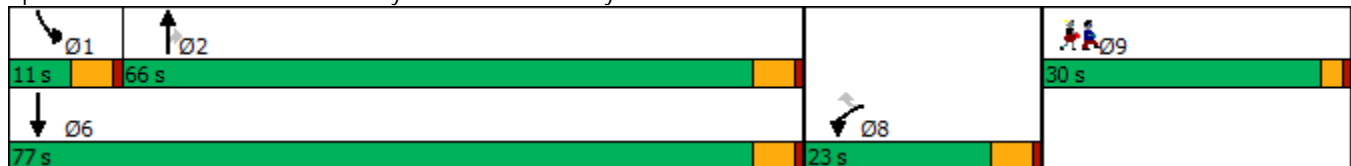


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	50	50	1130	50	50	1180	
Future Volume (vph)	50	50	1130	50	50	1180	
Satd. Flow (prot)	1711	1531	3421	1531	1711	3421	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1711	1531	3421	1531	1711	3421	
Satd. Flow (RTOR)		53		39			
Lane Group Flow (vph)	53	53	1201	53	53	1255	
Turn Type	Prot	Perm	NA	Perm	Prot	NA	
Protected Phases	8		2		1	6	9
Permitted Phases		8		2			
Total Split (s)	23.0	23.0	66.0	66.0	11.0	77.0	30.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Act Effct Green (s)	10.4	10.4	39.3	39.3	8.9	47.6	
Actuated g/C Ratio	0.16	0.16	0.61	0.61	0.14	0.74	
v/c Ratio	0.19	0.18	0.58	0.06	0.23	0.50	
Control Delay	37.5	14.2	14.8	5.8	41.9	8.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	37.5	14.2	14.8	5.8	41.9	8.2	
LOS	D	B	B	A	D	A	
Approach Delay	25.8		14.4			9.6	
Approach LOS	C		B			A	
Queue Length 50th (ft)	18	0	155	2	18	86	
Queue Length 95th (ft)	82	40	474	28	#107	410	
Internal Link Dist (ft)	278		1141			941	
Turn Bay Length (ft)				200	200		
Base Capacity (vph)	700	658	3016	1354	234	3132	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.08	0.40	0.04	0.23	0.40	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 64.6
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 12.5 Intersection LOS: B
 Intersection Capacity Utilization 52.4% ICU Level of Service A
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Providence Hwy & New Mall Driveway





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	220	330	750	265	315	910	
Future Volume (vph)	220	330	750	265	315	910	
Satd. Flow (prot)	1711	2694	3421	1531	1711	3421	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1711	2694	3421	1531	1711	3421	
Satd. Flow (RTOR)							
Lane Group Flow (vph)	234	351	797	282	335	967	
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA	
Protected Phases	3	3	1		1	6	9
Permitted Phases				2			
Total Split (s)	24.0		40.0	40.0	36.0	76.0	30.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0	
Act Effct Green (s)	18.6	48.4	29.9	29.9	24.5	60.6	
Actuated g/C Ratio	0.19	0.50	0.31	0.31	0.25	0.63	
v/c Ratio	0.71	0.26	0.75	0.59	0.77	0.45	
Control Delay	52.7	12.9	36.5	36.6	48.1	11.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	52.7	12.9	36.5	36.6	48.1	11.1	
LOS	D	B	D	D	D	B	
Approach Delay	28.8		36.6			20.6	
Approach LOS	C		D			C	
Queue Length 50th (ft)	129	59	208	132	178	118	
Queue Length 95th (ft)	#369	88	#451	320	#432	324	
Internal Link Dist (ft)	414		1314			1141	
Turn Bay Length (ft)				400	400		
Base Capacity (vph)	331	1541	1252	560	552	2579	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.71	0.23	0.64	0.50	0.61	0.37	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 96.1
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 28.0 Intersection LOS: C
 Intersection Capacity Utilization 65.9% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Providence Hwy/Providence Hwy & Dedham Mall Dr



6: Providence Hwy & Washington Street
09/03/2021

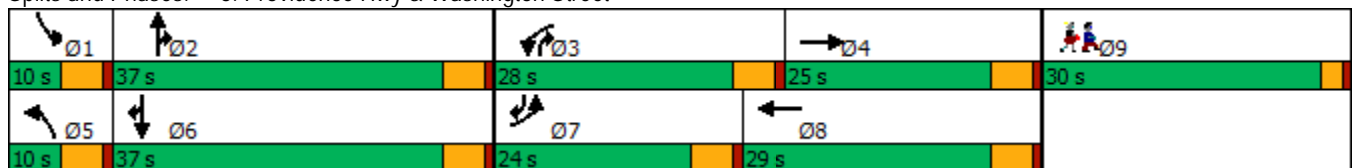
Long-Term Improvements
Weekday PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	261	240	40	600	350	35	10	800	430	40	943	392
Future Volume (vph)	261	240	40	600	350	35	10	800	430	40	943	392
Satd. Flow (prot)	1711	1761	0	3319	1775	0	1711	3421	1531	1711	3421	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	1761	0	3319	1775	0	1711	3421	1531	1711	3421	1531
Satd. Flow (RTOR)												
Lane Group Flow (vph)	277	298	0	638	409	0	11	851	457	43	1003	417
Turn Type	Prot	NA		Prot	NA		Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2	2 3	1	6	6 7
Permitted Phases												
Total Split (s)	24.0	25.0		28.0	29.0		10.0	37.0		10.0	37.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)	19.3	20.3		23.3	24.4		5.1	32.5	60.9	5.1	38.7	63.1
Actuated g/C Ratio	0.19	0.20		0.22	0.23		0.05	0.31	0.59	0.05	0.37	0.61
v/c Ratio	0.87	0.87		0.86	0.98		0.13	0.80	0.51	0.52	0.79	0.45
Control Delay	70.2	67.2		52.6	82.0		56.7	40.9	18.1	73.9	35.8	16.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.2	67.2		52.6	82.0		56.7	40.9	18.1	73.9	35.8	16.3
LOS	E	E		D	F		E	D	B	E	D	B
Approach Delay		68.6			64.1			33.1			31.4	
Approach LOS		E			E			C			C	
Queue Length 50th (ft)	172	184		201	258		7	256	154	27	269	112
Queue Length 95th (ft)	#445	#467		#430	#634		30	#527	413	#100	#670	388
Internal Link Dist (ft)		694			676			502			684	
Turn Bay Length (ft)	200			500			200		500	200		300
Base Capacity (vph)	317	343		745	416		83	1068	896	83	1273	928
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.87		0.86	0.98		0.13	0.80	0.51	0.52	0.79	0.45

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 104
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 44.5
 Intersection LOS: D
 Intersection Capacity Utilization 81.4%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Providence Hwy & Washington Street



Intersection									
Intersection Delay, s/veh	106.7								
Intersection LOS	F								
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	575		1047		1319		1463		
Demand Flow Rate, veh/h	587		1068		1345		1492		
Vehicles Circulating, veh/h	1718		1162		587		1041		
Vehicles Exiting, veh/h	815		770		1718		1189		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	82.7		103.3		25.0		192.1		
Approach LOS	F		F		C		F		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	LT	TR	L	LTR	LT	TR	LT	TR	
Assumed Moves	LT	TR	L	LTR	LT	TR	LT	TR	
RT Channelized									
Lane Util	0.470	0.530	0.530	0.470	0.470	0.530	0.470	0.530	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	276	311	566	502	632	713	701	791	
Cap Entry Lane, veh/h	278	330	464	529	787	862	518	586	
Entry HV Adj Factor	0.979	0.980	0.980	0.980	0.981	0.980	0.981	0.980	
Flow Entry, veh/h	270	305	555	492	620	699	688	775	
Cap Entry, veh/h	272	323	454	518	772	845	508	575	
V/C Ratio	0.993	0.943	1.221	0.949	0.803	0.827	1.353	1.350	
Control Delay, s/veh	93.5	73.1	145.3	55.9	24.8	25.1	194.6	189.9	
LOS	F	F	F	F	C	D	F	F	
95th %tile Queue, veh	10	10	22	12	8	9	31	34	

3: Providence Hwy/VFW Pkwy & U-Turns
09/03/2021

Long-Term Improvements
Weekend Saturday PM Peak Hour

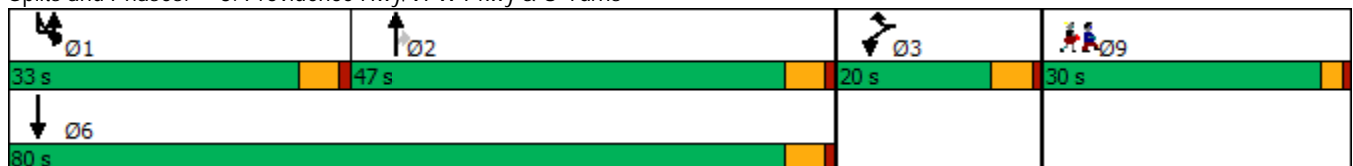


Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT	Ø9
Lane Configurations								
Traffic Volume (vph)	150	100	1250	130	265	100	940	
Future Volume (vph)	150	100	1250	130	265	100	940	
Satd. Flow (prot)	1711	1531	3271	1393	0	1711	3421	
Flt Permitted	0.950					0.950		
Satd. Flow (perm)	1711	1531	3271	1393	0	1711	3421	
Satd. Flow (RTOR)		106	1	63				
Lane Group Flow (vph)	159	106	1343	124	0	388	999	
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	
Protected Phases	3	3	2		1	1	6	9
Permitted Phases				2				
Total Split (s)	20.0	20.0	47.0	47.0	33.0	33.0	80.0	30.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0	5.0	
Act Effect Green (s)	15.2	15.2	42.5	42.5		28.3	75.8	
Actuated g/C Ratio	0.14	0.14	0.40	0.40		0.27	0.72	
v/c Ratio	0.65	0.34	1.02	0.21		0.85	0.41	
Control Delay	58.1	12.4	63.6	13.6		56.3	8.2	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	58.1	12.4	63.6	13.6		56.3	8.2	
LOS	E	B	E	B		E	A	
Approach Delay	39.8		59.4				21.6	
Approach LOS	D		E				C	
Queue Length 50th (ft)	96	0	451	25		230	97	
Queue Length 95th (ft)	#249	56	#934	95		#558	308	
Internal Link Dist (ft)	106		1014				562	
Turn Bay Length (ft)				200		400		
Base Capacity (vph)	244	309	1311	595		457	2447	
Starvation Cap Reductn	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0		0	0	
Reduced v/c Ratio	0.65	0.34	1.02	0.21		0.85	0.41	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 106
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 40.9
 Intersection LOS: D
 Intersection Capacity Utilization 81.7%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Providence Hwy/VFW Pkwy & U-Turns

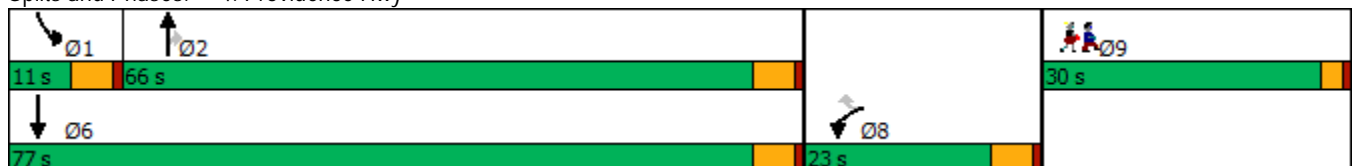


	↙	↖	↑	↗	↘	↓	Ø9
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations	↙	↖	↑↑	↗	↘	↑↑	
Traffic Volume (vph)	50	50	1330	50	50	1040	
Future Volume (vph)	50	50	1330	50	50	1040	
Satd. Flow (prot)	1711	1531	3421	1531	1711	3421	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1711	1531	3421	1531	1711	3421	
Satd. Flow (RTOR)		53		33			
Lane Group Flow (vph)	53	53	1414	53	53	1106	
Turn Type	Prot	Perm	NA	Perm	Prot	NA	
Protected Phases	8		2		1	6	9
Permitted Phases		8		2			
Total Split (s)	23.0	23.0	66.0	66.0	11.0	77.0	30.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Act Effect Green (s)	10.1	10.1	46.2	46.2	8.3	54.2	
Actuated g/C Ratio	0.14	0.14	0.65	0.65	0.12	0.76	
v/c Ratio	0.22	0.20	0.64	0.05	0.27	0.43	
Control Delay	41.1	14.9	15.6	6.3	46.0	7.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	41.1	14.9	15.6	6.3	46.0	7.2	
LOS	D	B	B	A	D	A	
Approach Delay	28.0		15.2			9.0	
Approach LOS	C		B			A	
Queue Length 50th (ft)	21	0	204	3	22	73	
Queue Length 95th (ft)	82	40	613	30	#107	341	
Internal Link Dist (ft)	161		1068			1014	
Turn Bay Length (ft)				200	200		
Base Capacity (vph)	598	570	2817	1266	199	3080	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.09	0.09	0.50	0.04	0.27	0.36	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 71.4
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 13.1
 Intersection LOS: B
 Intersection Capacity Utilization 54.5%
 ICU Level of Service A
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Providence Hwy



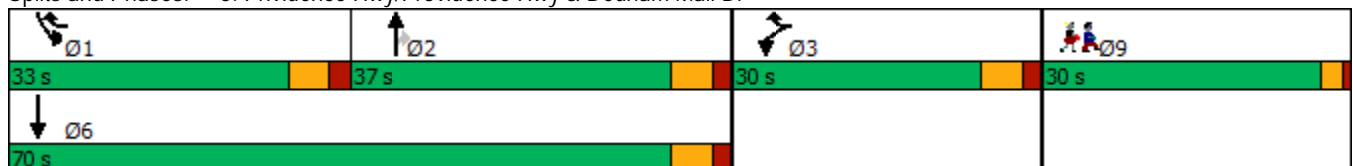


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations	↘	↗↗	↕↕	↗	↘	↕↕	
Traffic Volume (vph)	250	370	910	330	381	710	
Future Volume (vph)	250	370	910	330	381	710	
Satd. Flow (prot)	1711	2694	3421	1531	1711	3421	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1711	2694	3421	1531	1711	3421	
Satd. Flow (RTOR)							
Lane Group Flow (vph)	266	393	967	351	405	755	
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA	
Protected Phases	3	3 1	2		1	6	9
Permitted Phases				2			
Total Split (s)	30.0		37.0	37.0	33.0	70.0	30.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0	
Act Effct Green (s)	20.7	53.3	31.5	31.5	27.4	65.1	
Actuated g/C Ratio	0.20	0.52	0.31	0.31	0.27	0.63	
v/c Ratio	0.77	0.28	0.92	0.75	0.89	0.35	
Control Delay	55.9	12.7	50.3	45.5	60.1	11.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	55.9	12.7	50.3	45.5	60.1	11.5	
LOS	E	B	D	D	E	B	
Approach Delay	30.1		49.0			28.4	
Approach LOS	C		D			C	
Queue Length 50th (ft)	153	67	298	192	238	97	
Queue Length 95th (ft)	#364	91	#648	#489	#601	265	
Internal Link Dist (ft)	389		1314			1068	
Turn Bay Length (ft)				400	400		
Base Capacity (vph)	406	1373	1049	469	457	2167	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.66	0.29	0.92	0.75	0.89	0.35	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 102.7
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 37.5
 Intersection LOS: D
 Intersection Capacity Utilization 75.7%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Providence Hwy/Providence Hwy & Dedham Mall Dr



6: Providence Hwy & Washington St
09/03/2021

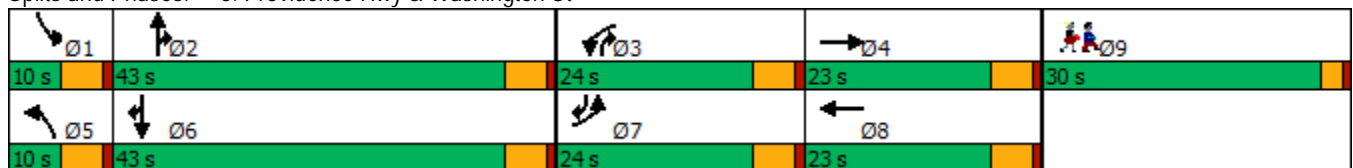
Long-Term Improvements
Weekend Saturday PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	130	5	520	220	50	30	1005	540	30	940	300
Future Volume (vph)	256	130	5	520	220	50	30	1005	540	30	940	300
Satd. Flow (prot)	1711	1792	0	3319	1750	0	1711	3421	1531	1711	3421	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	1792	0	3319	1750	0	1711	3421	1531	1711	3421	1531
Satd. Flow (RTOR)												
Lane Group Flow (vph)	272	143	0	553	287	0	32	1068	574	32	999	319
Turn Type	Prot	NA		Prot	NA		Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	7	4		3	8		5	2	2 3	1	6	6 7
Permitted Phases												
Total Split (s)	24.0	23.0		24.0	23.0		10.0	43.0		10.0	43.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)	19.3	18.3		19.3	18.3		5.1	38.7	63.1	5.1	38.7	63.1
Actuated g/C Ratio	0.19	0.18		0.19	0.18		0.05	0.38	0.62	0.05	0.38	0.62
v/c Ratio	0.84	0.44		0.88	0.91		0.38	0.82	0.61	0.38	0.77	0.34
Control Delay	64.6	45.8		58.0	76.3		64.8	36.8	18.9	64.8	34.6	13.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	45.8		58.0	76.3		64.8	36.8	18.9	64.8	34.6	13.5
LOS	E	D		E	E		E	D	B	E	C	B
Approach Delay		58.1			64.3			31.2			30.4	
Approach LOS		E			E			C			C	
Queue Length 50th (ft)	169	82		177	181		20	317	204	20	288	90
Queue Length 95th (ft)	#436	187		#395	#472		#70	#660	560	#70	#595	255
Internal Link Dist (ft)		653			786			1163			960	
Turn Bay Length (ft)	200			500			200		500	200		300
Base Capacity (vph)	324	322		629	314		85	1297	947	85	1297	947
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.44		0.88	0.91		0.38	0.82	0.61	0.38	0.77	0.34

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 102
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 40.0
 Intersection LOS: D
 Intersection Capacity Utilization 69.6%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: Providence Hwy & Washington St



Intersection									
Intersection Delay, s/veh	62.4								
Intersection LOS	F								
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	415		840		1674		1350		
Demand Flow Rate, veh/h	423		857		1707		1377		
Vehicles Circulating, veh/h	1616		1399		451		836		
Vehicles Exiting, veh/h	597		759		1588		1420		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	51.6		108.7		34.7		71.5		
Approach LOS	F		F		D		F		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	LT	TR	L	LTR	LT	TR	LT	TR	
Assumed Moves	L	TR	L	LTR	LT	TR	LT	TR	
RT Channelized									
Lane Util	0.655	0.345	0.530	0.470	0.470	0.530	0.470	0.530	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	277	146	454	403	802	905	647	730	
Cap Entry Lane, veh/h	305	359	373	432	891	968	626	698	
Entry HV Adj Factor	0.982	0.981	0.981	0.980	0.981	0.980	0.981	0.980	
Flow Entry, veh/h	272	143	445	395	787	887	635	716	
Cap Entry, veh/h	300	353	366	424	874	949	614	684	
V/C Ratio	0.907	0.406	1.218	0.932	0.900	0.935	1.034	1.046	
Control Delay, s/veh	68.8	19.0	152.2	59.5	32.7	36.4	71.4	71.5	
LOS	F	C	F	F	D	E	F	F	
95th %tile Queue, veh	9	2	19	11	13	15	17	18	



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION



Pedestrian Report Card Assessment (PRCA): Roadway Segment

Roadway Segment Location

VFW Parkway/Providence Highway Corridor Action Plan: With Improvements

Grading Categories ^[1]	Score	Rating
Safety	2.0	Fair
System Preservation	3.0	Good
Capacity Management and Mobility	2.7	Good
Economic Vitality	2.5	Good

Transportation Equity^[2]

High Priority Area	Yes
Moderate Priority Area	
Low Priority Area	

Central Transportation Planning Staff (CTPS) to the Boston Region MPO:
www.ctps.org | 857.702.3700 | ctps@ctps.org

Ryan Hicks, Congestion Management Process Manager:
www.ctps.org/cmp | 857.702.3661 | rhicks@ctps.org

Casey Claude, Bicycle and Pedestrian Program Manager:
www.ctps.org/bicycle-pedestrian-activities | 857.702.3707 | cclaude@ctps.org

[1] Poor = 0 to 1.7; Fair = 1.7 < 2.3; Good = 2.3 to 3.0

[2] Low = 0 or 1 Factor; Moderate = 2 or 3 Factors; High = 4 or 5 Factors

Grading Categories: Scoring Breakdown Roadway Segment

Capacity Management and Mobility			
Performance Measure ^[1]	Percentage	Score (out of 3.0)	Rating
Sidewalk Presence	50%	3	Good
Crosswalk Presence	33%	2	Fair
Walkway Width	17%	3	Good
GRADING CATEGORY TOTAL^[2] (Sidewalk Presence Score * 0.5) + (Crosswalk Presence Score * 0.33) + (Walkway Width Score * 0.17)	100%	2.7	Good

Economic Vitality			
Performance Measure ^[1]	Percentage	Score (out of 3.0)	Rating
Pedestrian Volumes	50%	2	Fair
Adjacent Bicycle Accommodations	50%	3	Good
GRADING CATEGORY TOTAL^[2] (Pedestrian Volumes Score * 0.5) + (Adjacent Bicycle Accommodations Score * 0.5)	100%	2.5	Good

Safety			
Performance Measure ^[1]	Percentage	Score (out of 3.0)	Rating
Pedestrian Crashes	60%	2	Fair
Pedestrian-Vehicle Buffer	20%	2	Fair
Vehicle Travel Speed	20%	2	Fair
GRADING CATEGORY TOTAL^[2] (Pedestrian Crashes Score * 0.6) + (Pedestrian-Vehicle Buffer Score * 0.2) + (Vehicle Travel Speed Score * 0.2)	100%	2.0	Fair

System Preservation			
Performance Measure ^[1]	Percentage	Score (out of 3.0)	Rating
Sidewalk Condition	100%	3.0	Good

Transportation Equity Factors ^[3]	
Area Condition	Yes/No
Low-Income Population ≥ 32.32%	No
Minority Population ≥ 28.19%	Yes
More than 6.69% of Population > 75 Years of Age	Yes
More than 16.15% of Households w/o Vehicle	Yes
Within ¼ Mile of School/College	Yes

[1] Poor = 1.0; Fair = 2.0; Good = 3.0

[2] Poor = 0 to 1.7; Fair = 1.7 < 2.3; Good = 2.3 to 3.0

[3] Use these factors to determine Transportation Equity priority level (front)

Roadway Segment Notes

Detailed Performance Measure Information

Grading Category	Performance Measure	Features of Analyzed Locations
Capacity Management and Mobility	Sidewalk Presence	Five-foot sidewalks on both sides of the roadway
	Crosswalk Presence	Roadway segments with seven to nine crosswalks per mile
	Walkway Width	Five-foot sidewalks on both sides of the roadway
Economic Vitality	Pedestrian Volumes	Roadway segment traversed by 5 to 60 pedestrians per hour
	Adjacent Bicycle Accommodations	Roadway segments with a designated bicycle travel lane
Safety	Pedestrian Crashes	Roadway segments NOT located in a Highway Safety Improvement Program (HSIP) Pedestrian Crash Cluster
	Pedestrian-Vehicle Buffer	Roadway segments with a 5- to 10-foot buffer
	Vehicle Travel Speed	Roadway segments where average vehicle travel speeds are between 25 mph and 35 mph
System Preservation	Sidewalk Condition	Roadway segments with sidewalks in good condition on both sides of the street



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION



Bicycle Report Card

Roadway Segment Location

VFW Parkway/Providence Highway Corridor Action Plan: With Improvements

Grading Categories	Score	Grade
Safety	81	B
System Preservation	100	A
Capacity Management and Mobility	100	A
Economic Vitality	100	A

Transportation Equity

High Priority Area	Yes
Moderate Priority Area	
Low Priority Area	

Grading

- A: 90–100 *Excellent*
- B: 80–89 *Satisfactory*
- C: 70–79 *Acceptable*
- D: 60–69 *Needs Improvement*
- F: 59–0 *Not recommended for bicycle travel*

Transportation Equity Priority

- High:** Four (4) or Five (5) Factors
- Moderate:** Two (2) or Three (3) Factors
- Low:** Zero (0) or One (1) Factor

Central Transportation Planning Staff (CTPS) to the Boston Region MPO:
www.ctps.org | 857.702.3700 | ctps@ctps.org

Casey Claude, Bicycle and Pedestrian Program Manager:
www.ctps.org/bicycle-pedestrian-activities | 857.702.3707 | cclaude@ctps.org

Grading Categories: Scoring Breakdown

Capacity Management and Mobility			
Performance Measure	Percentage	Points	Grade
Bicycle Facility Presence	50%	100	A
Proximity to Bike Network	33%	100	A
Proximity to Transit	17%	100	A
Total	100%	100	A

Economic Vitality			
Performance Measure	Percentage	Points	Grade
Bike Rack Presence	50%	100	A
Land Use	50%	100	A
Total	100%	100	A

Grading

A: 90–100 *Excellent*

B: 80–89 *Satisfactory*

C: 70–79 *Acceptable*

D: 60–69 *Needs Improvement*

F: 59–0 *Not recommended for bicycle travel*

Transportation Equity Priority

High: Four (4) or Five (5) Factors

Moderate: Two (2) or Three (3) Factors

Low: Zero (0) or One (1) Factor

Safety			
Performance Measure	Percentage	Points	Grade
Bicycle Facility Presence	33%	100	A
Absence of Bicycle Crashes	33%	70	C
Bicyclist Operating Space	17%	100	A
Number of Travel Lanes	17%	75	C
Total	100%	81	B

System Preservation			
Performance Measure	Percentage	Points	Grade
Bicycle Facility Continuity	50%	100	A
Bicycle Facility Condition	50%	100	A
Total	100%	100	A

Transportation Equity Priority	
Area Condition	Yes/No
Low Income Population => 32.32%	No
Minority Population => 28.19%	Yes
18.2%+ of Population < 16 Years Old	Yes
16.15%+ of Households w/o Vehicle	Yes
Within ¼ Mile of School/College	Yes

Notes

Detailed Performance Measure Information

Goal	Performance Measure	Features of Analyzed Locations
Capacity Management and Mobility	Bicycle Facility Presence	Separated bike lane
	Proximity to Bike Network	Yes, bike lane on VFW Parkway north of the study corridor; and on Route 109 (Bridge Street) west of the study corridor
	Proximity to Transit	Yes, bus routes 34, 34E, 35, and 52 serve the study area
Economic Vitality	Bike Rack Presence	None in the corridor
	Land Use	Land uses in the commercial and retail, residential, and recreational would support biking
Safety	Bicycle Facility Presence	Separated bike lane
	Absence of Bicycle Crashes	Less than two bike crashes expected
	Bicyclist Operating Space	Separated bike lane according to MassDOT standards
	Number of Travel Lanes	Two travel lanes each direction
System Preservation	Bicycle Facility Continuity	The proposed separated bike lane matches the entire length of route
	Bicycle Facility Condition	The length of the proposed bike facility matches the length of route segment

Part 3: Short-Term Improvements

Short-Term Conditions with Improvements

		AM	PM	SAT PM	AM	PM	SAT PM	SAT PM			AM	PM	SAT	
		Queue 50	Queue 50	Queue 50	Queue 95	Queue 95	Queue 95	AM Total	PM Total	Total	AM	PM	PM	
Approach	Lane Group	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	Delay (s)	Delay (s)	Delay (s)	LOS	LOS	LOS	
Providence Highway and U-turn Intersection														
	Providence Highway NB	T	86	63	90	300	218	310	13.6	11.3	13.9	B	B	B
	Providence Highway SB	T	71	126	126	250	-457	428	12.8	14.5	16.6	B	B	B
	U-Turn Eastbound EB	L	29	39	43	145	147	179	21.2	24.4	26.3	C	C	C
	U-Turn Westbound WB	L	5	7	7	41	41	44	20.5	23.2	24.5	C	C	C
	Intersection								14.0	14.3	16.3	B	B	B
Providence Highway and Dedham Mall Driveway														
	Providence Highway NB	T	133	221	311	-403	-493	-652	22.5	46.9	62.5	C	D	E
	Providence Highway NB	R	33	0	200	121	73	-491	17.5	7.0	50.8	B	A	D
	Providence Highway SB	L	64	177	244	-240	-466	-594	44.2	55.9	65.4	D	E	E
	Providence Highway SB	T	38	164	148	180	394	353	7.5	16.8	14.6	A	B	B
	Mall Driveway WB	L	40	214	255	-173	-551	-623	56.1	53.9	77.8	E	D	E
	Mall Driveway WB	R	46	40	68	-174	66	104	39.6	10.6	12.5	D	B	B
	Intersection								22.1	33.0	46.5	C	C	D
Providence Highway and Washington Street (North)														
	Providence Highway NB	T	-581	180	134	-640	-733	-1035	80.2	31.7	32.3	F	C	D
	Providence Highway SB	T	288	368	371	359	-711	-704	51.6	39.1	58.2	D	D	E
	Providence Highway SB	R	145	283	288	222	-640	-642	47.8	40.3	43.4	D	D	D
	Bypass NW	LR	99	108	272	162	177	-423	52.3	60.2	76.2	D	E	E
	Washington Street WB	LTR	-430	-611	-560	-560	834	-697	142.1	134.6	130.0	F	F	F
	Intersection								87.4	65.2	66.7	F	E	E
Providence Highway and Washington Street (South)														
	Providence Highway NB	T	470	252	474	-608	-441	-897	116.3	34.8	47.9	F	C	D
	Providence Highway NB	R	-571	385	539	-799	-831	-1090	141.7	41.7	76.1	F	D	E
	Providence Highway SB	T	56	86	-830	90	-754	-1170	18.8	17.8	82.9	B	C	F
	Washington Street EB	L	104	259	137	167	-436	213	51.2	96.4	55.6	D	F	E
	Washington Street EB	T	-568	281	-385	-793	-472	-604	154.9	106.1	105.7	F	F	F
	Bypass SE	LR	244	252	308	-345	318	-415	82.2	52.2	71.4	E	D	E
	Intersection								97.4	44.2	72.5	F	D	E

3: Providence Hwy/VFW Pkwy & U-Turns
09/04/2021

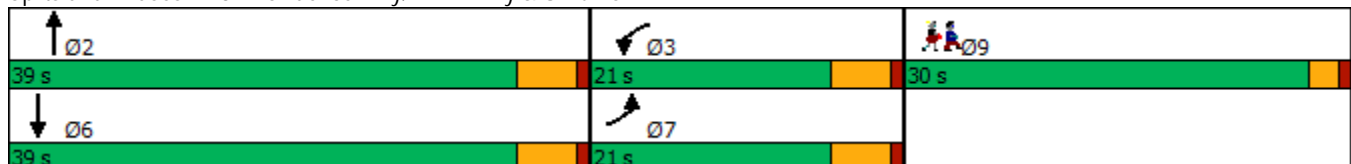
Short-Term Improvements
Weekday AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	0	0	30	0	0	0	872	0	0	754	0
Future Volume (vph)	150	0	0	30	0	0	0	872	0	0	754	0
Satd. Flow (prot)	1711	0	0	1711	0	0	0	3421	0	0	3421	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1711	0	0	1711	0	0	0	3421	0	0	3421	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	158	0	0	32	0	0	0	918	0	0	794	0
Turn Type	Prot			Prot				NA			NA	
Protected Phases	7			3				2			6	
Permitted Phases												
Total Split (s)	21.0			21.0				39.0			39.0	
Total Lost Time (s)	5.0			5.0				5.0			5.0	
Act Effct Green (s)	17.8			17.8				27.7			27.7	
Actuated g/C Ratio	0.35			0.35				0.55			0.55	
v/c Ratio	0.26			0.05				0.49			0.42	
Control Delay	21.2			20.5				13.6			12.8	
Queue Delay	0.0			0.0				0.0			0.0	
Total Delay	21.2			20.5				13.6			12.8	
LOS	C			C				B			B	
Approach Delay		21.2			20.5			13.6			12.8	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	29			5				86			71	
Queue Length 95th (ft)	145			41				300			250	
Internal Link Dist (ft)		122			106			459			562	
Turn Bay Length (ft)												
Base Capacity (vph)	638			638				2467			2467	
Starvation Cap Reductn	0			0				0			0	
Spillback Cap Reductn	0			0				0			0	
Storage Cap Reductn	0			0				0			0	
Reduced v/c Ratio	0.25			0.05				0.37			0.32	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 50.5
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 14.0
 Intersection LOS: B
 Intersection Capacity Utilization 39.4%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: Providence Hwy/VFW Pkwy & U-Turns



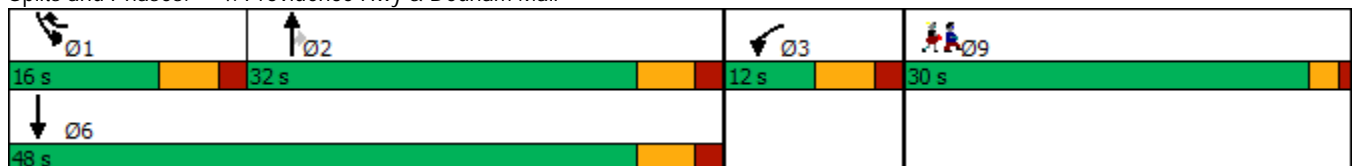


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	107	129	896	143	178	660	
Future Volume (vph)	107	129	896	143	178	660	
Satd. Flow (prot)	1711	1531	3421	1531	1711	3421	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1711	1531	3421	1531	1711	3421	
Satd. Flow (RTOR)							
Lane Group Flow (vph)	113	136	943	151	187	695	
Turn Type	Prot	Over	NA	Perm	Prot	NA	
Protected Phases	3	1	2		1	6	9
Permitted Phases				2			
Total Split (s)	12.0	16.0	32.0	32.0	16.0	48.0	30.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Act Effect Green (s)	6.2	10.3	25.3	25.3	10.3	41.8	
Actuated g/C Ratio	0.10	0.16	0.39	0.39	0.16	0.65	
v/c Ratio	0.69	0.56	0.71	0.25	0.68	0.31	
Control Delay	56.1	39.6	22.5	17.5	44.2	7.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.1	39.6	22.5	17.5	44.2	7.5	
LOS	E	D	C	B	D	A	
Approach Delay	47.1		21.8			15.3	
Approach LOS	D		C			B	
Queue Length 50th (ft)	40	46	133	33	64	38	
Queue Length 95th (ft)	#173	#174	#403	121	#240	180	
Internal Link Dist (ft)	414		1314			590	
Turn Bay Length (ft)				300	400		
Base Capacity (vph)	164	244	1419	635	273	2292	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.69	0.56	0.66	0.24	0.68	0.30	

Intersection Summary

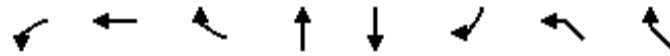
Cycle Length: 90
 Actuated Cycle Length: 64.7
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 22.1
 Intersection LOS: C
 Intersection Capacity Utilization 55.6%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Providence Hwy & Dedham Mall



6: Providence Hwy & Washington Street North
09/04/2021

Short-Term Improvements
Weekday AM Peak Hour

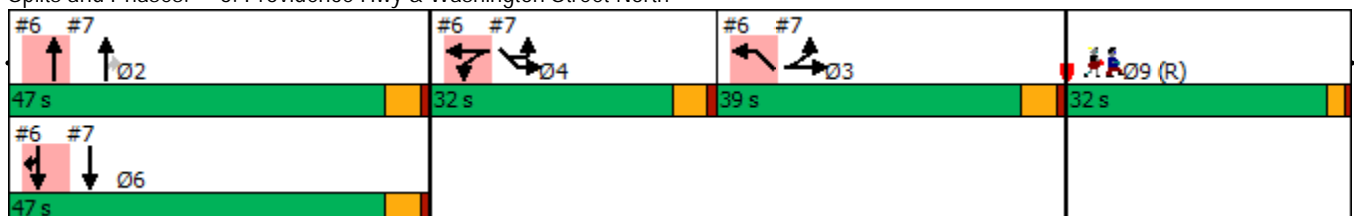


Lane Group	WBL	WBT	WBR	NBT	SBT	SBR	NWL	NWR	Ø9
Lane Configurations		↕↕		↑↑	↑↑	↗	↘		
Traffic Volume (vph)	47	606	20	1000	600	172	4	109	
Future Volume (vph)	47	606	20	1000	600	172	4	109	
Satd. Flow (prot)	0	3392	0	3421	3421	1531	1499	0	
Flt Permitted		0.997					0.998		
Satd. Flow (perm)	0	3392	0	3421	3421	1531	1499	0	
Satd. Flow (RTOR)									
Lane Group Flow (vph)	0	708	0	1053	632	181	119	0	
Turn Type	Split	NA		NA	NA	Prot	Prot		
Protected Phases	4	4		2	6	6	3		9
Permitted Phases									
Total Split (s)	32.0	32.0		47.0	47.0	47.0	39.0		32.0
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0		
Act Effect Green (s)		27.0		42.0	42.0	42.0	34.0		
Actuated g/C Ratio		0.18		0.28	0.28	0.28	0.23		
v/c Ratio		1.16		1.10	0.66	0.42	0.35		
Control Delay		142.1		80.2	51.6	47.8	52.3		
Queue Delay		0.0		0.0	0.0	0.0	0.0		
Total Delay		142.1		80.2	51.6	47.8	52.3		
LOS		F		F	D	D	D		
Approach Delay		142.1		80.2	50.8		52.3		
Approach LOS		F		F	D		D		
Queue Length 50th (ft)		~430		~581	288	145	99		
Queue Length 95th (ft)		#560		m#640	359	222	162		
Internal Link Dist (ft)		1621		376	505		261		
Turn Bay Length (ft)						300			
Base Capacity (vph)		610		957	957	428	339		
Starvation Cap Reductn		0		0	0	0	0		
Spillback Cap Reductn		0		0	0	0	0		
Storage Cap Reductn		0		0	0	0	0		
Reduced v/c Ratio		1.16		1.10	0.66	0.42	0.35		

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 9:Ped, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 86.4 Intersection LOS: F
 Intersection Capacity Utilization 67.8% ICU Level of Service C
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Providence Hwy & Washington Street North





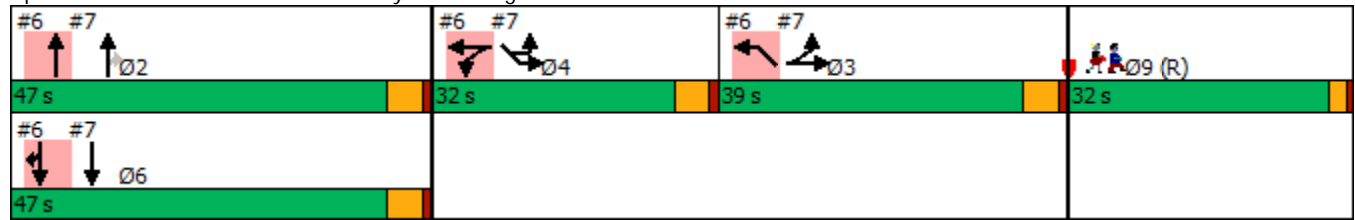
Lane Group	EBL	EBT	NBT	NBR	SBT	SEL2	SEL	SER	Ø9
Lane Configurations									
Traffic Volume (vph)	120	460	875	471	650	1	12	450	
Future Volume (vph)	120	460	875	471	650	1	12	450	
Satd. Flow (prot)	1711	1801	3421	1531	3421	0	2980	0	
Flt Permitted	0.950						0.999		
Satd. Flow (perm)	1711	1801	3421	1531	3421	0	2980	0	
Satd. Flow (RTOR)									
Lane Group Flow (vph)	126	484	921	496	684	0	488	0	
Turn Type	Split	NA	NA	Perm	NA	Prot	Prot		
Protected Phases	3	3	2		6	4	4		9
Permitted Phases				2					
Total Split (s)	39.0	39.0	47.0	47.0	47.0	32.0	32.0		32.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0		
Act Effct Green (s)	34.0	34.0	42.0	42.0	42.0		27.0		
Actuated g/C Ratio	0.23	0.23	0.28	0.28	0.28		0.18		
v/c Ratio	0.33	1.19	0.96	1.16	0.71		1.69dr		
Control Delay	51.2	154.9	74.2	141.7	18.8		82.2		
Queue Delay	0.0	0.0	42.1	0.0	0.0		0.0		
Total Delay	51.2	154.9	116.3	141.7	18.8		82.2		
LOS	D	F	F	F	B		F		
Approach Delay		133.5	125.2		18.8		82.2		
Approach LOS		F	F		B		F		
Queue Length 50th (ft)	104	~568	470	~571	56		244		
Queue Length 95th (ft)	167	#793	#608	#799	m90		#345		
Internal Link Dist (ft)		725	1163		376		285		
Turn Bay Length (ft)				200					
Base Capacity (vph)	387	408	957	428	957		536		
Starvation Cap Reductn	0	0	0	0	0		0		
Spillback Cap Reductn	0	0	140	0	0		0		
Storage Cap Reductn	0	0	0	0	0		0		
Reduced v/c Ratio	0.33	1.19	1.13	1.16	0.71		0.91		

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 9:Ped, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 97.4 Intersection LOS: F
 Intersection Capacity Utilization 75.6% ICU Level of Service D
 Analysis Period (min) 15

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.
- dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 7: Providence Hwy & Washington Street South



3: Providence Hwy/VFW Pkwy & U-Turns

Short-Term Improvements

09/04/2021

Weekday PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	0	0	30	0	0	0	684	0	0	1129	0
Future Volume (vph)	150	0	0	30	0	0	0	684	0	0	1129	0
Satd. Flow (prot)	1711	0	0	1711	0	0	0	3421	0	0	3421	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1711	0	0	1711	0	0	0	3421	0	0	3421	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	158	0	0	32	0	0	0	720	0	0	1188	0
Turn Type	Prot			Prot				NA			NA	
Protected Phases	7			3				2			6	
Permitted Phases												
Total Split (s)	20.0			20.0				40.0			40.0	
Total Lost Time (s)	5.0			5.0				5.0			5.0	
Act Effect Green (s)	17.6			17.6				32.8			32.8	
Actuated g/C Ratio	0.32			0.32				0.60			0.60	
v/c Ratio	0.29			0.06				0.35			0.58	
Control Delay	24.4			23.2				11.3			14.5	
Queue Delay	0.0			0.0				0.0			0.0	
Total Delay	24.4			23.2				11.3			14.5	
LOS	C			C				B			B	
Approach Delay		24.4			23.2			11.3			14.5	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	39			7				63			126	
Queue Length 95th (ft)	147			41				218			#457	
Internal Link Dist (ft)		122			106			459			562	
Turn Bay Length (ft)												
Base Capacity (vph)	546			546				2304			2304	
Starvation Cap Reductn	0			0				0			0	
Spillback Cap Reductn	0			0				0			0	
Storage Cap Reductn	0			0				0			0	
Reduced v/c Ratio	0.29			0.06				0.31			0.52	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 55.1

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 14.3

Intersection LOS: B

Intersection Capacity Utilization 46.5%

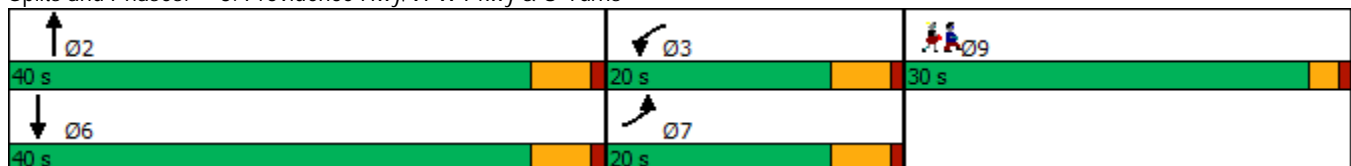
ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Providence Hwy/VFW Pkwy & U-Turns

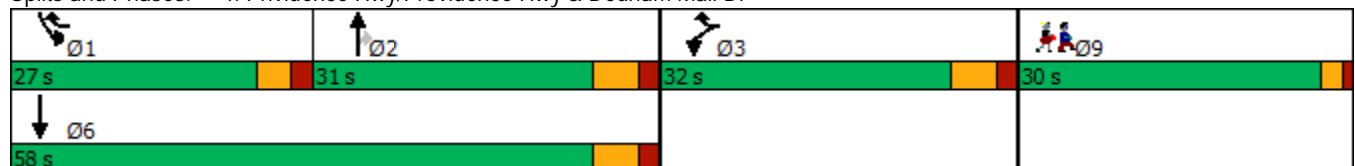


							Ø9
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	385	159	750	265	315	947	
Future Volume (vph)	385	159	750	265	315	947	
Satd. Flow (prot)	1711	1531	3421	1531	1711	3421	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1711	1531	3421	1531	1711	3421	
Satd. Flow (RTOR)			279				
Lane Group Flow (vph)	405	167	789	279	332	997	
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA	
Protected Phases	3	3	1		1	6	9
Permitted Phases			2				
Total Split (s)	32.0		31.0	31.0	27.0	58.0	30.0
Total Lost Time (s)	6.0		6.0	6.0	5.0	6.0	
Act Effect Green (s)	26.3	52.7	25.3	25.3	22.3	52.7	
Actuated g/C Ratio	0.27	0.55	0.26	0.26	0.23	0.55	
v/c Ratio	0.86	0.20	0.87	0.46	0.84	0.53	
Control Delay	53.9	10.6	46.9	7.0	55.9	16.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.9	10.6	46.9	7.0	55.9	16.8	
LOS	D	B	D	A	E	B	
Approach Delay	41.3		36.5			26.6	
Approach LOS	D		D			C	
Queue Length 50th (ft)	214	40	221	0	177	164	
Queue Length 95th (ft)	#551	66	#493	73	#466	394	
Internal Link Dist (ft)	414		1314			590	
Turn Bay Length (ft)				300	400		
Base Capacity (vph)	469	841	902	609	397	1877	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.86	0.20	0.87	0.46	0.84	0.53	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 96
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 33.0
 Intersection LOS: C
 Intersection Capacity Utilization 73.7%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Providence Hwy/Providence Hwy & Dedham Mall Dr





Lane Group	WBL	WBT	WBR	NBT	SBT	SBR	NWL	NWR	Ø9
Lane Configurations		↕↕		↑↑	↑↑	↗	↘		
Traffic Volume (vph)	100	850	35	983	943	392	20	100	
Future Volume (vph)	100	850	35	983	943	392	20	100	
Satd. Flow (prot)	0	3387	0	3421	3421	1531	1584	0	
Flt Permitted		0.995					0.992		
Satd. Flow (perm)	0	3387	0	3421	3421	1531	1584	0	
Satd. Flow (RTOR)									
Lane Group Flow (vph)	0	1037	0	1035	993	413	126	0	
Turn Type	Split	NA		NA	NA	Prot	Prot		
Protected Phases	4	4		2	6	6	3		9
Permitted Phases									
Total Split (s)	43.0	43.0		42.0	42.0	42.0	30.0		30.0
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0		
Act Effect Green (s)		38.0		61.0	61.0	61.0	25.0		
Actuated g/C Ratio		0.26		0.42	0.42	0.42	0.17		
v/c Ratio		1.17		0.72	0.69	0.64	0.46		
Control Delay		134.6		31.6	38.2	40.3	60.2		
Queue Delay		0.0		0.1	0.3	0.0	0.0		
Total Delay		134.6		31.7	38.5	40.3	60.2		
LOS		F		C	D	D	E		
Approach Delay		134.6		31.7	39.1		60.2		
Approach LOS		F		C	D		E		
Queue Length 50th (ft)		-611		180	368	283	108		
Queue Length 95th (ft)		#750		m#713	#711	#640	177		
Internal Link Dist (ft)		1195		376	505		321		
Turn Bay Length (ft)						300			
Base Capacity (vph)		887		1438	1438	644	273		
Starvation Cap Reductn		0		30	0	0	0		
Spillback Cap Reductn		0		0	96	0	0		
Storage Cap Reductn		0		0	0	0	0		
Reduced v/c Ratio		1.17		0.74	0.74	0.64	0.46		

Intersection Summary

Cycle Length: 145
 Actuated Cycle Length: 145
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 65.2
 Intersection LOS: E
 Intersection Capacity Utilization 79.7%
 ICU Level of Service D
 Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Washington Street North & Providence Hwy

<p>#6 #7 ↑↑ Ø2 (R) 42 s</p>	<p>#6 #7 ↖ ↗ Ø3 30 s</p>	<p>#6 #7 ↙ ↘ Ø4 43 s</p>	<p>Ø9 30 s</p>
<p>#6 #7 ↓ ↓ Ø6 (R) 42 s</p>			

7: Providence Hwy & Washington Street South
09/04/2021

Short-Term Improvements
Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	NBT	NBR	SBT	SEL2	SEL	SER	Ø9
Lane Configurations	↶	↷		↕	↶	↕		↶↷		
Traffic Volume (vph)	261	240	40	712	510	1043	10	36	500	
Future Volume (vph)	261	240	40	712	510	1043	10	36	500	
Satd. Flow (prot)	1711	1751	0	3421	1801	3421	0	3297	0	
Flt Permitted	0.950							0.996		
Satd. Flow (perm)	1711	1751	0	3421	1801	3421	0	3297	0	
Satd. Flow (RTOR)										
Lane Group Flow (vph)	275	295	0	749	537	1098	0	575	0	
Turn Type	Split	NA		NA	Prot	NA	Prot	Prot		
Protected Phases	3	3		2	2	6	4	4		9
Permitted Phases										
Total Split (s)	30.0	30.0		42.0	42.0	42.0	43.0	43.0		30.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0		5.0		
Act Effect Green (s)	25.0	25.0		61.0	61.0	61.0		38.0		
Actuated g/C Ratio	0.17	0.17		0.42	0.42	0.42		0.26		
v/c Ratio	0.93	0.98		0.52	0.71	0.76		1.18dr		
Control Delay	96.4	106.1		34.8	41.7	17.8		52.2		
Queue Delay	0.0	0.0		0.2	0.0	0.0		0.0		
Total Delay	96.4	106.1		35.0	41.7	17.8		52.2		
LOS	F	F		C	D	B		D		
Approach Delay		101.4		37.8		17.8		52.2		
Approach LOS		F		D		B		D		
Queue Length 50th (ft)	259	281		252	383	86		252		
Queue Length 95th (ft)	#436	#472		#441	#831	m#754		318		
Internal Link Dist (ft)		686		1163		376		221		
Turn Bay Length (ft)					200					
Base Capacity (vph)	295	301		1438	757	1438		864		
Starvation Cap Reductn	0	0		0	0	0		0		
Spillback Cap Reductn	0	0		182	0	0		0		
Storage Cap Reductn	0	0		0	0	0		0		
Reduced v/c Ratio	0.93	0.98		0.60	0.71	0.76		0.67		

Intersection Summary

Cycle Length: 145

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.17

Intersection Signal Delay: 44.2

Intersection LOS: D

Intersection Capacity Utilization 75.7%

ICU Level of Service D

Analysis Period (min) 15

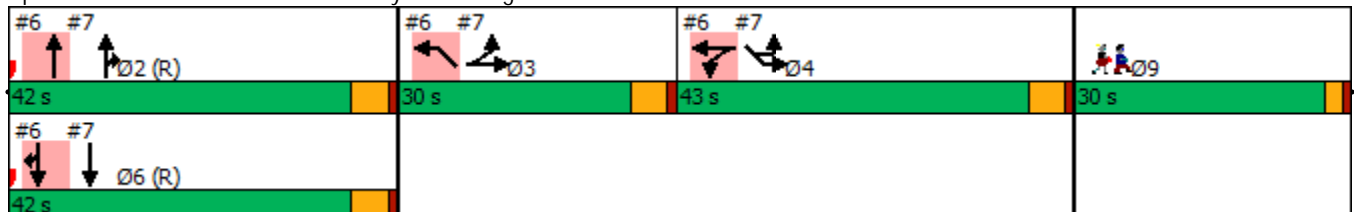
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 7: Providence Hwy & Washington Street South



3: Providence Hwy/VFW Pkwy & U-Turns
09/04/2021

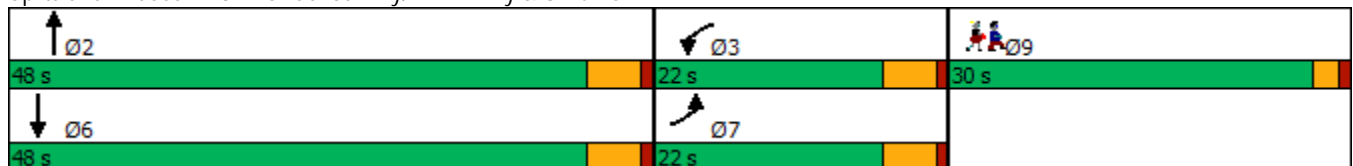
Short-Term Improvements
Weekend Saturday PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	0	0	30	0	0	0	895	0	0	1129	0
Future Volume (vph)	170	0	0	30	0	0	0	895	0	0	1129	0
Satd. Flow (prot)	1711	0	0	1711	0	0	0	3421	0	0	3421	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1711	0	0	1711	0	0	0	3421	0	0	3421	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	179	0	0	32	0	0	0	942	0	0	1188	0
Turn Type	Prot			Prot				NA			NA	
Protected Phases	7			3				2			6	
Permitted Phases												
Total Split (s)	22.0			22.0				48.0			48.0	
Total Lost Time (s)	5.0			5.0				5.0			5.0	
Act Effct Green (s)	16.5			16.5				29.4			29.4	
Actuated g/C Ratio	0.27			0.27				0.49			0.49	
v/c Ratio	0.38			0.07				0.57			0.71	
Control Delay	26.3			24.5				13.9			16.6	
Queue Delay	0.0			0.0				0.0			0.0	
Total Delay	26.3			24.5				13.9			16.6	
LOS	C			C				B			B	
Approach Delay		26.3			24.5			13.9			16.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	43			7				90			126	
Queue Length 95th (ft)	179			44				310			428	
Internal Link Dist (ft)		122			106			459			562	
Turn Bay Length (ft)												
Base Capacity (vph)	522			522				2642			2642	
Starvation Cap Reductn	0			0				0			0	
Spillback Cap Reductn	0			0				0			0	
Storage Cap Reductn	0			0				0			0	
Reduced v/c Ratio	0.34			0.06				0.36			0.45	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 60.4
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 16.3
 Intersection LOS: B
 Intersection Capacity Utilization 47.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: Providence Hwy/VFW Pkwy & U-Turns



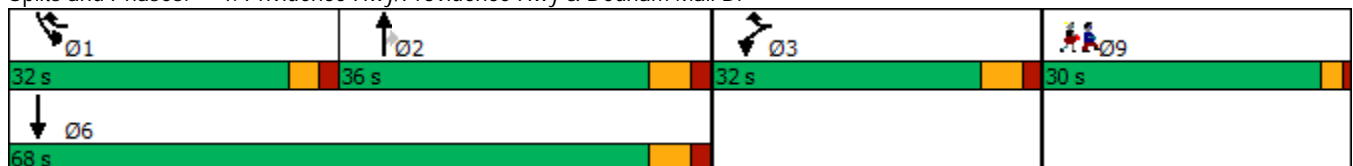


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	390	220	910	330	381	880	
Future Volume (vph)	390	220	910	330	381	880	
Satd. Flow (prot)	1711	1531	3421	1531	1711	3421	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	1711	1531	3421	1531	1711	3421	
Satd. Flow (RTOR)							
Lane Group Flow (vph)	411	232	958	347	401	926	
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA	
Protected Phases	3	3 1	2		1	6	9
Permitted Phases				2			
Total Split (s)	32.0		36.0	36.0	32.0	68.0	30.0
Total Lost Time (s)	6.0		6.0	6.0	5.0	6.0	
Act Effct Green (s)	26.3	57.7	30.3	30.3	27.3	62.7	
Actuated g/C Ratio	0.25	0.54	0.29	0.29	0.26	0.59	
v/c Ratio	0.97	0.28	0.98	0.79	0.91	0.46	
Control Delay	77.8	12.5	62.5	50.8	65.4	14.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	77.8	12.5	62.5	50.8	65.4	14.6	
LOS	E	B	E	D	E	B	
Approach Delay	54.3		59.4			30.0	
Approach LOS	D		E			C	
Queue Length 50th (ft)	255	68	311	200	244	148	
Queue Length 95th (ft)	#623	104	#652	#491	#594	353	
Internal Link Dist (ft)	414		1314			590	
Turn Bay Length (ft)				300	400		
Base Capacity (vph)	424	832	979	438	440	2023	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.97	0.28	0.98	0.79	0.91	0.46	

Intersection Summary

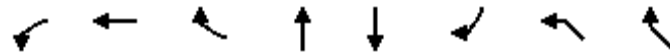
Cycle Length: 130
 Actuated Cycle Length: 106
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 46.5
 Intersection LOS: D
 Intersection Capacity Utilization 82.0%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Providence Hwy/Providence Hwy & Dedham Mall Dr



6: Washington Street North & Providence Hwy
09/04/2021

Short-Term Improvements
Weekend Saturday PM Peak Hour

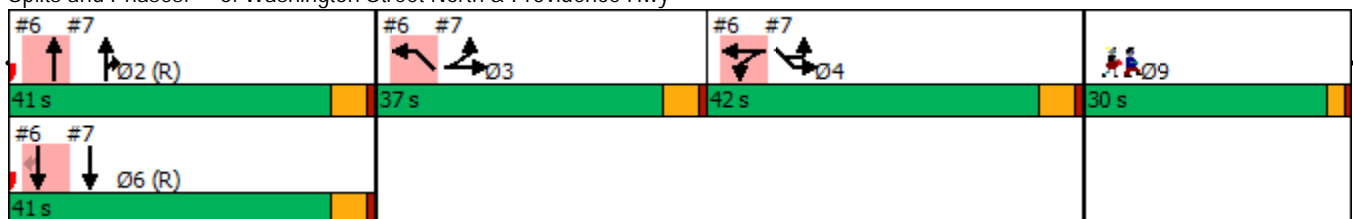


Lane Group	WBL	WBT	WBR	NBT	SBT	SBR	NWL	NWR	Ø9
Lane Configurations		↕↕		↕↕	↕↕	↗	↘		
Traffic Volume (vph)	550	300	35	1226	895	375	137	137	
Future Volume (vph)	550	300	35	1226	895	375	137	137	
Satd. Flow (prot)	0	3299	0	3421	3421	1531	1638	0	
Flt Permitted		0.970					0.976		
Satd. Flow (perm)	0	3299	0	3421	3421	1531	1638	0	
Satd. Flow (RTOR)									
Lane Group Flow (vph)	0	932	0	1291	942	395	288	0	
Turn Type	Split	NA		NA	NA	Perm	Prot		
Protected Phases	4	4		2	6		3		9
Permitted Phases						6			
Total Split (s)	42.0	42.0		41.0	41.0	41.0	37.0		30.0
Total Lost Time (s)		5.0		5.0	5.0	5.0	5.0		
Act Effect Green (s)		37.0		60.0	60.0	60.0	32.0		
Actuated g/C Ratio		0.25		0.40	0.40	0.40	0.21		
v/c Ratio		1.37dl		0.94	0.69	0.65	0.83		
Control Delay		129.6		32.3	41.1	43.4	76.2		
Queue Delay		0.4		0.0	17.1	0.0	0.0		
Total Delay		130.0		32.3	58.2	43.4	76.2		
LOS		F		C	E	D	E		
Approach Delay		130.0		32.3	53.8		76.2		
Approach LOS		F		C	D		E		
Queue Length 50th (ft)		-560		134	371	288	272		
Queue Length 95th (ft)		#697		#1035	#704	#642	#423		
Internal Link Dist (ft)		1195		376	505		321		
Turn Bay Length (ft)						300			
Base Capacity (vph)		813		1368	1368	612	349		
Starvation Cap Reductn		0		0	0	0	0		
Spillback Cap Reductn		53		0	433	0	0		
Storage Cap Reductn		0		0	0	0	0		
Reduced v/c Ratio		1.23		0.94	1.01	0.65	0.83		

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.15
 Intersection Signal Delay: 66.7
 Intersection LOS: E
 Intersection Capacity Utilization 92.9%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 6: Washington Street North & Providence Hwy



Splits and Phases: 7: Providence Hwy & Washington Street South

<p>#6 #7 41 s</p>	<p>#6 #7 37 s</p>	<p>#6 #7 42 s</p>	<p>#6 #7 30 s</p>
<p>#6 #7 41 s</p>			

**Appendix E:
MassDOT Highway Division
Project Development Process**

Overview of the Project Development Process

Transportation decision-making is complex and can be influenced by legislative mandates, environmental regulations, financial limitations, agency programmatic commitments, and partnering opportunities. Decision-makers and reviewing agencies, when consulted early and often throughout the project development process, can ensure that all participants understand the potential impact these factors can have on project implementation. Project development is the process that takes a transportation improvement from concept through construction.

The MassDOT Highway Division has developed a comprehensive project development process which is contained in Chapter 2 of the *MassDOT Highway Division's Project Development and Design Guide*. The eight-step process covers a range of activities extending from identification of a project need, through completion of a set of finished contract plans, to construction of the project. The sequence of decisions made through the project development process progressively narrows the project focus and, ultimately, leads to a project that addresses the identified needs. The descriptions provided below are focused on the process for a highway project, but the same basic process will need to be followed for non-highway projects as well.

1. Needs Identification

For each of the locations at which an improvement is to be implemented, MassDOT leads an effort to define the problem, establishes project goals and objectives, and defines the scope of the planning needed for implementation. To that end, it has to complete a Project Need Form (PNF), which states in general terms the deficiencies or needs related to the transportation facility or location. The PNF documents the problems and explains why corrective action is needed. For this study, the information defining the need for the project will be drawn primarily, perhaps exclusively, from the present report. Also, at this point in the process, MassDOT meets with potential participants, such as the Metropolitan Planning Organization (MPO) and community members, to allow for an informal review of the project.

The PNF is reviewed by the MassDOT Highway Division district office whose jurisdiction includes the location of the proposed project. MassDOT also sends the PNF to the MPO, for informational purposes. The outcome of this step determines whether the project requires further planning, whether it is already well supported by prior planning studies, and, therefore, whether it is ready to move forward into the design phase, or whether it should be dismissed from further consideration.

2. Planning

This phase will likely not be required for the implementation of the improvements proposed in this planning study, as this planning report should constitute the outcome of this step. However, in general, the purpose of this implementation step is for the project proponent to identify issues, impacts, and approvals that may need to be obtained, so that the subsequent design and permitting processes are understood.

The level of planning needed will vary widely, based on the complexity of the project. Typical tasks include: define the existing context, confirm project need, establish goals and objectives, initiate public outreach, define the project, collect data, develop and analyze alternatives, make recommendations, and provide documentation. Likely outcomes include consensus on the project definition to enable it to move forward into environmental documentation (if needed) and design, or a recommendation to delay the project or dismiss it from further consideration.

3. Project Initiation

At this point in the process, the proponent, MassDOT Highway Division, fills out a Project Initiation Form (PIF) for each improvement, which is reviewed by its Project Review Committee (PRC) and the MPO. The PRC is composed of the Chief Engineer, each District Highway Director, and representatives of the Project Management, Environmental, Planning, Right-of-Way, Traffic, and Bridge departments, and the MassDOT Federal Aid Program Office (FAPO). The PIF documents the project type and description, summarizes the project planning process, identifies likely funding and project management responsibility, and defines a plan for interagency and public participation. First the PRC reviews and evaluates the proposed project based on the MassDOT's statewide priorities and criteria. If the result is positive, MassDOT Highway Division moves the project forward to the design phase, and to programming review by the MPO. The PRC may provide a Project Management Plan to define roles and responsibilities for subsequent steps. The MPO review includes project evaluation based on the MPO's regional priorities and criteria. The MPO may assign project evaluation criteria score, a Transportation Improvement Program (TIP) year, a tentative project category, and a tentative funding category.

4. Environmental Permitting, Design, and Right-of-Way Process

This step has four distinct but closely integrated elements: public outreach, environmental documentation and permitting (if required), design, and right-of-way acquisition (if required). The outcome of this step is a fully designed and permitted project ready for construction. However, a project does not have to be fully designed in order for the MPO to program it in the TIP. The sections below provide more detailed information on the four elements of this step of the project development process.

Public Outreach

Continued public outreach in the design and environmental process is essential to maintain public support for the project and to seek meaningful input on the design elements. The public outreach is often in the form of required public hearings, but can also include less formal dialogues with those interested in and affected by a proposed project.

Environmental Documentation and Permitting

The project proponent, in coordination with the Environmental Services section of the MassDOT Highway Division, will be responsible for identifying and complying with all applicable federal, state, and local environmental laws and requirements. This includes determining the appropriate project category for both the Massachusetts Environmental Protection Act (MEPA) and the National Environmental Protection Act (NEPA). Environmental documentation and permitting is often completed in conjunction with the **Preliminary Design** phase described below.

Design

There are three major phases of design. The first is **Preliminary Design**, which is also referred to as the 25-percent submission. The major components of this phase include full survey of the project area, preparation of base plans, development of basic geometric layout, development of preliminary cost estimates, and submission of a functional design report. Preliminary Design, although not required to, is often completed in conjunction with the Environmental Documentation and Permitting. The next phase is **Final Design**, which is also referred to as the 75-percent and 100-percent submission. The major components of this phase include preparation of a subsurface exploratory plan (if required), coordination of utility relocations, development of traffic management plans through construction zones, development of final cost estimates, and refinement and finalization of the construction plans. Once Final Design is complete, a full set of **Plans, Specifications, and Estimates (PS&E)** is developed for the project.

Right-of-Way Acquisition

A separate set of Right-of-Way plans are required for any project that requires land acquisition or easements. The plans must identify the existing and proposed layout lines, easements, property lines, names of property owners, and the dimensions and areas of estimated takings and easements.

5. Programming (Identification of Funding)

Programming, which typically begins during the design phase, can actually occur at any time during the process, from planning to design. In this step, which is distinct from project initiation, the proponent requests that the MPO place the project in the region's Transportation Improvement Program (TIP). The proponent requesting the project's listing on the TIP can be the community or it can be one of the MPO member agencies (the Regional Planning Agency, MassDOT, and the Regional Transit Authority). The MPO then considers the project in terms of state and regional needs, evaluation criteria, and compliance with the regional Transportation Plan and decides whether to place it in the draft TIP for public review and then in the final TIP.

6. Procurement

Following project design and programming of a highway project, the MassDOT Highway Division publishes a request for proposals. It then reviews the bids and awards the contract to the qualified bidder with the lowest bid.

7. Construction

After a construction contract is awarded, MassDOT Highway Division and the contractor develop a public participation plan and a management plan for the construction process.

8. Project Assessment

The purpose of this step is to receive constituents' comments on the project development process and the project's design elements. MassDOT Highway Division can apply what is learned in this process to future projects.

Project Development Schematic Timetable

Description	Schedule Influence	Typical Duration
<p>Step I: Problem/Need/Opportunity Identification The proponent completes a Project Need Form (PNF). This form is then reviewed by the MassDOT District office which provides guidance to the proponent on the subsequent steps of the process.</p>	<p>The Project Need Form has been developed so that it can be prepared quickly by the proponent, including any supporting data that is readily available. The District office shall return comments to the proponent within one month of PNF submission.</p>	<p>1 to 3 months</p>
<p>Step II: Planning Project planning can range from agreement that the problem should be addressed through a clear solution to a detailed analysis of alternatives and their impacts.</p>	<p>For some projects, no planning beyond preparation of the Project Need Form is required. Some projects require a planning study centered on specific project issues associated with the proposed solution or a narrow family of alternatives. More complex projects will likely require a detailed alternatives analysis.</p>	<p>Project Planning Report: 3 to 24+ months</p>
<p>Step III: Project Initiation The proponent prepares and submits a Project Initiation Form (PIF) and a Transportation Evaluation Criteria (TEC) form in this step. The PIF and TEC are informally reviewed by the Metropolitan Planning Organization (MPO) and MassDOT District office, and formally reviewed by the PRC.</p>	<p>The PIF includes refinement of the preliminary information contained in the PNF. Additional information summarizing the results of the planning process, such as the Project Planning Report, are included with the PIF and TEC. The schedule is determined by PRC staff review (dependent on project complexity) and meeting schedule.</p>	<p>1 to 4 months</p>
<p>Step IV: Design, Environmental, and Right of Way The proponent completes the project design. Concurrently, the proponent completes necessary environmental permitting analyses and files applications for permits. Any right of way needed for the project is identified and the acquisition process begins.</p>	<p>The schedule for this step is dependent upon the size of the project and the complexity of the design, permitting, and right-of-way issues. Design review by the MassDOT district and appropriate sections is completed in this step.</p>	<p>3 to 48+ months</p>
<p>Step V: Programming The MPO considers the project in terms of its regional priorities and determines whether or not to include the project in the draft Regional Transportation Improvement Program (TIP) which is then made available for public comment. The TIP includes a project description and funding source.</p>	<p>The schedule for this step is subject to each MPO's programming cycle and meeting schedule. It is also possible that the MPO will not include a project in its Draft TIP based on its review and approval procedures.</p>	<p>3 to 12+ months</p>
<p>Step VI: Procurement The project is advertised for construction and a contract awarded.</p>	<p>Administration of competing projects can influence the advertising schedule.</p>	<p>1 to 12 months</p>
<p>Step VII: Construction The construction process is initiated including public notification and any anticipated public involvement. Construction continues to project completion.</p>	<p>The duration for this step is entirely dependent upon project complexity and phasing.</p>	<p>3 to 60+ months</p>
<p>Step VIII: Project Assessment The construction period is complete and project elements and processes are evaluated on a voluntary basis.</p>	<p>The duration for this step is dependent upon the proponent's approach to this step and any follow-up required.</p>	<p>1 month</p>

Source: MassDOT Highway Division Project Development and Design Guide