## Appendix C: Traffic and Speed Data

Full Length (6 AM-10 AM, 2 PM-6 PM, 10 AM-2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055361, Location: 42.467894, -70.953695

Provided by: Precision Data Industries, LLC (PDI) 157 Washington Street, 2, Hudson, MA, 01749, US

| Leg <br> Direction | Beacon Hill Avenue <br> Southbound | Washington Street (Route 129) <br> Westbound | Hanover Street <br> Northbound |
| :--- | :--- | :--- | :--- |
| Time |  |  |  | Time

2023-04-13 6:00AM

| $2023-04-13$ |
| ---: |
|  |
| $H$ |


| R | T | L | U | App | Ped* $^{*}$ | R | T | L | U | App | Ped* $^{*}$ | R | T | L | U | App | Ped* |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 0 | 0 | 0 | 0 | $\mathbf{0}$ | 3 | 4 | 79 | 11 | 0 | $\mathbf{9 4}$ | 0 | 0 | 5 | 5 | 0 | $\mathbf{1 0}$ | 4 |
| 0 | 0 | 0 | 0 | $\mathbf{0}$ | 1 | 0 | 67 | 18 | 0 | $\mathbf{8 5}$ | 1 | 5 | 12 | 6 | 0 | $\mathbf{2 3}$ | 4 | Eastboun


| Hourly Total | 1 | 0 | 0 | 0 | 1 | 7 | 12 | 294 | 50 | 0 | 356 | 2 | 9 | 37 | 16 | 0 | 62 | 10 | 48 | 162 | 44 | 0 | 254 | 4 | 673 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 7:00AM | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 68 | 20 | 0 | 95 | 1 | 0 | 8 | 5 | 0 | 13 | 5 | 16 | 81 | 11 | 0 | 108 | 2 | 216 |
| 7:15AM | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 76 | 21 | 0 | 105 | 0 | 8 | 20 | 6 | 0 | 34 | 4 | 28 | 83 | 7 | 0 | 118 | 1 | 257 |
| 7:30AM | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 61 | 26 | 0 | 97 | 2 | 8 | 13 | 3 | 0 | 24 | 5 | 23 | 98 | 20 | 0 | 141 | 3 | 262 |
| 7:45AM | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 73 | 45 | 0 | 133 | 3 | 4 | 20 | 6 | 0 | 30 | 4 | 11 | 96 | 19 | 0 | 126 | 3 | 289 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 10 | 40 | 278 | 112 | 0 | 430 | 6 | 20 | 61 | 20 | 0 | 101 | 18 | 78 | 358 | 57 | 0 | 493 | 9 | 1024 |
| 8:00AM | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 77 | 30 | 0 | 119 | 1 | 10 | 36 | 7 | 0 | 53 | 4 | 24 | 98 | 11 | 0 | 133 | 2 | 305 |
| 8:15AM | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 83 | 30 | 0 | 117 | 8 | 3 | 27 | 3 | 0 | 33 | 6 | 19 | 78 | 17 | 0 | 114 | 1 | 264 |
| 8:30AM | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 64 | 13 | 0 | 82 | 0 | 6 | 10 | 3 | 0 | 19 | 8 | 24 | 81 | 8 | 0 | 113 | 1 | 214 |
| 8:45AM | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 68 | 15 | 0 | 88 | 2 | 3 | 15 | 2 | 0 | 20 | 3 | 9 | 84 | 13 | 0 | 106 | 4 | 214 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 9 | 26 | 292 | 88 | 0 | 406 | 11 | 22 | 88 | 15 | 0 | 125 | 21 | 76 | 341 | 49 | 0 | 466 | 8 | 997 |
| 9:00AM | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 72 | 8 | 0 | 92 | 5 | 5 | 7 | 2 | 0 | 14 | 3 | 7 | 90 | 11 | 0 | 108 | 3 | 214 |
| 9:15AM | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 66 | 14 | 0 | 85 | 0 | 6 | 12 | 3 | 0 | 21 | 3 | 16 | 65 | 12 | 0 | 93 | 0 | 199 |
| 9:30AM | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 72 | 6 | 0 | 82 | 3 | 5 | 7 | 4 | 0 | 16 | 15 | 10 | 76 | 5 | 0 | 91 | 4 | 189 |
| 9:45AM | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 64 | 7 | 0 | 75 | 2 | 5 | 15 | 3 | 0 | 23 | 0 | 8 | 79 | 13 | 0 | 100 | 0 | 198 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 17 | 25 | 274 | 35 | 0 | 334 | 10 | 21 | 41 | 12 | 0 | 74 | 21 | 41 | 310 | 41 | 0 | 392 | 7 | 800 |
| 2:00PM | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 102 | 23 | 0 | 137 | 0 | 10 | 15 | 1 | 0 | 26 | 5 | 13 | 63 | 11 | 0 | 87 | 7 | 250 |
| 2:15PM | 0 | 0 | 0 | 0 | 0 | 4 | 55 | 24 | 28 | 1 | 108 | 14 | 20 | 43 | 1 | 0 | 64 | 10 | 7 | 36 | 7 | 0 | 50 | 8 | 222 |
| 2:30PM | 0 | 0 | 0 | 0 | 0 | 11 | 64 | 11 | 40 | 0 | 115 | 6 | 22 | 65 | 0 | 0 | 87 | 10 | 4 | 1 | 4 | 0 | 9 | 5 | 211 |
| 2:45PM | 0 | 0 | 0 | 0 | 0 | 5 | 56 | 2 | 53 | 0 | 111 | 2 | 25 | 53 | 0 | 0 | 78 | 10 | 1 | 0 | 0 | 0 | 1 | 6 | 190 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 21 | 187 | 139 | 144 | 1 | 471 | 22 | 77 | 176 | 2 | 0 | 255 | 35 | 25 | 100 | 22 | 0 | 147 | 26 | 873 |
| 3:00PM | 0 | 0 | 0 | 0 | 0 | 6 | 28 | 79 | 32 | 0 | 139 | 1 | 17 | 47 | 2 | 0 | 66 | 9 | 15 | 78 | 18 | 0 | 111 | 10 | 316 |
| 3:15PM | 0 | 0 | 0 | 0 | 0 | 7 | 14 | 82 | 19 | 0 | 115 | 9 | 8 | 36 | 8 | 0 | 52 | 4 | 28 | 75 | 14 | 0 | 117 | 5 | 284 |
| 3:30PM | 0 | 0 | 0 | 0 | 0 | 10 | 13 | 88 | 14 | 0 | 115 | 0 | 5 | 30 | 6 | 0 | 41 | 6 | 8 | 69 | 14 | 0 | 91 | 6 | 247 |
| 3:45PM | 0 | 0 | 0 | 0 | 0 | 8 | 11 | 105 | 27 | 0 | 143 | 5 | 6 | 23 | 8 | 0 | 37 | 3 | 9 | 77 | 14 | 0 | 100 | 2 | 280 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 31 | 66 | 354 | 92 | 0 | 512 | 15 | 36 | 136 | 24 | 0 | 196 | 22 | 60 | 299 | 60 | 0 | 419 | 23 | 1127 |
| 4:00PM | 0 | 0 | 0 | 0 | 0 | 6 | 18 | 106 | 16 | 0 | 140 | 1 | 14 | 58 | 7 | 0 | 79 | 6 | 25 | 60 | 17 | 0 | 102 | 4 | 321 |
| 4:15PM | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 95 | 23 | 0 | 133 | 1 | 15 | 33 | 7 | 0 | 55 | 7 | 15 | 77 | 18 | 0 | 110 | 0 | 298 |
| 4:30PM | 0 | 0 | 0 | 0 | 0 | 7 | 29 | 97 | 25 | 0 | 151 | 6 | 9 | 46 | 5 | 0 | 60 | 6 | 13 | 88 | 19 | 0 | 120 | 0 | 331 |
| 4:45PM | 0 | 0 | 0 | 0 | 0 | 7 | 20 | 88 | 16 | 0 | 124 | 0 | 10 | 43 | 3 | 0 | 56 | 9 | 10 | 84 | 23 | 0 | 117 | 0 | 297 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 25 | 82 | 386 | 80 | 0 | 548 | 8 | 48 | 180 | 22 | 0 | 250 | 28 | 63 | 309 | 77 | 0 | 449 | 4 | 1247 |
| 5:00PM | 0 | 0 | 0 | 0 | 0 | 3 | 22 | 87 | 18 | 0 | 127 | 3 | 6 | 46 | 7 | 0 | 59 | 10 | 16 | 73 | 21 | 0 | 110 | 2 | 296 |
| 5:15PM | 0 | 0 | 0 | 0 | 0 | 9 | 13 | 102 | 18 | 0 | 133 | 1 | 4 | 27 | 3 | 0 | 34 | 8 | 14 | 89 | 26 | 0 | 129 | 3 | 296 |
| 5:30PM | 0 | 0 | 0 | 0 | 0 | 5 | 16 | 104 | 15 | 0 | 135 | 2 | 9 | 25 | 7 | 0 | 41 | 6 | 11 | 79 | 18 | 0 | 108 | 2 | 284 |
| 5:45PM | 0 | 0 | 0 | 0 | 0 | 6 | 15 | 82 | 14 | 0 | 111 | 0 | 5 | 18 | 2 | 0 | 25 | 5 | 17 | 71 | 23 | 0 | 111 | 2 | 247 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 23 | 66 | 375 | 65 | 0 | 506 | 6 | 24 | 116 | 19 | 0 | 159 | 29 | 58 | 312 | 88 | 0 | 458 | 9 | 1123 |
| 2023-04-15 10:00AM | 0 | 0 | 0 | 0 | 0 | 6 | 8 | 63 | 14 | 1 | 86 | 1 | 2 | 13 | 5 | 0 | 20 | 1 | 8 | 70 | 5 | 0 | 83 | 0 | 189 |
| 10:15AM | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 72 | 12 | 0 | 92 | 0 | 4 | 11 | 2 | 0 | 17 | 7 | 7 | 40 | 7 | 0 | 54 | 1 | 163 |
| 10:30AM | 1 | 0 | 0 | 0 | 1 | 5 | 7 | 84 | 9 | 0 | 100 | 1 | 9 | 9 | 3 | 0 | 21 | 5 | 6 | 61 | 7 | 0 | 74 | 0 | 196 |
| 10:45AM | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 76 | 7 | 0 | 86 | 0 | 7 | 9 | 2 | 0 | 18 | 1 | 7 | 87 | 5 | 0 | 99 | 3 | 203 |
| Hourly Total | 1 | 0 | 0 | 0 | 1 | 19 | 26 | 295 | 42 | 1 | 364 | 2 | 22 | 42 | 12 | 0 | 76 | 14 | 28 | 258 | 24 | 0 | 310 | 4 | 751 |
| 11:00AM | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 92 | 24 | 0 | 127 | 3 | 7 | 11 | 4 | 0 | 22 | 4 | 8 | 61 | 8 | 0 | 77 | 1 | 226 |
| 11:15AM | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 106 | 59 | 0 | 170 | 0 | 10 | 15 | 11 | 0 | 36 | 5 | 6 | 55 | 11 | 0 | 72 | 2 | 278 |
| 11:30AM | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 95 | 34 | 0 | 141 | 1 | 19 | 16 | 2 | 0 | 37 | 5 | 8 | 71 | 14 | 0 | 93 | 0 | 271 |
| 11:45AM | 0 | 0 | 0 | 0 | 0 | 8 | 10 | 71 | 10 | 0 | 91 | 0 | 8 | 17 | 6 | 0 | 31 | 7 | 8 | 100 | 9 | 0 | 117 | 1 | 239 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 18 | 38 | 364 | 127 | 0 | 529 | 4 | 44 | 59 | 23 | 0 | 126 | 21 | 30 | 287 | 42 | 0 | 359 | 4 | 1014 |
| 12:00PM | 0 | 0 | 0 | 0 | 0 | 6 | 10 | 78 | 14 | 0 | 102 | 2 | 10 | 17 | 4 | 0 | 31 | 5 | 8 | 67 | 11 | 0 | 86 | 0 | 219 |
| 12:15PM | 0 | 0 | 0 | 0 | 0 | 4 | 11 | 75 | 16 | 0 | 102 | 1 | 2 | 18 | 5 | 0 | 25 | 12 | 7 | 61 | 11 | 0 | 79 | 1 | 206 |
| 12:30PM | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 79 | 10 | 0 | 98 | 1 | 3 | 17 | 4 | 0 | 24 | 4 | 10 | 74 | 14 | 0 | 98 | 0 | 220 |
| 12:45PM | 0 | 0 | 0 | 0 | 0 | 11 | 10 | 57 | 9 | 0 | 76 | 0 | 3 | 22 | 2 | 0 | 27 | 3 | 19 | 79 | 12 | 0 | 110 | 0 | 213 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 24 | 40 | 289 | 49 | 0 | 378 | 4 | 18 | 74 | 15 | 0 | 107 | 24 | 44 | 281 | 48 | 0 | 373 | 1 | 858 |
| 1:00PM | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 84 | 13 | 0 | 106 | 0 | 5 | 13 | 4 | 0 | 22 | 2 | 13 | 80 | 8 | 0 | 101 | 2 | 229 |
| 1:15PM | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 74 | 13 | 0 | 94 | 0 | 8 | 21 | 8 | 0 | 37 | 10 | 12 | 73 | 10 | 0 | 95 | 1 | 226 |


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

Thu Apr 13, 2023
AM Peak (Apr 132023 7:30AM - 8:30 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

Provided by: Precision Data Industries, LLC (PDI)
All Movements
ID: 1055361, Location: 42.467894, -70.953695 157 Washington Street, 2, Hudson, MA, 01749, US

| Leg <br> Direction | Beacon Hill Avenue Southbound |  |  |  | Washington Street (Route 129) Westbound |  |  |  |  |  | Hanover Street Northbound |  |  |  |  |  | Washington Street (Route 129) Eastbound |  |  |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  | T L U | A App | Ped* | R | T | L U | U | App | Ped* | R | T |  | U | App | Ped* | R | T | L | U |  | Ped* |  |
| 2023-04-13 7:30AM | 0 | $\begin{array}{lll}0 & 0 & 0\end{array}$ | 00 | 1 | 10 | 61 | 26 | 0 | 97 | 2 | 8 | 13 | 3 | 0 | 24 | 5 | 23 | 98 | 20 | 0 |  | 3 | 262 |
| 7:45AM | 0 | $0 \begin{array}{lll}0 & 0\end{array}$ | 0 | 5 | 15 | 73 | 45 | 0 | 133 | 3 | 4 | 20 | 6 | 0 | 30 | 4 | 11 | 96 | 19 | 0 | 126 | 3 | 289 |
| 8:00AM | 0 | $0 \begin{array}{lll}0 & 0\end{array}$ | 0 | 1 | 12 | 77 | 30 | 0 | 119 | 1 | 10 | 36 | 7 | 0 | 53 | 4 | 24 | 98 | 11 | 0 | 133 | 2 | 305 |
| 8:15AM | 0 | 0 0 0 | 0 | 1 | 4 | 83 | 30 | 0 | 117 | 8 | 3 | 27 | 3 | 0 | 33 | 6 | 19 | 78 | 17 | 0 | 114 | 1 | 264 |
| Total | 0 | $\begin{array}{lll}0 & 0 & 0\end{array}$ | 0 | 8 | 41 | 294 | 131 | 0 | 466 | 14 | 25 | 96 | 19 | 0 | 140 | 19 | 77 | 370 | 67 | 0 | 514 | 9 | 1120 |
| \% Approach | 0\% 0 | 0\% 0\% 0\% | \% | - | 8.8\% | 63.1\% | 28.1\% 0\% |  | - |  | 17.9\% | 68.6\% | 13.6\% 0\% |  | - |  | 15.0\% 7 | 72.0\% | 13.0\% 0 |  | - |  |  |
| \% Total | 0\% 0 | 0\% 0\% 0\% | 0\% | - | 3.7\% | 26.3\% | 11.7\% 0\% | \% 4 | 41.6\% |  | 2.2\% | 8.6\% | 1.7\% 0\% | \% 1 | 12.5\% |  | 6.9\% | 33.0\% | 6.0\% 0 | \% 4 | 45.9\% |  | - |
| PHF | - | - - - | - - | - | 0.683 | 0.893 | 0.728 | - 0 | 0.874 |  | 0.625 | 0.667 | 0.679 | - | 0.660 |  | 0.802 | 0.944 | 0.838 | - 0 | 0.911 |  | 0.917 |
| Motorcycles | 0 | $0{ }_{0} 0$ | 0 |  | 0 | 2 | 0 | 0 | 2 |  | 0 | 0 | 0 | 0 | 0 | - | 1 | 1 | 0 | 0 | 2 |  | 4 |
| \% Motorcycles | 0\% 0 | 0\% 0\% 0\% |  |  | 0\% | 0.7\% | 0\% 0\% | \% | 0.4\% |  | 0\% | 0\% | 0\% 0\% |  | 0\% |  | 1.3\% | 0.3\% | 0\% 0 | \% | 0.4\% |  | 0.4\% |
| Lights | 0 | $\begin{array}{lll}0 & 0 & 0\end{array}$ | 0 | - | 38 | 279 | 123 | 0 | 440 | - | 24 | 95 | 18 | 0 | 137 |  | 73 | 359 | 60 | 0 | 492 |  | 1069 |
| \% Lights | 0\% 0 | 0\% 0\% 0\% |  |  | 92.7\% | 94.9\% | 93.9\% 0\% | \% 9 | 94.4\% |  | 96.0\% | 99.0\% | 94.7\% 0\% | \% 9 | 97.9\% |  | 94.8\% 9 | 97.0\% | 89.6\% 0 | \% 9 | 95.7\% |  | 95.4\% |
| Single-Unit Trucks | 0 | $\begin{array}{lll}0 & 0 & 0\end{array}$ | 0 | - | 0 | 7 | 3 | 0 | 10 | - | 1 | 1 | 1 | 0 | 3 |  | 1 | 6 | 2 | 0 | 9 |  | 22 |
| \% Single-Unit Trucks | 0\% 0 | 0\% 0\% 0\% |  |  | 0\% | 2.4\% | 2.3\% 0\% | \% | 2.1\% |  | 4.0\% | 1.0\% | 5.3\% 0\% |  | 2.1\% |  | 1.3\% | 1.6\% | 3.0\% 0 | \% | 1.8\% |  | 2.0\% |
| Articulated Trucks | 0 | $0 \quad 0$ | 0 |  | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 2 | 3 | 0 | 0 | 5 |  | 5 |
| \% Articulated Trucks | 0\% 0\% | 0\% 0\% 0\% | \% | - | 0\% | 0\% | 0\% 0\% | \% | 0\% | - | 0\% | 0\% | 0\% 0\% |  | 0\% |  | 2.6\% | 0.8\% | 0\% 0 | \% | 1.0\% |  | 0.4\% |
| Buses | 0 | $0 \quad 0$ | 0 | - | 3 | 5 | 5 | 0 | 13 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 5 | 0 | 6 |  | 19 |
| \% Buses | 0\% 0 | 0\% 0\% 0\% | \% | - | 7.3\% | 1.7\% | 3.8\% 0\% | \% | 2.8\% | - | 0\% | 0\% | 0\% 0\% |  | 0\% | - | 0\% | 0.3\% | 7.5\% 0 |  | 1.2\% |  | 1.7\% |
| Bicycles on Road | 0 | $\begin{array}{lll}0 & 0 & 0\end{array}$ | 0 |  | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 |  | 1 |
| \% Bicycles on Road | 0\% 0 | 0\% 0\% 0\% | \% | - | 0\% | 0.3\% | 0\% 0\% | \% | 0.2\% | - | 0\% | 0\% | 0\% 0\% |  | 0\% | - | 0\% | 0\% | 0\% 0 |  | 0\% |  | 0.1\% |
| Pedestrians | - | - - - | - - | 8 | - | - | - | - | - | 14 | - | - | - | - | - | 19 | - | - | - | - | - | 9 |  |
| \% 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

## 239292 (1) Washington @ Beacon Hill TMC - TMC

Thu Apr 13, 2023
PM Peak (Apr 132023 4PM - 5 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

Provided by: Precision Data Industries, LLC (PDI)
All Movements
ID: 1055361, Location: 42.467894, -70.953695 157 Washington Street, 2, Hudson, MA, 01749, US

| Leg <br> Direction | Beacon Hill Avenue Southbound |  |  |  | Washington Street (Route 129) Westbound |  |  |  |  |  | Hanover Street Northbound |  |  |  |  |  | Washington Street (Route 129) Eastbound |  |  |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  | T L U | U App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U |  | Ped* |  |
| 2023-04-13 4:00PM | 0 | $\begin{array}{lll}0 & 0 & 0\end{array}$ | 0 0 | 6 | 18 | 106 | 16 | 0 | 140 | 1 | 14 | 58 | 7 | 0 | 79 | 6 | 25 | 60 | 17 | 0 |  | 4 | 321 |
| 4:15PM | 0 | $0 \begin{array}{lll}0 & 0\end{array}$ | 0 | 5 | 15 | 95 | 23 | 0 | 133 | 1 | 15 | 33 | 7 | 0 | 55 | 7 | 15 | 77 | 18 | 0 | 110 | 0 | 298 |
| 4:30PM | 0 | $0 \begin{array}{lll}0 & 0\end{array}$ | 0 | 7 | 29 | 97 | 25 | 0 | 151 | 6 | 9 | 46 | 5 | 0 | 60 | 6 | 13 | 88 | 19 | 0 | 120 | 0 | 331 |
| 4:45PM | 0 | 0 0 0 | 0 | 7 | 20 | 88 | 16 | 0 | 124 | 0 | 10 | 43 | 3 | 0 | 56 | 9 | 10 | 84 | 23 | 0 | 117 | 0 | 297 |
| Total | 0 | $\begin{array}{lll}0 & 0 & 0\end{array}$ | 0 | 25 | 82 | 386 | 80 | 0 | 548 | 8 | 48 | 180 | 22 | 0 | 250 | 28 | 63 | 309 | 77 | 0 | 449 | 4 | 1247 |
| \% Approach | 0\% 0 | 0\% 0\% 0\% | \% |  | 15.0\% | 70.4\% | 14.6\% 0\% |  | - |  | 19.2\% | 72.0\% 8 | 8.8\% 0\% |  | - |  | 14.0\% 6 | 68.8\% | 17.1\% 0 |  | - |  | - |
| \% Total | 0\% 0 | 0\% 0\% 0\% | 0\% | - | 6.6\% | 31.0\% | 6.4\% 0\% | \% 4 | 43.9\% |  | 3.8\% | 14.4\% | 1.8\% 0\% | \% 2 | 20.0\% |  | 5.1\% 2 | 24.8\% | 6.2\% 0 | \% 3 | 36.0\% |  | - |
| PHF | - | - - - | - - | - | 0.707 | 0.910 | 0.800 | - 0 | 0.907 |  | 0.800 | 0.776 | 0.786 | - 0 | 0.791 |  | 0.630 | 0.878 | 0.837 | - 0 | 0.935 |  | 0.942 |
| Motorcycles | 0 | $\begin{array}{lll}0 & 0 & 0\end{array}$ | 0 |  | 0 | 0 | 2 | 0 | 2 |  | 0 | 0 | 0 | 0 | 0 | - | 1 | 2 | 0 | 0 | 3 |  | 5 |
| \% Motorcycles | 0\% 0 | 0\% 0\% 0\% | \% | - - | 0\% | 0\% | 2.5\% 0 | \% | 0.4\% | - | 0\% | 0\% | 0\% 0\% | \% | 0\% |  | 1.6\% | 0.6\% | 0\% 0 | \% | 0.7\% |  | 0.4\% |
| Lights | 0 | $\begin{array}{lll}0 & 0 & 0\end{array}$ | 0 | - | 81 | 374 | 74 | 0 | 529 | - | 48 | 178 | 22 | 0 | 248 |  | 60 | 293 | 73 | 0 | 426 |  | 1203 |
| \% Lights | 0\% 0 | 0\% 0\% 0\% |  |  | 98.8\% | 96.9\% | 92.5\% 0 | \% 9 | 96.5\% | - | 100\% | 98.9\% 1 | 100\% 0\% | \% 9 | 99.2\% |  | 95.2\% 9 | 94.8\% | 94.8\% 0 | \% 9 | 94.9\% |  | 96.5\% |
| Single-Unit Trucks | 0 | $\begin{array}{lll}0 & 0 & 0\end{array}$ | 0 | - | 1 | 5 | 1 | 0 | 7 | - | 0 | 1 | 0 | 0 | 1 |  | 0 | 8 | 3 | 0 | 11 |  | 19 |
| \% Single-Unit Trucks | 0\% 0 | 0\% 0\% 0\% | \% |  | 1.2\% | 1.3\% | 1.3\% 0\% | \% | 1.3\% | - | 0\% | 0.6\% | 0\% 0\% | \% | 0.4\% | - | 0\% | 2.6\% | 3.9\% 0 | \% | 2.4\% |  | 1.5\% |
| Articulated Trucks | 0 | $0 \quad 0$ | 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\% | 0.3\% | 0\% 0\% | \% | 0.2\% |  | 0.1\% |
| Buses | 0 | $0 \quad 0$ | 0 | - | 0 | 7 | 3 | 0 | 10 | - | 0 | 1 | 0 | 0 | 1 | - | 2 | 5 | 1 | 0 | 8 |  | 19 |
| \% Buses | 0\% 0 | 0\% 0\% 0\% | \% - | - | 0\% | 1.8\% | 3.8\% 0\% | \% | 1.8\% | - | 0\% | 0.6\% | 0\% 0\% | \% | 0.4\% | - | 3.2\% | 1.6\% | 1.3\% 0 |  | 1.8\% |  | 1.5\% |
| Bicycles on Road | 0 | $\begin{array}{lll}0 & 0 & 0\end{array}$ | 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 | - | - - - | - - | 25 | - | - | - | - | - | 8 | - | - | - | - | - | 27 | - | - | - | - | - | 4 |  |
| \% Pedestrians | - | - - | - - | 100\% | - | - | - | - |  | 100\% | - | - | - | - |  | 96.4\% | - | - | - | - |  | 100\% |  |
| Bicycles on Crosswalk | - | - - - | - - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 0 |  |
| \% Bicycles on Crosswalk | - | - - - | - - | 0\% | - | - | - | - | - | 0\% | - | - | - | - | - | 3.6\% | - | - | - | - | - | 0\% | - |

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

AM Peak (WKND) (Apr 152023 10AM - 11 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

Provided by: Precision Data
All Movements
ID: 1055361, Location: 42.467894, -70.953695 Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

| Leg <br> Direction | Beacon Hill Avenue Southbound |  |  |  |  |  | Washington Street (Route 129) Westbound |  |  |  |  |  | Hanover Street Northbound |  |  |  |  |  | Washington Street (Route 129) Eastbound |  |  |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | R |  | L U | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L U | U |  | Ped* |  |
| 2023-04-15 10:00AM | 0 | 0 | 0 | 0 | 0 | 6 | 8 | 63 | 14 | 1 | 86 | 1 | 2 | 13 | 5 | 0 | 20 | 1 | 8 | 70 | 5 | 0 | 83 | 0 | 189 |
| 10:15AM | 0 | 0 | 0 |  | 0 | 4 | 8 | 72 | 12 | 0 | 92 | 0 | 4 | 11 | 2 | 0 | 17 | 7 | 7 | 40 | 7 | 0 | 54 | 1 | 163 |
| 10:30AM | 1 | 0 | 0 | 0 | 1 | 5 | 7 | 84 | 9 | 0 | 100 | 1 | 9 | 9 | 3 | 0 | 21 | 5 | 6 | 61 | 7 | 0 | 74 | 0 | 196 |
| 10:45AM | 0 | 0 |  |  | 0 | 4 | 3 | 76 | 7 | 0 | 86 | 0 | 7 | 9 | 2 | 0 | 18 | 1 | 7 | 87 | 5 | 0 | 99 | 3 | 203 |
| Total | 1 | 0 | 0 | 0 | 1 | 19 | 26 | 295 | 42 | 1 | 364 | 2 | 22 | 42 | 12 | 0 | 76 | 14 | 28 | 258 | 24 | 0 | 310 | 4 | 751 |
| \% Approach | 100\% | 0\% 0\% | \% 0\% |  | - |  | 7.1\% | 81.0\% | 11.5\% | 0.3\% | - |  | 28.9\% | 55.3\% | 15.8\% 0 |  |  |  | 9.0\% | 83.2\% | 7.7\% 0\% |  | - |  |  |
| \% Total | 0.1\% | 0\% 0\% | \% 0\% | \% 0 | 0.1\% |  | 3.5\% | 39.3\% | 5.6\% | 0.1\% | 48.5\% |  | 2.9\% | 5.6\% | 1.6\% 0\% | \% 1 | 10.1\% |  | 3.7\% | 34.4\% | 3.2\% 0\% | \% | 41.3\% |  |  |
| PHF | 0.250 | - | - |  | . 250 |  | 0.813 | 0.883 | 0.750 | 0.250 | 0.914 |  | 0.611 | 0.808 | 0.600 | - 0 | 0.905 |  | 0.875 | 0.753 | 0.857 | - | 0.794 |  | 0.929 |
| 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 | 1 | 0 | 0 | 0 | 1 |  | 26 | 289 | 41 | 1 | 357 |  | 22 | 42 | 12 | 0 | 76 |  | 26 | 253 | 24 | 0 | 303 |  | 737 |
| \% Lights | 100\% | 0\% 0\% | \% 0\% | \% 10 | 00\% |  | 100\% | 98.0\% | 97.6\% | 100\% | 98.1\% |  | 100\% | 100\% | 100\% 0\% | \% | 100\% |  | 92.9\% | 98.1\% | 100\% 0\% | \% 9 | 97.7\% |  | 98.1\% |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 |  | 0 | 3 | 1 | 0 | 4 |  | 0 | 0 | 0 | 0 | 0 |  | 2 | 1 | 0 | 0 | 3 |  | 7 |
| \% Single-Unit Trucks | 0\% | 0\% 0\% | \% 0\% |  | 0\% |  | 0\% | 1.0\% | 2.4\% | 0\% | 1.1\% |  | 0\% | 0\% | 0\% 0\% |  | 0\% |  | 7.1\% | 0.4\% | 0\% 0\% |  | 1.0\% |  | 0.9\% |
| 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 | 1 | 0 | 0 | 1 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 2 | 0 | 0 | 2 |  | 3 |
| \% Buses | 0\% | 0\% 0\% | \% 0\% |  | 0\% |  | 0\% | 0.3\% | 0\% | 0\% | 0.3\% |  | 0\% | 0\% | 0\% 0\% |  | 0\% |  | 0\% | 0.8\% | 0\% 0\% |  | 0.6\% |  | 0.4\% |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 |  | 0 | 2 | 0 | 0 | 2 |  | 0 | 0 | 0 | 0 | 0 |  | 0 | 2 | 0 | 0 | 2 |  | 4 |
| \% Bicycles on Road | 0\% | 0\% 0 | \% 0\% |  | 0\% |  | 0\% | 0.7\% | 0\% | 0\% | 0.5\% |  | 0\% | 0\% | 0\% 0\% |  | 0\% |  | 0\% | 0.8\% | 0\% 0\% |  | 0.6\% |  | 0.5\% |
| Pedestrians | - | - | - | - | - | 16 | - | - | - | - | - | 2 | - | - | - | - | - | 11 | - | - | - | - | - | 4 |  |
| \% Pedestrians | - | - | - | - | - 8 | 84.2\% | - | - | - | - | - | 100\% | - | - | - | - |  | 78.6\% | - | - | - | - |  | 100\% |  |
| Bicycles on Crosswalk | - | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - | - | - | - | 3 | - | - | - | - | - | 0 |  |
| \% Bicycles on Crosswalk | - | - | - | - |  | 15.8\% | - | - | - | - | - | 0\% | - | - | - | - |  | 21.4\% | - | - | - | - | - | 0\% | - |

[^0]Sat Apr 15, 2023
Midday Peak (WKND) (Apr 152023 11AM - 12 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

Provided by: Precision Data
Industries, LLC (PDI)
All Movements
ID: 1055361, Location: 42.467894, -70.953695
157 Washington Street, 2, Hudson, MA, 01749, US


[^1]Sat Apr 15, 2023
PM Peak (WKND) (Apr 152023 1PM - 2 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

Provided by: Precision Data Industries, LLC (PDI)
All Movements 157 Washington Street, 2, Hudson, MA, 01749, US


[^2]
## 239292 (3) Freeman Square TMC - TMC

Thu Apr 13, 2023
Full Length (6 AM-10 AM, 2 PM-6 PM, 10 AM-2 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055363, Location: 42.465432, -70.943121

Provided by: Precision Data
Industries, LLC (PDI) 157 Washington Street, 2, Hudson, MA, 01749, US

| Leg | Union Street <br> Sirection | Silsbee Street <br> Sesthbound | Union Street <br> Northbound |
| :--- | :--- | :--- | :--- |

## Time

| $2023-04-136: 00 \mathrm{AM}$ |
| ---: |
| $6: 15 \mathrm{AM}$ |
| $6: 30 \mathrm{AM}$ |
| $6: 45 \mathrm{AM}$ |


| $6: 45 \mathrm{AM}$ |
| ---: |
| Hourly Total |


| $7:$ |
| ---: |
| $7:$ |
| $7:$ |
| $7:$ |
| Hourl |
| $8:$ |
| $8:$ |


|  |
| ---: |
| 8 |
| 8 |
| Hour |


|  |
| :--- |
|  |


| $9: 45 \mathrm{AM}$ | 1 | 13 | 52 | 19 | 0 | $\mathbf{8 5}$ | 2 | 0 |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | :--- |
| Hourly Total | 7 | 31 | 177 | 70 | 0 | $\mathbf{2 8 5}$ | 12 | 0 |
| $2: 00 \mathrm{PM}$ | 8 | 15 | 58 | 5 | 0 | $\mathbf{8 6}$ | 13 | 0 |


| 2:00PM | 8 | 15 | 58 | 5 | 0 | 86 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 68 | 11 | 1 | 0 | 92 | 12 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2:15PM | 3 | 13 | 46 | 16 | 0 | 78 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 11 | 78 | 7 | 2 | 0 | 98 | 7 |
| 2:30PM | 10 | 14 | 53 | 12 | 0 | 89 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 12 | 78 | 7 | 1 | 0 | 98 | 17 |
| 2:45PM | 3 | 19 | 45 | 23 | 0 | 90 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 26 | 53 | 13 | 2 | 1 | 95 | 22 |
| Hourly Total | 24 | 61 | 202 | 56 | 0 | 343 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 61 | 277 | 38 | 6 | 1 | 383 | 58 |
| 3:00PM | 7 | 8 | 65 | 15 | 0 | 95 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 10 | 73 | 15 | 8 | 0 | 106 | 3 |
| 3:15PM | 16 | 16 | 46 | 20 | 0 | 98 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 13 | 80 | 10 | 2 | 0 | 105 | 4 |
| 3:30PM | 4 | 12 | 60 | 15 | 0 | 91 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 17 | 77 | 15 | 5 | 1 | 115 | 8 |
| 3:45PM | 10 | 9 | 50 | 21 | 0 | 90 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16 | 82 | 7 | 1 | 0 | 106 | 3 |
| Hourly Total | 37 | 45 | 221 | 71 | 0 | 374 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 56 | 312 | 47 | 16 | 1 | 432 | 18 |
| 4:00PM | 9 | 21 | 58 | 16 | 0 | 104 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 10 | 95 | 12 | 5 | 0 | 122 | 6 |
| 4:15PM | 6 | 18 | 51 | 20 | 0 | 95 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 13 | 86 | 9 | 2 | 0 | 110 | 6 |
| 4:30PM | 8 | 24 | 46 | 21 | 0 | 99 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 15 | 94 | 10 | 1 | 2 | 122 | 9 |
| 4:45PM | 1 | 9 | 49 | 19 | 0 | 78 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 7 | 83 | 11 | 2 | 0 | 103 | 3 |
| Hourly Total | 24 | 72 | 204 | 76 | 0 | 376 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 45 | 358 | 42 | 10 | 2 | 457 | 24 |
| 5:00PM | 9 | 19 | 65 | 14 | 0 | 107 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 7 | 95 | 3 | 4 | 0 | 109 | 11 |
| 5:15PM | 9 | 16 | 48 | 19 | 0 | 92 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 14 | 90 | 4 | 2 | 0 | 110 | 18 |
| 5:30PM | 6 | 19 | 62 | 14 | 0 | 101 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11 | 87 | 2 | 1 | 0 | 101 | 10 |
| 5:45PM | 11 | 18 | 46 | 15 | 0 | 90 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 9 | 81 | 6 | 0 | 0 | 96 | 6 |
| Hourly Total | 35 | 72 | 221 | 62 | 0 | 390 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 41 | 353 | 15 | 7 | 0 | 416 | 45 |
| 2023-04-15 10:00AM | 7 | 10 | 36 | 8 | 0 | 61 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 10 | 53 | 7 | 2 | 1 | 73 | 3 |
| 10:15AM | 3 | 10 | 47 | 15 | 1 | 76 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 47 | 5 | 1 | 1 | 61 | 3 |
| 10:30AM | 1 | 14 | 61 | 22 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 44 | 5 | 1 | 0 | 63 | 4 |
| 10:45AM | 4 | 15 | 47 | 19 | 0 | 85 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16 | 48 | 6 | 4 | 1 | 75 | 3 |
| Hourly Total | 15 | 49 | 191 | 64 | 1 | 320 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 46 | 192 | 23 | 8 | 3 | 272 | 13 |
| 11:00AM | 11 | 16 | 49 | 12 | 0 | 88 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 17 | 62 | 6 | 0 | 1 | 86 | 4 |
| 11:15AM | 8 | 17 | 38 | 15 | 0 | 78 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 10 | 61 | 3 | 5 | 0 | 79 | 8 |
| 11:30AM | 3 | 15 | 39 | 12 | 0 | 69 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 45 | 3 | 4 | 0 | 60 | 3 |
| 11:45AM | 9 | 16 | 35 | 18 | 0 | 78 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 12 | 57 | 6 | 2 | 0 | 77 | 1 |
| Hourly Total | 31 | 64 | 161 | 57 | 0 | 313 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 47 | 225 | 18 | 11 | 1 | 302 | 16 |
| 12:00PM | 4 | 20 | 56 | 12 | 0 | 92 | 6 | 1 | 0 | 0 | 1 | 0 | 2 | 7 | 14 | 91 | 13 | 4 | 0 | 122 | 2 |
| 12:15PM | 9 | 19 | 45 | 23 | 0 | 96 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 12 | 80 | 6 | 1 | 1 | 100 | 6 |


| Leg <br> Direction | Union Street Southbound |  |  |  |  |  |  | Silsbee Street Westbound |  |  |  |  |  |  | Union Street Northbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | HR | R | T | L | U | App | Ped* |  | BR | T | L | U | App | Ped* | R | T | BL | L | U | App | Ped* |
| 12:30PM | 8 | 17 | 39 | 11 | 0 | 75 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 14 | 80 | 9 | 3 | 0 | 106 | 4 |
| 12:45PM | 9 | 14 | 52 | 22 | 0 | 97 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 14 | 61 | 5 | 2 | 0 | 82 | 4 |
| Hourly Total | 30 | 70 | 192 | 68 | 0 | 360 | 24 | 1 | 0 | 0 | 1 | 0 | 2 | 39 | 54 | 312 | 33 | 10 | 1 | 410 | 16 |
| 1:00PM | 9 | 13 | 48 | 16 | 0 | 86 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 9 | 63 | 6 | 1 | 1 | 80 | 5 |
| 1:15PM | 5 | 17 | 50 | 13 | 0 | 85 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 11 | 60 | 8 | 1 | 0 | 80 | 4 |
| 1:30PM | 7 | 26 | 55 | 16 | 1 | 105 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 9 | 52 | 5 | 6 | 1 | 73 | 2 |
| 1:45PM | 6 | 11 | 33 | 14 | 1 | 65 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 9 | 63 | 8 | 6 | 1 | 87 | 4 |
| Hourly Total | 27 | 67 | 186 | 59 | 2 | 341 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 38 | 238 | 27 | 14 | 3 | 320 | 15 |
| Total | 264 | 675 | 2344 | 810 | 3 | 4096 | 310 | 1 | 0 | 0 | 1 | 0 | 2 | 455 | 532 | 2856 | 330 | 103 | 13 | 3834 | 262 |
| \% Approach | 6.4\% | 16.5\% | 57.2\% | 19.8\% | 0.1\% | - |  | 50.0\% 0 | 0\% 0\% | 0\% | 50.0\% 0 |  | - | - | 13.9\% | 74.5\% | 8.6\% | 2.7\% | 0.3\% | - | - |
| \% Total | 2.5\% | 6.5\% | 22.5\% | 7.8\% | 0\% | 39.3\% | - | 0\% 0 | 0\% 0\% | 0\% | 0\% 0\% |  | 0\% | - | 5.1\% | 27.4\% | 3.2\% | 1.0\% | 0.1\% | 36.8\% |  |
| Motorcycles | 1 | 4 | 16 | 6 | 0 | 27 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 2 | 26 | 0 | 0 | 0 | 28 | - |
| \% Motorcycles | 0.4\% | 0.6\% | 0.7\% | 0.7\% | 0\% | 0.7\% | - | 0\% 0 | 0\% 0\% | 0\% | 0\% 0 |  | 0\% | - | 0.4\% | 0.9\% | 0\% | 0\% | 0\% | 0.7\% | - |
| Lights | 256 | 635 | 2275 | 780 | 3 | 3949 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 528 | 2745 | 327 | 101 | 13 | 3714 | - |
| \% Lights | 97.0\% | 94.1\% | 97.1\% | 96.3\% | 100\% | 96.4\% | - | 0\% 0 | 0\% 0\% | 0\% | 0\% 0 |  | 0\% | - | 99.2\% | 96.1\% | 99.1\% | 98.1\% | 100\% | 96.9\% | - |
| Single-Unit Trucks | 5 | 5 | 24 | 11 | 0 | 45 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 23 | 3 | 1 | 0 | 27 | - |
| \% Single-Unit Trucks | 1.9\% | 0.7\% | 1.0\% | 1.4\% | 0\% | 1.1\% | - | 0\% 0 | 0\% 0\% | 0\% | 0\% 0 |  | 0\% | - | 0\% | 0.8\% | 0.9\% | 1.0\% | 0\% | 0.7\% | - |
| Articulated Trucks | 0 | 2 | 2 | 1 | 0 | 5 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | 1 | - |
| \% Articulated Trucks | 0\% | 0.3\% | 0.1\% | 0.1\% | 0\% | 0.1\% | - | 0\% 0 | 0\% 0\% | 0\% | 0\% 0 |  | 0\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - |
| Buses | 1 | 28 | 22 | 12 | 0 | 63 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 2 | 57 | 0 | 1 | 0 | 60 | - |
| \% Buses | 0.4\% | 4.1\% | 0.9\% | 1.5\% | 0\% | 1.5\% | - | 0\% 0 | 0\% 0\% | 0\% | 0\% 0 |  | 0\% | - | 0.4\% | 2.0\% | 0\% | 1.0\% | 0\% | 1.6\% | - |
| Bicycles on Road | 1 | 1 | 5 | 0 | 0 | 7 | - | 1 | 0 | 0 | 1 | 0 | 2 | - | 0 | 4 | 0 | 0 | 0 | 4 | - |
| \% Bicycles on Road | 0.4\% | 0.1\% | 0.2\% | 0\% | 0\% | 0.2\% | - | 100\% 0 | 0\% 0\% | 0\% | 100\% 0 | 0\% | 100\% | - | 0\% | 0.1\% | 0\% | 0\% | 0\% | 0.1\% | - |
| Pedestrians | - | - | - | - | - | - | 304 | - | - | - | - | - | - | 441 | - | - | - | - | - | - | 250 |
| \% Pedestrians | - | - | - | - | - |  | 98.1\% | - | - | - | - | - | - | 96.9\% | - | - | - | - | - | - | 95.4\% |
| Bicycles on Crosswalk | - | - | - | - | - | - | 6 | - | - | - | - | - | - | 14 | - | - | - | - | - | - | 12 |
| \% Bicycles on Crosswalk | - | - | - | - | - | - | 1.9\% | - | - | - | - | - | - | 3.1\% | - | - | - | - | - | - | 4.6\% |

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

## 239292 (3) Freeman Square TMC - TMC

Thu Apr 13, 2023
Full Length (6 AM-10 AM, 2 PM-6 PM, 10 AM-2 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055363, Location: 42.465432, -70.943121

Provided by: Precision Data Industries, LLC (PDI) 157 Washington Street, 2, Hudson, MA, 01749, US



| Leg <br> Direction | Buffum Street Eastbound |  |  |  |  |  |  | Baldwin Street Southeastbound |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | R | T | L | HL | U | App | Ped* | HR | BR | BL | HL | U | App | Ped* | Int |
| 12:30PM | 4 | 11 | 29 | 2 | 0 | 46 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 227 |
| 12:45PM | 4 | 18 | 28 | 3 | 0 | 53 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 232 |
| Hourly Total | 18 | 72 | 104 | 7 | 0 | 201 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 973 |
| 1:00PM | 5 | 16 | 29 | 1 | 0 | 51 | 22 | 0 | 1 | 0 | 0 | 0 | 1 | 26 | 218 |
| 1:15PM | 7 | 12 | 30 | 3 | 0 | 52 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 217 |
| 1:30PM | 14 | 16 | 43 | 1 | 0 | 74 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 252 |
| 1:45PM | 6 | 13 | 36 | 1 | 0 | 56 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 208 |
| Hourly Total | 32 | 57 | 138 | 6 | 0 | 233 | 69 | 0 | 1 | 0 | 0 | 0 | 1 | 80 | 895 |
| Total | 309 | 851 | 1247 | 89 | 2 | 2498 | 1058 | 0 | 1 | 0 | 1 | 0 | 2 | 1118 | 10432 |
| \% Approach | 12.4\% | 34.1\% | 49.9\% | 3.6\% | 0.1\% | - | - | 0\% | 50.0\% | 0\% | 50.0\% | 0\% | - | - | - |
| \% Total | 3.0\% | 8.2\% | 12.0\% | 0.9\% | 0\% | 23.9\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - |  |
| Motorcycles | 0 | 2 | 10 | 1 | 0 | 13 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 68 |
| \% Motorcycles | 0\% | 0.2\% | 0.8\% | 1.1\% | 0\% | 0.5\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - | 0.7\% |
| Lights | 307 | 830 | 1196 | 84 | 2 | 2419 | - | 0 | 1 | 0 | 0 | 0 | 1 | - | 10083 |
| \% Lights | 99.4\% | 97.5\% | 95.9\% | 94.4\% | 100\% | 96.8\% | - | 0\% | 100\% | 0\% | 0\% | 0\% | 50.0\% | - | 96.7\% |
| Single-Unit Trucks | 1 | 4 | 17 | 1 | 0 | 23 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 95 |
| \% Single-Unit Trucks | 0.3\% | 0.5\% | 1.4\% | 1.1\% | 0\% | 0.9\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - | 0.9\% |
| Articulated Trucks | 1 | 2 | 1 | 0 | 0 | 4 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 10 |
| \% Articulated Trucks | 0.3\% | 0.2\% | 0.1\% | 0\% | 0\% | 0.2\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - | 0.1\% |
| Buses | 0 | 13 | 13 | 3 | 0 | 29 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 152 |
| \% Buses | 0\% | 1.5\% | 1.0\% | 3.4\% | 0\% | 1.2\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - | 1.5\% |
| Bicycles on Road | 0 | 0 | 10 | 0 | 0 | 10 | - | 0 | 0 | 0 | 1 | 0 | 1 | - | 24 |
| \% Bicycles on Road | 0\% | 0\% | 0.8\% | 0\% | 0\% | 0.4\% | - | 0\% | 0\% | 0\% | 100\% | 0\% | 50.0\% | - | 0.2\% |
| Pedestrians | - | - | - | - | - | - | 1027 | - | - | - | - | - | - | 1094 |  |
| \% Pedestrians | - | - | - | - | - | - | 97.1\% | - | - | - | - | - | - | 97.9\% | - |
| Bicycles on Crosswalk | - | - | - | - | - | - | 31 | - | - | - | - | - | - | 24 |  |
| \% Bicycles on Crosswalk | - | - | - | - | - | - | 2.9\% | - | - | - | - | - | - | 2.1\% | - |

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

## 239292 (3) Freeman Square TMC - TMC

Thu Apr 13, 2023
AM Peak (Apr 132023 7:30AM - 8:30 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055363, Location: 42.465432, -70.943121

Provided by: Precision Data Industries, LLC (PDI) 157 Washington Street, 2, Hudson, MA, 01749, US

| Leg <br> Direction | Union Street Southbound |  |  |  |  |  |  | Silsbee Street Westbound |  |  |  |  |  |  |  | Union Street Northbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | HR | R | T | L | U | App | Ped* |  | R B |  | T | L |  | App | Ped* | R | T | BL | L | U | App | Ped* |
| 2023-04-13 7:30AM | 3 | 14 | 69 | 25 | 0 | 111 | 31 |  | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 62 | 8 | 3 | 0 | 86 | 4 |
| 7:45AM | 3 | 17 | 62 | 21 | 0 | 103 | 24 |  | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 54 | 15 | 3 | 0 | 86 | 6 |
| 8:00AM | 6 | 22 | 76 | 22 | 0 | 126 | 6 |  | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 21 | 45 | 4 | 0 | 0 | 70 | 4 |
| 8:15AM | 5 | 22 | 51 | 19 | 0 | 97 | 3 |  | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 38 | 6 | 4 | 0 | 59 | 8 |
| Total | 17 | 75 | 258 | 87 | 0 | 437 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 59 | 199 | 33 | 10 | 0 | 301 | 22 |
| \% Approach | 3.9\% | 17.2\% | 59.0\% | 19.9\% | 0\% | - | - | 0\% | \% 0\% | \% | 0\% | 0\% 0 | 0\% | - | - | 19.6\% | 66.1\% | 11.0\% | 3.3\% | 0\% | - | - |
| \% Total | 1.8\% | 8.0\% | 27.7\% | 9.3\% | 0\% | 46.9\% | - | 0\% |  | \% | 0\% | 0\% 0 | 0\% | 0\% | - | 6.3\% | 21.4\% | 3.5\% | 1.1\% | 0\% | 32.3\% | - |
| PHF | 0.708 | 0.841 | 0.845 | 0.870 | - | 0.863 | - |  | - | - | - | - | - | - | - | 0.702 | 0.802 | 0.550 | 0.625 | - | 0.875 | - |
| Motorcycles | 0 | 0 | 3 | 0 | 0 | 3 | - |  | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | 1 | - |
| \% Motorcycles | 0\% | 0\% | 1.2\% | 0\% | 0\% | 0.7\% | - | 0\% | \% 0\% | \% | 0\% | 0\% 0 | 0\% | - | - | 0\% | 0.5\% | 0\% | 0\% | 0\% | 0.3\% | - |
| Lights | 17 | 71 | 247 | 86 | 0 | 421 | - |  | 0 | 0 | 0 | 0 | 0 | 0 | - | 59 | 189 | 33 | 10 | 0 | 291 | - |
| \% Lights | 100\% | 94.7\% | 95.7\% | 98.9\% | 0\% | 96.3\% | - | 0\% | \% 0\% | \% | 0\% 0 | 0\% 0 | 0\% | - | - | 100\% | 95.0\% | 100\% | 100\% | 0\% | 96.7\% | - |
| Single-Unit Trucks | 0 | 1 | 3 | 0 | 0 | 4 | - |  | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 3 | 0 | 0 | 0 | 3 | - |
| \% Single-Unit Trucks | 0\% | 1.3\% | 1.2\% | 0\% | 0\% | 0.9\% | - | 0\% | \% 0\% | \% | 0\% 0 | 0\% 0 | 0\% | - | - | 0\% | 1.5\% | 0\% | 0\% | 0\% | 1.0\% | - |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 1 | - |  | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | - |
| \% Articulated Trucks | 0\% | 0\% | 0.4\% | 0\% | 0\% | 0.2\% | - | 0\% |  | \% | 0\% | 0\% 0 | 0\% | - | - | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - |
| Buses | 0 | 2 | 3 | 1 | 0 | 6 | - |  | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 6 | 0 | 0 | 0 | 6 | - |
| \% Buses | 0\% | 2.7\% | 1.2\% | 1.1\% | 0\% | 1.4\% | - | 0\% | \% 0\% | \% | 0\% | 0\% 0 | 0\% | - | - | 0\% | 3.0\% | 0\% | 0\% | 0\% | 2.0\% | - |
| Bicycles on Road | 0 | 1 | 1 | 0 | 0 | 2 | - |  | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | - |
| \% Bicycles on Road | 0\% | 1.3\% | 0.4\% | 0\% | 0\% | 0.5\% | - | 0\% |  | \% | 0\% | 0\% 0 | 0\% | - | - | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - |
| Pedestrians | - | - | - | - | - | - | 63 |  | - | - | - | - | - | - | 14 | - | - | - | - | - | - | 22 |
| \% Pedestrians | - | - | - | - | - | - | 98.4\% |  |  | - | - | - | - | - | 100\% | - | - | - | - | - | - | 100\% |
| Bicycles on Crosswalk | - | - | - | - | - | - | 1 |  |  | - | - | - | - | - | 0 | - | - | - | - | - | - | 0 |
| \% Bicycles on Crosswalk | - | - | - | - | - | - | 1.6\% |  | - | - | - | - | - | - | 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: UTurn

Thu Apr 13, 2023
AM Peak (Apr 132023 7:30AM - 8:30 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055363, Location: 42.465432, -70.943121
Provided by: Precision Data Industries, LLC (PDI) 157 Washington Street, 2, Hudson, MA, 01749, US

| Leg <br> Direction | Buffum Str Eastbound |  |  |  |  |  |  | Baldwin Street Southeastbound |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | R | T | L | HL | U | App | Ped* | HR | BR | BL | HL | U | App | Ped* | Int |
| 2023-04-13 7:30AM | 1 | 18 | 21 | 0 | 0 | 40 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 237 |
| 7:45AM | 8 | 29 | 19 | 0 | 0 | 56 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 245 |
| 8:00AM | 16 | 25 | 21 | 0 | 0 | 62 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 258 |
| 8:15AM | 10 | 11 | 14 | 1 | 0 | 36 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 192 |
| Total | 35 | 83 | 75 | 1 | 0 | 194 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 932 |
| \% Approach | 18.0\% | 42.8\% | 38.7\% | 0.5\% | 0\% | - | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | - |
| \% Total | 3.8\% | 8.9\% | 8.0\% | 0.1\% | 0\% | 20.8\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - | - |
| PHF | 0.547 | 0.716 | 0.893 | 0.250 | - | 0.782 | - | - | - | - | - | - | - | - | 0.901 |
| Motorcycles | 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\% | - | - | 0.4\% |
| Lights | 35 | 80 | 73 | 1 | 0 | 189 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 901 |
| \% Lights | 100\% | 96.4\% | 97.3\% | 100\% | 0\% | 97.4\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | 96.7\% |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 7 |
| \% Single-Unit Trucks | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | 0.8\% |
| Articulated Trucks | 0 | 1 | 0 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 2 |
| \% Articulated Trucks | 0\% | 1.2\% | 0\% | 0\% | 0\% | 0.5\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | 0.2\% |
| Buses | 0 | 2 | 2 | 0 | 0 | 4 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 16 |
| \% Buses | 0\% | 2.4\% | 2.7\% | 0\% | 0\% | 2.1\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | 1.7\% |
| Bicycles on Road | 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\% | - | - | 0.2\% |
| Pedestrians | - | - | - | - | - | - | 57 | - | - | - | - | - | - | 71 |  |
| \% Pedestrians | - | - | - | - | - | - | 93.4\% | - | - | - | - | - | - | 97.3\% | - |
| Bicycles on Crosswalk | - | - | - | - | - | - | 4 | - | - | - | - | - | - | 2 |  |
| \% Bicycles on Crosswalk | - | - | - | - | - | - | 6.6\% | - | - | - | - | - | - | 2.7\% | - |

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

## 239292 (3) Freeman Square TMC - TMC

Thu Apr 13, 2023
PM Peak (Apr 132023 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055363, Location: 42.465432, -70.943121
Provided by: Precision Data Industries, LLC (PDI) 157 Washington Street, 2, Hudson, MA, 01749, US

| Leg <br> Direction | Union Street Southbound |  |  |  |  |  |  | Silsbee Street Westbound |  |  |  |  |  |  |  | Union Street Northbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | HR | R | T | L |  | App | Ped* |  |  | BR | T | L | U | App | Ped* | R | T | BL | L | U | App | Ped* |
| 2023-04-13 4:30PM | 8 | 24 | 46 | 21 | 0 | 99 | 3 |  | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 15 | 94 | 10 | 1 | 2 | 122 | 9 |
| 4:45PM | 1 | 9 | 49 | 19 | 0 | 78 | 5 |  | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 7 | 83 | 11 | 2 | 0 | 103 | 3 |
| 5:00PM | 9 | 19 | 65 | 14 | 0 | 107 | 14 |  | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 7 | 95 | 3 | 4 | 0 | 109 | 11 |
| 5:15PM | 9 | 16 | 48 | 19 | 0 | 92 | 5 |  | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 14 | 90 | 4 | 2 | 0 | 110 | 18 |
| Total | 27 | 68 | 208 | 73 | 0 | 376 | 27 |  | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 43 | 362 | 28 | 9 | 2 | 444 | 41 |
| \% Approach | 7.2\% | 18.1\% | 55.3\% | 19.4\% | 0\% | - | - |  | \% | 0\% | 0\% | 0\% | 0\% | - | - | 9.7\% | 81.5\% | 6.3\% | 2.0\% | 0.5\% | - | - |
| \% Total | 2.4\% | 6.0\% | 18.4\% | 6.5\% | 0\% | 33.3\% | - |  | \% | 0\% | 0\% | 0\% | 0\% | 0\% | - | 3.8\% | 32.1\% | 2.5\% | 0.8\% | 0.2\% | 39.4\% | - |
| PHF | 0.750 | 0.708 | 0.800 | 0.869 | - | 0.879 | - |  | - | - | - | - | - | - | - | 0.717 | 0.953 | 0.636 | 0.563 | 0.250 | 0.910 | - |
| Motorcycles | 0 | 0 | 2 | 0 | 0 | 2 | - |  | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 4 | 0 | 0 | 0 | 4 | - |
| \% Motorcycles | 0\% | 0\% | 1.0\% | 0\% | 0\% | 0.5\% | - |  | \% | 0\% | 0\% | 0\% | 0\% | - | - | 0\% | 1.1\% | 0\% | 0\% | 0\% | 0.9\% | - |
| Lights | 26 | 66 | 201 | 71 | 0 | 364 | - |  | 0 | 0 | 0 | 0 | 0 | 0 | - | 42 | 351 | 28 | 9 | 2 | 432 | - |
| \% Lights | 96.3\% | 97.1\% | 96.6\% | 97.3\% | 0\% | 96.8\% | - |  | \% | 0\% | 0\% | 0\% | 0\% | - | - | 97.7\% | 97.0\% | 100\% | 100\% | 100\% | 97.3\% | - |
| Single-Unit Trucks | 1 | 0 | 2 | 1 | 0 | 4 | - |  | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 0 | 2 | - |
| \% Single-Unit Trucks | 3.7\% | 0\% | 1.0\% | 1.4\% | 0\% | 1.1\% | - |  | \% | 0\% | 0\% | 0\% | 0\% | - | - | 0\% | 0.6\% | 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 | - |
| \% Articulated Trucks | 0\% | 0\% | 0\% | 0\% |  | 0\% | - |  | \% | 0\% | 0\% | 0\% | 0\% | - | - | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - |
| Buses | 0 | 2 | 3 | 1 | 0 | 6 | - |  | 0 | 0 | 0 | 0 | 0 | 0 | - | 1 | 5 | 0 | 0 | 0 | 6 | - |
| \% Buses | 0\% | 2.9\% | 1.4\% | 1.4\% | 0\% | 1.6\% | - |  | \% |  | 0\% | 0\% | 0\% | - | - | 2.3\% | 1.4\% | 0\% | 0\% | 0\% | 1.4\% | - |
| 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\% | - |
| Pedestrians | - | - | - | - | - | - | 26 |  | - | - | - | - | - | - | 41 | - | - | - | - | - | - | 41 |
| \% Pedestrians | - | - | - | - | - | - | 96.3\% |  | - | - | - | - | - | - | 87.2\% | - | - | - | - | - | - | 100\% |
| Bicycles on Crosswalk | - | - | - | - | - | - | 1 |  | - | - | - | - | - | - | 6 | - | - | - | - | - | - | 0 |
| \% Bicycles on Crosswalk | - | - | - | - | - | - | 3.7\% |  | - | - | - | - | - | - | 12.8\% | - | - | - | - | - | - | 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: UTurn

## 239292 (3) Freeman Square TMC - TMC

Thu Apr 13, 2023
PM Peak (Apr 132023 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055363, Location: 42.465432, -70.943121
Provided by: Precision Data Industries, LLC (PDI) 157 Washington Street, 2, Hudson, MA, 01749, US

| Leg <br> Direction | Buffum Street Eastbound |  |  |  |  |  |  | Baldwin Street Southeastbound |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | R | T | L | HL | U | App | Ped* | HR | BR | BL | HL | U | App | Ped* | Int |
| 2023-04-13 4:30PM | 7 | 33 | 29 | 3 | 0 | 72 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 293 |
| 4:45PM | 6 | 22 | 38 | 4 | 0 | 70 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 251 |
| 5:00PM | 4 | 32 | 40 | 4 | 0 | 80 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 296 |
| 5:15PM | 6 | 21 | 55 | 4 | 0 | 86 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 288 |
| Total | 23 | 108 | 162 | 15 | 0 | 308 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 1128 |
| \% Approach | 7.5\% | 35.1\% | 52.6\% | 4.9\% | 0\% | - | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | - |
| \% Total | 2.0\% | 9.6\% | 14.4\% | 1.3\% | 0\% | 27.3\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - | - |
| PHF | 0.821 | 0.818 | 0.732 | 0.938 | - | 0.892 | - | - | - | - | - | - | - | - | 0.952 |
| Motorcycles | 0 | 1 | 2 | 0 | 0 | 3 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 9 |
| \% Motorcycles | 0\% | 0.9\% | 1.2\% | 0\% | 0\% | 1.0\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | 0.8\% |
| Lights | 23 | 103 | 157 | 15 | 0 | 298 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 1094 |
| \% Lights | 100\% | 95.4\% | 96.9\% | 100\% | 0\% | 96.8\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | 97.0\% |
| Single-Unit Trucks | 0 | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 7 |
| \% Single-Unit Trucks | 0\% | 0\% | 0.6\% | 0\% | 0\% | 0.3\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | 0.6\% |
| 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\% |
| Buses | 0 | 4 | 1 | 0 | 0 | 5 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 17 |
| \% Buses | 0\% | 3.7\% | 0.6\% | 0\% | 0\% | 1.6\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | 1.5\% |
| Bicycles on Road | 0 | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 1 |
| \% Bicycles on Road | 0\% | 0\% | 0.6\% | 0\% | 0\% | 0.3\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | 0.1\% |
| Pedestrians | - | - | - | - | - | - | 99 | - | - | - | - | - | - | 133 |  |
| \% Pedestrians | - | - | - | - | - | - | 95.2\% | - | - | - | - | - | - | 97.1\% | - |
| Bicycles on Crosswalk | - | - | - | - | - | - | 5 | - | - | - | - | - | - | 4 |  |
| \% Bicycles on Crosswalk | - | - | - | - | - | - | 4.8\% | - | - | - | - | - | - | 2.9\% | - |

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

Sat Apr 15, 2023
AM Peak (WKND) (Apr 152023 10AM - 11 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055363, Location: 42.465432, -70.943121

Provided by: Precision Data Industries, LLC (PDI) 157 Washington Street, 2, Hudson, MA, 01749, US

| Leg <br> Direction | Union Street Southbound |  |  |  |  |  |  | Silsbee Street Westbound |  |  |  |  |  |  |  | Union Street Northbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | HR | R | T | L | U | App | Ped* |  | R B | BR | T | L |  | App | Ped* | R | T | BL | L | U | App | Ped* |
| 2023-04-15 10:00AM | 7 | 10 | 36 | 8 | 0 | 61 | 4 |  |  | 0 | 0 | 0 | 0 | 0 | 13 | 10 | 53 | 7 | 2 | 1 | 73 | 3 |
| 10:15AM | 3 | 10 | 47 | 15 | 1 | 76 | 6 |  |  | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 47 | 5 | 1 | 1 | 61 | 3 |
| 10:30AM | 1 | 14 | 61 | 22 | 0 | 98 | 0 |  |  | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 44 | 5 | 1 | 0 | 63 | 4 |
| 10:45AM | 4 | 15 | 47 | 19 | 0 | 85 | 3 |  |  | 0 | 0 | 0 | 0 | 0 | 7 | 16 | 48 | 6 | 4 | 1 | 75 | 3 |
| Total | 15 | 49 | 191 | 64 | 1 | 320 | 13 |  | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 46 | 192 | 23 | 8 | 3 | 272 | 13 |
| \% Approach | 4.7\% | 15.3\% | 59.7\% | 20.0\% | 0.3\% | - | - | 0\% | \% 0\% | 0\% 0 | 0\% | 0\% | 0\% | - | - | 16.9\% | 70.6\% | 8.5\% | 2.9\% | 1.1\% | - | - |
| \% Total | 1.9\% | 6.3\% | 24.7\% | 8.3\% | 0.1\% | 41.3\% | - | 0\% | \% 0\% | 0\% 0 | 0\% | 0\% | 0\% | 0\% | - | 5.9\% | 24.8\% | 3.0\% | 1.0\% | 0.4\% | 35.1\% | - |
| PHF | 0.536 | 0.817 | 0.783 | 0.727 | 0.250 | 0.816 | - |  | - | - | - | - | - | - | - | 0.719 | 0.901 | 0.821 | 0.500 | 0.750 | 0.916 | - |
| Motorcycles | 0 | 0 | 1 | 1 | 0 | 2 | - |  | 0 | 0 | 0 | 0 | 0 | 0 | - | 1 | 2 | 0 | 0 | 0 | 3 | - |
| \% Motorcycles | 0\% | 0\% | 0.5\% | 1.6\% | 0\% | 0.6\% | - | 0\% |  | 0\% 0 | 0\% | 0\% | 0\% | - | - | 2.2\% | 1.0\% | 0\% | 0\% | 0\% | 1.1\% | - |
| Lights | 14 | 47 | 189 | 61 | 1 | 312 | - |  | 0 | 0 | 0 | 0 | 0 | 0 | - | 45 | 186 | 23 | 8 | 3 | 265 | - |
| \% Lights | 93.3\% | 95.9\% | 99.0\% | 95.3\% | 100\% | 97.5\% | - | 0\% | \% 0\% | 0\% 0 | 0\% | 0\% 0 | 0\% | - | - | 97.8\% | 96.9\% | 100\% | 100\% | 100\% | 97.4\% | - |
| Single-Unit Trucks | 1 | 0 | 1 | 2 | 0 | 4 | - |  | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | - |
| \% Single-Unit Trucks | 6.7\% | 0\% | 0.5\% | 3.1\% | 0\% | 1.3\% | - | 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 | - |
| \% Articulated Trucks | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - | 0\% |  | 0\% 0 | 0\% | 0\% | 0\% | - | - | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - |
| Buses | 0 | 2 | 0 | 0 | 0 | 2 | - |  | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 3 | 0 | 0 | 0 | 3 | - |
| \% Buses | 0\% | 4.1\% | 0\% | 0\% | 0\% | 0.6\% | - | 0\% | \% 0\% | 0\% 0 | 0\% | 0\% | 0\% | - | - | 0\% | 1.6\% | 0\% | 0\% | 0\% | 1.1\% | - |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | - |  | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | 1 | - |
| \% Bicycles on Road | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - | 0\% |  | 0\% 0 | 0\% | 0\% | 0\% | - | - | 0\% | 0.5\% | 0\% | 0\% | 0\% | 0.4\% | - |
| Pedestrians | - | - | - | - | - | - | 13 |  | - | - | - | - | - | - | 33 | - | - | - | - | - | - | 12 |
| \% Pedestrians | - | - | - | - | - | - | 100\% |  | - | - | - | - | - | - | 100\% | - | - | - | - | - | - | 92.3\% |
| Bicycles on Crosswalk | - | - | - | - | - | - | 0 |  | - | - | - | - | - | - | 0 | - | - | - | - | - | - | 1 |
| \% Bicycles on Crosswalk | - | - | - | - | - | - | 0\% |  | - | - | - | - | - | - | 0\% | - | - | - | - | - | - | 7.7\% |

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

Sat Apr 15, 2023
AM Peak (WKND) (Apr 152023 10AM - 11 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055363, Location: 42.465432, -70.943121

Provided by: Precision Data Industries, LLC (PDI) 157 Washington Street, 2, Hudson, MA, 01749, US

| Leg <br> Direction | Buffum Street Eastbound |  |  |  |  |  |  | Baldwin Street Southeastbound |  |  |  |  |  |  | Int |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | R | T | L | HL | U | App | Ped* | HR | BR | BL | HL | U | App | Ped* |  |  |
| 2023-04-15 10:00AM | 3 | 12 | 30 | 1 | 0 | 46 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |  | 180 |
| 10:15AM | 2 | 7 | 20 | 0 | 0 | 29 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |  | 166 |
| 10:30AM | 4 | 21 | 22 | 1 | 0 | 48 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |  | 209 |
| 10:45AM | 16 | 17 | 20 | 6 | 0 | 59 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |  | 219 |


| Total | 25 | 57 | 92 | 8 | 0 | 182 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 774 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \% Approach | 13.7\% | 31.3\% | 50.5\% | 4.4\% | 0\% | - | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | - |
| \% Total | 3.2\% | 7.4\% | 11.9\% | 1.0\% | 0\% | 23.5\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - |  |
| PHF | 0.391 | 0.679 | 0.767 | 0.333 | - | 0.771 | - | - | - | - | - | - | - | - | 0.886 |
| Motorcycles | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 5 |
| \% Motorcycles | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | 0.6\% |
| Lights | 25 | 57 | 90 | 8 | 0 | 180 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 757 |
| \% Lights | 100\% | 100\% | 97.8\% | 100\% | 0\% | 98.9\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | 97.8\% |
| Single-Unit Trucks | 0 | 0 | 2 | 0 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 6 |
| \% Single-Unit Trucks | 0\% | 0\% | 2.2\% | 0\% | 0\% | 1.1\% | - | 0\% | 0\% | 0\% | 0\% | 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\% |
| Buses | 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\% | - | - | 0.6\% |
| 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\% | - | - | 0.1\% |
| Pedestrians | - | - | - | - | - | - | 90 | - | - | - | - | - | - | 101 |  |
| \% Pedestrians | - | - | - | - | - | - | 96.8\% | - | - | - | - | - | - | 100\% | - |
| Bicycles on Crosswalk | - | - | - | - | - | - | 3 | - | - | - | - | - | - | 0 |  |
| \% Bicycles on Crosswalk | - | - | - | - | - | - | 3.2\% | - | - | - | - | - | - | 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: UTurn

## 239292 (3) Freeman Square TMC - TMC

Sat Apr 15, 2023
Midday Peak (WKND) (Apr 152023 12PM - 1 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055363, Location: 42.465432, -70.943121
Provided by: Precision Data Industries, LLC (PDI) 157 Washington Street, 2, Hudson, MA, 01749, US

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

Sat Apr 15, 2023
Midday Peak (WKND) (Apr 152023 12PM - 1 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055363, Location: 42.465432, -70.943121
Provided by: Precision Data Industries, LLC (PDI) 157 Washington Street, 2, Hudson, MA, 01749, US

| Leg <br> Direction | Buffum Street Eastbound |  |  |  |  |  |  | Baldwin Street Southeastbound |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | R | T | L | HL | U | App | Ped* | HR | BR | BL | HL | U | App | Ped* | Int |
| 2023-04-15 12:00PM | 2 | 20 | 25 | 1 | 0 | 48 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 264 |
| 12:15PM | 8 | 23 | 22 | 1 | 0 | 54 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 250 |
| 12:30PM | 4 | 11 | 29 | 2 | 0 | 46 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 227 |
| 12:45PM | 4 | 18 | 28 | 3 | 0 | 53 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 232 |
| Total | 18 | 72 | 104 | 7 | 0 | 201 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 973 |
| \% Approach | 9.0\% | 35.8\% | 51.7\% | 3.5\% | 0\% | - | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | - |
| \% Total | 1.8\% | 7.4\% | 10.7\% | 0.7\% | 0\% | 20.7\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - | - |
| PHF | 0.563 | 0.783 | 0.897 | 0.583 | - | 0.931 | - | - | - | - | - | - | - | - | 0.925 |
| Motorcycles | 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\% | - | - | 0.4\% |
| Lights | 18 | 71 | 104 | 5 | 0 | 198 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 954 |
| \% Lights | 100\% | 98.6\% | 100\% | 71.4\% | 0\% | 98.5\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | 98.0\% |
| Single-Unit Trucks | 0 | 1 | 0 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 5 |
| \% Single-Unit Trucks | 0\% | 1.4\% | 0\% | 0\% | 0\% | 0.5\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | 0.5\% |
| 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\% |
| Buses | 0 | 0 | 0 | 2 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 6 |
| \% Buses | 0\% | 0\% | 0\% | 28.6\% | 0\% | 1.0\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | 0.6\% |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 4 |
| \% Bicycles on Road | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | - | - | 0.4\% |
| Pedestrians | - | - | - | - | - | - | 62 | - | - | - | - | - | - | 64 |  |
| \% Pedestrians | - | - | - | - | - | - | 95.4\% | - | - | - | - | - | - | 98.5\% | - |
| Bicycles on Crosswalk | - | - | - | - | - | - | 3 | - | - | - | - | - | - | 1 |  |
| \% Bicycles on Crosswalk | - | - | - | - | - | - | 4.6\% | - | - | - | - | - | - | 1.5\% | - |

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

Sat Apr 15, 2023
PM Peak (WKND) (Apr 152023 1PM - 2 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055363, Location: 42.465432, -70.943121

Provided by: Precision Data Industries, LLC (PDI) 157 Washington Street, 2, Hudson, MA, 01749, US

| Leg <br> Direction | Union Street Southbound |  |  |  |  |  |  | Silsbee Street Westbound |  |  |  |  |  |  | Union Street Northbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | HR | R | T | L | U | App | Ped* |  | R BR | T | L | U | App | Ped* | R | T | BL | L | U | App | Ped* |
| 2023-04-15 1:00PM | 9 | 13 | 48 | 16 | 0 | 86 | 10 |  | $0 \quad 0$ | 0 | 0 | 0 | 0 | 16 | 9 | 63 | 6 | 1 | 1 | 80 | 5 |
| 1:15PM | 5 | 17 | 50 | 13 | 0 | 85 | 1 |  | $0 \quad 0$ | 0 | 0 | 0 | 0 | 25 | 11 | 60 | 8 | 1 | 0 | 80 | 4 |
| 1:30PM | 7 | 26 | 55 | 16 | 1 | 105 | 9 |  | $0 \quad 0$ | 0 | 0 | 0 | 0 | 19 | 9 | 52 | 5 | 6 | 1 | 73 | 2 |
| 1:45PM | 6 | 11 | 33 | 14 | 1 | 65 | 11 |  | $0 \quad 0$ | 0 | 0 | 0 | 0 | 16 | 9 | 63 | 8 | 6 | 1 | 87 | 4 |
| Total | 27 | 67 | 186 | 59 | 2 | 341 | 31 |  | $0 \quad 0$ | 0 | 0 | 0 | 0 | 76 | 38 | 238 | 27 | 14 | 3 | 320 | 15 |
| \% Approach | 7.9\% | 19.6\% | 54.5\% | 17.3\% | 0.6\% | - | - |  | \% 0\% | 0\% | 0\% | 0\% | - | - | 11.9\% | 74.4\% | 8.4\% | 4.4\% | 0.9\% | - | - |
| \% Total | 3.0\% | 7.5\% | 20.8\% | 6.6\% | 0.2\% | 38.1\% | - |  | \% 0\% | 0\% | 0\% | 0\% | 0\% | - | 4.2\% | 26.6\% | 3.0\% | 1.6\% | 0.3\% | 35.8\% | - |
| PHF | 0.750 | 0.644 | 0.836 | 0.922 | 0.500 | 0.807 | - |  | - - | - | - | - | - | - | 0.864 | 0.940 | 0.844 | 0.583 | 0.750 | 0.917 | - |
| Motorcycles | 0 | 1 | 0 | 0 | 0 | 1 | - |  | $0 \quad 0$ | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | 1 | - |
| \% Motorcycles | 0\% | 1.5\% | 0\% | 0\% | 0\% | 0.3\% | - |  | \% 0\% | 0\% | 0\% | 0\% | - | - | 0\% | 0.4\% | 0\% | 0\% | 0\% | 0.3\% | - |
| Lights | 27 | 63 | 182 | 58 | 2 | 332 | - |  | $0 \quad 0$ | 0 | 0 | 0 | 0 | - | 38 | 229 | 27 | 13 | 3 | 310 | - |
| \% Lights | 100\% | 94.0\% | 97.8\% | 98.3\% | 100\% | 97.4\% | - |  | \% 0\% | 0\% | 0\% | 0\% | - | - | 100\% | 96.2\% | 100\% | 92.9\% | 100\% | 96.9\% | - |
| Single-Unit Trucks | 0 | 0 | 1 | 1 | 0 | 2 | - |  | $0 \quad 0$ | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 1 | 0 | 3 | - |
| \% Single-Unit Trucks | 0\% | 0\% | 0.5\% | 1.7\% | 0\% | 0.6\% | - |  | \% 0\% | 0\% | 0\% | 0\% | - | - | 0\% | 0.8\% | 0\% | 7.1\% | 0\% | 0.9\% | - |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | - |  | 00 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | 1 | - |
| \% Articulated Trucks | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - |  | \% 0\% | 0\% | 0\% | 0\% | - | - | 0\% | 0.4\% | 0\% | 0\% | 0\% | 0.3\% | - |
| Buses | 0 | 3 | 1 | 0 | 0 | 4 | - |  | $0 \quad 0$ | 0 | 0 | 0 | 0 | - | 0 | 4 | 0 | 0 | 0 | 4 | - |
| \% Buses | 0\% | 4.5\% | 0.5\% | 0\% | 0\% | 1.2\% | - |  | \% 0\% | 0\% | 0\% | 0\% | - | - | 0\% | 1.7\% | 0\% | 0\% | 0\% | 1.3\% | - |
| Bicycles on Road | 0 | 0 | 2 | 0 | 0 | 2 | - |  | $0 \quad 0$ | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | 1 | - |
| \% Bicycles on Road | 0\% | 0\% | 1.1\% | 0\% | 0\% | 0.6\% | - |  | \% 0\% | 0\% | 0\% | 0\% | - | - | 0\% | 0.4\% | 0\% | 0\% | 0\% | 0.3\% | - |
| Pedestrians | - | - | - | - | - | - | 29 |  | - | - | - | - | - | 76 | - | - | - | - | - | - | 15 |
| \% Pedestrians | - | - | - | - | - | - | 93.5\% |  | - - | - | - | - | - | 100\% | - | - | - | - | - | - | 100\% |
| Bicycles on Crosswalk | - | - | - | - | - | - | 2 |  | - | - | - | - | - | 0 | - | - | - | - | - | - | 0 |
| \% Bicycles on Crosswalk | - | - | - | - | - | - | 6.5\% |  | - - | - | - | - | - | 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: UTurn

Sat Apr 15, 2023
PM Peak (WKND) (Apr 152023 1PM - 2 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055363, Location: 42.465432, -70.943121

Provided by: Precision Data Industries, LLC (PDI) 157 Washington Street, 2, Hudson, MA, 01749, US

| Leg <br> Direction | Buffum Street Eastbound |  |  |  |  |  |  | Baldwin Street Southeastbound |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | R | T | L | HL | U | App | Ped* | HR | BR | BL | HL | U | App | Ped* | Int |
| 2023-04-15 1:00PM | 5 | 16 | 29 | 1 | 0 | 51 | 22 | 0 | 1 | 0 | 0 | 0 | 1 | 26 | 218 |
| 1:15PM | 7 | 12 | 30 | 3 | 0 | 52 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 217 |
| 1:30PM | 14 | 16 | 43 | 1 | 0 | 74 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 252 |
| 1:45PM | 6 | 13 | 36 | 1 | 0 | 56 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 208 |
| Total | 32 | 57 | 138 | 6 | 0 | 233 | 69 | 0 | 1 | 0 | 0 | 0 | 1 | 80 | 895 |
| \% Approach | 13.7\% | 24.5\% | 59.2\% | 2.6\% | 0\% | - | - | 0\% | 100\% | 0\% | 0\% | 0\% | - | - | - |
| \% Total | 3.6\% | 6.4\% | 15.4\% | 0.7\% | 0\% | 26.0\% | - | 0\% | 0.1\% | 0\% | 0\% | 0\% | 0.1\% | - | - |
| PHF | 0.571 | 0.891 | 0.802 | 0.500 | - | 0.787 | - | - | 0.250 | - | - | - | 0.250 | - | 0.885 |
| Motorcycles | 0 | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 3 |
| \% Motorcycles | 0\% | 0\% | 0.7\% | 0\% | 0\% | 0.4\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - | 0.3\% |
| Lights | 32 | 57 | 136 | 6 | 0 | 231 | - | 0 | 1 | 0 | 0 | 0 | 1 | - | 874 |
| \% Lights | 100\% | 100\% | 98.6\% | 100\% | 0\% | 99.1\% | - | 0\% | 100\% | 0\% | 0\% | 0\% | 100\% | - | 97.7\% |
| Single-Unit Trucks | 0 | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 6 |
| \% Single-Unit Trucks | 0\% | 0\% | 0.7\% | 0\% | 0\% | 0.4\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - | 0.7\% |
| Articulated Trucks | 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\% | - | 0.1\% |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 8 |
| \% Buses | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - | 0\% | 0\% | 0\% | 0\% | 0\% | 0\% | - | 0.9\% |
| 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\% | - | 0.3\% |
| Pedestrians | - | - | - | - | - | - | 68 | - | - | - | - | - | - | 78 |  |
| \% Pedestrians | - | - | - | - | - | - | 98.6\% | - | - | - | - | - | - | 97.5\% | - |
| Bicycles on Crosswalk | - | - | - | - | - | - | 1 | - | - | - | - | - | - | 2 |  |
| \% Bicycles on Crosswalk | - | - | - | - | - | - | 1.4\% | - | - | - | - | - | - | 2.5\% | - |

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

## 239292 (2) Washington St @ Pathway TMC - TMC

Thu Apr 13, 2023
Full Length (6 AM-10 AM, 2 PM-6 PM, 10 AM-2 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians,
Bicycles on Road, Bicycles on Crosswalk)

All Movements
ID: 1055362, Location: 42.467684, -70.953348

Provided by: Precision Data Industries, LLC (PDI) 157 Washington Street, 2, Hudson, MA, 01749, US

| Leg <br> Direction | Crossw <br> Southb | swalk <br> hbound |  |  |  |  | Washington Street (Route 129) Westbound |  |  |  |  |  | Crosswalk <br> Northbound |  |  |  |  |  | Washington Street (Route 129) Eastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | R | R T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U A | pp | Ped* | R | T | L | U | App | Ped* | Int |
| 2023-04-13 6:00AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 91 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 31 | 0 | 2 | 33 | 1 | 124 |
| 6:15AM |  | 0 | 0 | 0 | 0 | 1 | 0 | 83 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 37 | 0 | 0 | 37 | 0 | 120 |
| 6:30AM |  | 0 | 0 | 0 | 0 | 4 | 0 | 92 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 49 | 0 | 0 | 49 | 2 | 141 |
| 6:45AM |  | 0 | 0 | 0 | 0 | 1 | 0 | 86 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 53 | 0 | 0 | 53 | 0 | 139 |
| Hourly Total |  | 0 | 0 | 0 | 0 | 10 | 0 | 352 | 0 | 0 | 352 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 170 | 0 | 2 | 172 | 3 | 524 |
| 7:00AM |  | 0 | 0 | 0 | 0 | 1 | 0 | 96 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 77 | 0 | 0 | 77 | 0 | 173 |
| 7:15AM |  | 0 | 0 | 0 | 0 | 2 | 0 | 103 | 0 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 95 | 0 | 0 | 95 | 1 | 198 |
| 7:30AM |  | 0 | 0 | 0 | 0 | 6 | 0 | 98 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 106 | 0 | 0 | 107 | 5 | 205 |
| 7:45AM |  | 0 | 0 | 0 | 0 | 17 | 0 | 135 | 0 | 0 | 135 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 100 | 0 | 0 | 100 | 11 | 235 |
| Hourly Total |  | 0 | 0 | 0 | 0 | 26 | 0 | 432 | 0 | 0 | 432 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 378 | 0 | 0 | 379 | 17 | 811 |
| 8:00AM |  | 0 | 0 | 0 | 0 | 6 | 0 | 116 | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 109 | 0 | 0 | 109 | 6 | 225 |
| 8:15AM |  | 0 | 0 | 0 | 0 | 18 | 0 | 116 | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 82 | 1 | 0 | 83 | 15 | 199 |
| 8:30AM |  | 0 | 0 | 0 | 0 | 6 | 0 | 85 | 0 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 88 | 0 | 0 | 88 | 1 | 173 |
| 8:45AM |  | 0 | 0 | 0 | 0 | 4 | 0 | 88 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 88 | 0 | 0 | 88 | 2 | 176 |
| Hourly Total |  | 0 | 0 | 0 | 0 | 34 | 0 | 405 | 0 | 0 | 405 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 367 | 1 | 0 | 368 | 24 | 773 |
| 9:00AM |  | 10 | 0 | 0 | 1 | 2 | 0 | 87 | 0 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 94 | 1 | 182 |
| 9:15AM |  | $0 \quad 0$ | 0 | 0 | 0 | 1 | 0 | 87 | 0 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 69 | 0 | 1 | 70 | 0 | 157 |
| 9:30AM |  | 0 | 0 | 0 | 0 | 14 | 0 | 80 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 81 | 1 | 0 | 82 | 0 | 162 |
| 9:45AM |  | 0 | 0 | 0 | 0 | 7 | 0 | 73 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 84 | 0 | 0 | 84 | 1 | 157 |
| Hourly Total |  | 10 | 0 | 0 | 1 | 24 | 0 | 327 | 0 | 0 | 327 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 328 | 1 | 1 | 330 | 2 | 658 |
| 2:00PM |  | 0 | 0 | 0 | 0 | 2 | 0 | 138 | 0 | 0 | 138 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 71 | 0 | 0 | 71 | 3 | 209 |
| 2:15PM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 113 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 57 | 0 | 0 | 57 | 12 | 170 |
| 2:30PM |  | 0 | 0 | 0 | 0 | 5 | 0 | 117 | 0 | 1 | 118 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 22 | 0 | 0 | 22 | 0 | 140 |
| 2:45PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 110 | 0 | 0 | 110 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 24 | 0 | 0 | 24 | 2 | 134 |
| Hourly Total |  | 0 | 0 | 0 | 0 | 31 | 0 | 478 | 0 | 1 | 479 | 4 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 174 | 0 | 0 | 174 | 17 | 653 |
| 3:00PM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 141 | 0 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 95 | 0 | 0 | 95 | 13 | 236 |
| 3:15PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 112 | 0 | 0 | 112 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 81 | 0 | 0 | 81 | 6 | 193 |
| 3:30PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 114 | 0 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 75 | 0 | 0 | 75 | 5 | 189 |
| 3:45PM |  | 0 | 0 | 0 | 0 | 13 | 0 | 143 | 0 | 0 | 143 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 82 | 0 | 0 | 82 | 7 | 225 |
| Hourly Total |  | 0 | 0 | 0 | 0 | 43 | 0 | 510 | 0 | 0 | 510 | 2 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 333 | 0 | 0 | 333 | 31 | 843 |
| 4:00PM |  | 0 | 0 | 0 | 0 | 12 | 0 | 140 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 71 | 1 | 0 | 72 | 9 | 212 |
| 4:15PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 133 | 0 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 92 | 0 | 0 | 92 | 2 | 225 |
| 4:30PM |  | 0 | 0 | 0 | 0 | 12 | 0 | 154 | 0 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 97 | 0 | 0 | 97 | 6 | 251 |
| 4:45PM |  | 0 | 0 | 0 | 0 | 9 | 0 | 121 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 94 | 0 | 0 | 94 | 2 | 215 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 548 | 0 | 0 | 548 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 354 | 1 | 0 | 355 | 19 | 903 |
| 5:00PM | 1 | 10 | 0 | 0 | 1 | 7 | 0 | 127 | 0 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 79 | 0 | 0 | 79 | 0 | 207 |
| 5:15PM | 0 | 00 | 0 | 0 | 0 | 7 | 0 | 132 | 0 | 0 | 132 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 93 | 0 | 0 | 93 | 0 | 225 |
| 5:30PM |  | 10 | 0 | 0 | 1 | 6 | 0 | 134 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 85 | 0 | 0 | 85 | 3 | 220 |
| 5:45PM | 0 | 00 | 0 | 0 | 0 | 9 | 0 | 112 | 0 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 77 | 0 | 0 | 77 | 3 | 189 |
| Hourly Total | 2 | 20 | 0 | 0 | 2 | 29 | 0 | 505 | 0 | 0 | 505 | 2 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 334 | 0 | 0 | 334 | 6 | 841 |
| 2023-04-15 10:00AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 88 | 0 | 0 | 88 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 73 | 0 | 0 | 73 | 2 | 161 |
| 10:15AM |  | 10 | 0 | 0 | 1 | 8 | 0 | 89 | 0 | 0 | 89 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 44 | 0 | 0 | 44 | 2 | 134 |
| 10:30AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 97 | 0 | 0 | 97 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 68 | 0 | 0 | 68 | 1 | 165 |
| 10:45AM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 87 | 0 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 93 | 1 | 0 | 94 | 1 | 181 |
| Hourly Total |  | 10 | 0 | 0 | 1 | 28 | 0 | 361 | 0 | 0 | 361 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 278 | 1 | 0 | 279 | 6 | 641 |
| 11:00AM |  | 0 | 0 | 0 | 0 | 7 | 0 | 127 | 0 | 0 | 127 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 66 | 0 | 0 | 66 | 2 | 193 |
| 11:15AM |  | 10 | 0 | 0 | 1 | 5 | 0 | 169 | 0 | 0 | 169 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 66 | 1 | 0 | 67 | 1 | 237 |
| 11:30AM |  | 0 | 0 | 0 | 0 | 6 | 0 | 139 | 0 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 89 | 0 | 0 | 89 | 0 | 228 |
| 11:45AM |  | 0 | 0 | 0 | 0 | 7 | 0 | 91 | 0 | 0 | 91 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 105 | 0 | 0 | 105 | 2 | 196 |
| Hourly Total |  | 10 | 0 | 0 | 1 | 25 | 0 | 526 | 0 | 0 | 526 | 3 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 326 | 1 | 0 | 327 | 5 | 854 |
| 12:00PM |  | $0 \quad 0$ | 1 | 0 | 1 | 10 | 0 | 103 | 0 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 79 | 0 | 0 | 79 | 1 | 183 |
| 12:15PM |  | 0 | 0 | 0 | 0 | 4 | 0 | 101 | 0 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 61 | 0 | 0 | 61 | 0 | 162 |


| Leg <br> Direction | Crosswalk Southbound |  |  |  | Washington Street (Route 129) Westbound |  |  |  |  |  | Crosswalk <br> Northbound |  |  |  |  |  | Washington Street (Route 129) Eastbound |  |  |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | R T | L U | App | Ped* | R | T L | L | U | App | Ped* | R | T | L U |  |  | Ped* | R | T | L | U | App | Ped* |  |
| 12:30PM | 0 0 | $0 \quad 0$ | 0 | 2 | 0 | 97 | 0 | 0 | 97 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 79 | 0 | 0 | 79 | 2 | 176 |
| 12:45PM | 0 | 0 | 0 | 10 | 0 | 73 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 81 | 0 | 0 | 81 | 2 | 154 |
| Hourly Total | 0 | 10 | 1 | 26 | 0 | 374 | 0 | 0 | 374 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 300 | 0 | 0 | 300 | 5 | 675 |
| 1:00PM | 0 | 0 | 0 | 11 | 0 | 107 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 84 | 0 | 0 | 84 | 7 | 191 |
| 1:15PM | 0 | 0 | 0 | 6 | 0 | 93 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 79 | 0 | 0 | 79 | 2 | 172 |
| 1:30PM | 0 | 0 | 0 | 4 | 0 | 100 | 0 | 0 | 100 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 97 | 0 | 0 | 97 | 10 | 197 |
| 1:45PM | 0 | 0 | 0 | 9 | 0 | 99 | 0 | 0 | 99 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 78 | 0 | 1 | 79 | 5 | 178 |
| Hourly Total | 0 0 | 0 0 | 0 | 30 | 0 | 399 | 0 | 0 | 399 | 3 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 338 | 0 | 1 | 339 | 24 | 738 |
| Total | 50 | 10 | 6 | 346 | 0 | 5217 | 0 | 1 | 5218 | 19 | 0 | 0 | 0 | 0 | 0 | 324 | 1 | 3680 | 5 | 4 | 3690 | 159 | 8914 |
| \% Approach | 83.3\% 0\% | 16.7\% 0\% | - |  | 0\% | 100.0\% 0\% | \% | 0\% | - | - | 0\% 0 | 0\% 0\% | 0\% 0\% |  | - | - | 0\% | 99.7\% | 0.1\% | 0.1\% | - |  |  |
| \% Total | 0.1\% 0\% | 0\% 0\% | 0.1\% |  | 0\% | 58.5\% 0\% |  | 0\% 5 | 58.5\% |  | 0\% | 0\% 0\% | 0\% 0\% | \% | 0\% | - |  | 41.3\% | 0.1\% | 0\% | 41.4\% |  |  |
| Motorcycles | $0 \quad 0$ | $0 \quad 0$ | 0 | - | 0 | 35 | 0 | 0 | 35 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 21 | 0 | 0 | 21 |  | 56 |
| \% Motorcycles | 0\% 0\% | 0\% 0\% | 0\% |  | 0\% | 0.7\% 0\% |  | 0\% | 0.7\% |  | 0\% 0 | 0\% 0 | 0\% 0\% |  | - | - | 0\% | 0.6\% | 0\% | 0\% | 0.6\% |  | 0.6\% |
| Lights | $4 \quad 0$ | 10 | 5 | - | 0 | 4999 | 0 | 1 | 5000 | - | 0 | 0 | 0 | 0 | 0 | - | 1 | 3536 | 5 | 4 | 3546 |  | 8551 |
| \% Lights | 80.0\% 0\% | 100\% 0\% 8 | 83.3\% |  | 0\% | 95.8\% 0\% | \% 1 | 100\% | 95.8\% |  | 0\% | 0\% 0 | 0\% 0\% |  | - | - | 100\% 9 | 96.1\% | 100\% | 100\% 9 | 96.1\% |  | 95.9\% |
| Single-Unit Trucks | $0 \quad 0$ | $0 \quad 0$ | 0 | - | 0 | 93 | 0 | 0 | 93 |  | 0 | 0 | 0 | 0 | 0 | - | 0 | 69 | 0 | 0 | 69 |  | 162 |
| \% Single-Unit Trucks | 0\% 0\% | 0\% 0\% | 0\% | - | 0\% | 1.8\% 0\% |  | 0\% | 1.8\% |  | 0\% | 0\% 0 | 0\% 0\% |  | - | - | 0\% | 1.9\% | 0\% | 0\% | 1.9\% |  | 1.8\% |
| Articulated Trucks | $0 \quad 0$ | $0 \quad 0$ | 0 | - | 0 | 5 | 0 | 0 | 5 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 11 | 0 | 0 | 11 |  | 16 |
| \% Articulated Trucks | 0\% 0\% | 0\% 0\% | 0\% |  | 0\% | 0.1\% 0\% |  | 0\% | 0.1\% |  | 0\% | 0\% 0 | 0\% 0\% |  | - | - | 0\% | 0.3\% | 0\% | 0\% | 0.3\% |  | 0.2\% |
| Buses | $0 \quad 0$ | $0 \quad 0$ | 0 | - | 0 | 69 | 0 | 0 | 69 |  | 0 | 0 | 0 | 0 | 0 | - | 0 | 36 | 0 | 0 | 36 |  | 105 |
| \% Buses | 0\% 0\% | 0\% 0\% | 0\% | - | 0\% | 1.3\% 0\% |  | 0\% | 1.3\% | - | 0\% | 0\% 0 | 0\% 0\% |  | - | - | 0\% | 1.0\% | 0\% | 0\% | 1.0\% |  | 1.2\% |
| Bicycles on Road | 10 | $0 \quad 0$ | 1 | - | 0 | 16 | 0 | 0 | 16 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 7 | 0 | 0 | 7 |  | 24 |
| \% Bicycles on Road | 20.0\% 0\% | 0\% 0\% 1 | 16.7\% |  | 0\% | 0.3\% 0\% |  | 0\% | 0.3\% | - | 0\% | 0\% 0 | 0\% 0\% |  | - | - | 0\% | 0.2\% | 0\% | 0\% | 0.2\% |  | 0.3\% |
| Pedestrians | - - | - - | - | 326 | - | - | - | - | - | 19 | - | - | - | - | - | 314 | - | - | - | - | - | 157 |  |
| \% Pedestrians | - - | - - |  | 94.2\% | - | - | - | - | - | 100\% | - | - | - | - | - | 96.9\% | - | - | - | - | - | 98.7\% | - |
| Bicycles on Crosswalk | - - | - - | - | 20 | - | - | - | - | - | 0 | - | - | - | - | - | 10 | - | - | - | - | - | 2 |  |
| \% Bicycles on Crosswalk | - | - - | - | 5.8\% | - | - | - | - | - | 0\% | - | - | - | - | - | 3.1\% | - | - | - | - | - | 1.3\% | - |

[^3]
## 239292 (2) Washington St @ Pathway TMC - TMC

Thu Apr 13, 2023
AM Peak (Apr 132023 7:15AM - 8:15 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055362, Location: 42.467684, -70.953348
Provided by: Precision Data
Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US


[^4]
## 239292 (2) Washington St @ Pathway TMC - TMC

Thu Apr 13, 2023
PM Peak (Apr 132023 3:45PM - 4:45 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055362, Location: 42.467684, -70.953348
Provided by: Precision Data
Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US


[^5]
## 239292 (2) Washington St @ Pathway TMC - TMC

Sat Apr 15, 2023
AM Peak (WKND) (Apr 152023 10AM - 11 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055362, Location: 42.467684, -70.953348
Provided by: Precision Data
Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

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

## 239292 (2) Washington St @ Pathway TMC - TMC

Sat Apr 15, 2023
Midday Peak (WKND) (Apr 152023 11AM - 12 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055362, Location: 42.467684, -70.953348
Provided by: Precision Data Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US


[^6]
## 239292 (2) Washington St @ Pathway TMC - TMC

Sat Apr 15, 2023
PM Peak (WKND) (Apr 152023 1PM - 2 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1055362, Location: 42.467684, -70.953348
Provided by: Precision Data
Industries, LLC (PDI)
157 Washington Street, 2, Hudson, MA, 01749, US

| Leg <br> Direction | Crosswalk Southbound |  |  |  |  |  | Washington Street (Route 129) Westbound |  |  |  |  |  |  | Crosswalk Northbound |  |  |  |  |  | Washington Street (Route 129) Eastbound |  |  |  |  |  | Int |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | R | T | L | U |  | Ped* | R | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* |  |
| 2023-04-15 1:00PM | 0 | 0 | 0 | 0 | 0 | 11 |  | 0 | 107 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 84 | 0 | 0 | 84 | 7 | 191 |
| 1:15PM | 0 | 0 | 0 | 0 | 0 | 6 |  | 0 | 93 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 79 | 0 | 0 | 79 | 2 | 172 |
| 1:30PM | 0 | 0 | 0 | 0 | 0 | 4 |  | 0 | 100 | 0 | 0 | 100 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 97 | 0 | 0 | 97 | 10 | 197 |
| 1:45PM | 0 | 0 | 0 | 0 | 0 | 9 |  | 0 | 99 | 0 | 0 | 99 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 78 | 0 | 1 | 79 | 5 | 178 |
| Total | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 399 | 0 | 0 | 399 | 3 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 338 | 0 | 1 | 339 | 24 | 738 |
| \% Approach | 0\% | 0\% 0 | \% 0\% |  | - | - | 0\% |  | 100\% 0 | 0\% 0 |  | - | - | 0\% | 0\% | 0\% | 0\% | - | - | 0\% | 99.7\% | 0\% | 0.3\% | - |  |  |
| \% Total | 0\% | 0\% 0 | \% 0\% | \% | 0\% | - | 0\% |  | 54.1\% 0 | 0\% 0\% |  | 54.1\% | - | 0\% |  | 0\% | 0\% | 0\% | - | 0\% | 45.8\% | 0\% | 0.1\% | 45.9\% | - |  |
| PHF | - | - | - | - | - | - |  |  | 0.930 | - | - | 0.930 | - | - | - | - | - | - | - | - | 0.866 | - | 0.250 | 0.869 | - | 0.933 |
| Motorcycles | 0 | 0 | 0 | 0 | 0 |  |  | 0 | 4 | 0 | 0 | 4 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 4 | 0 | 0 | 4 | - | 8 |
| \% Motorcycles | 0\% | 0\% 0 | \% 0\% |  | - |  | 0\% |  | 1.0\% | 0\% 0\% |  | 1.0\% | - | 0\% 0 |  | 0\% | 0\% | - | - | 0\% | 1.2\% | 0\% | 0\% | 1.2\% | - | 1.1\% |
| Lights | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 388 | 0 | 0 | 388 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 327 | 0 | 1 | 328 | - | 716 |
| \% Lights | 0\% | 0\% 0 | \% 0\% |  | - | - | 0\% |  | 97.2\% 0 | 0\% 0\% | \%\% | 97.2\% | - | 0\% | 0\% | 0\% | 0\% | - | - | 0\% | 96.7\% | 0\% | 100\% | 96.8\% | - | 97.0\% |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 5 | 0 | 0 | 5 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 3 | 0 | 0 | 3 | - | 8 |
| \% Single-Unit Trucks | 0\% | 0\% 0 | 0\% 0\% |  | - | - | 0\% |  | 1.3\% | 0\% 0\% |  | 1.3\% | - | 0\% |  | 0\% | 0\% | - | - | 0\% | 0.9\% | 0\% | 0\% | 0.9\% | - | 1.1\% |
| Articulated Trucks | 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\% |
| Buses | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 2 | - | 3 |
| \% Buses | 0\% | 0\% 0 | 0\% 0\% |  | - | - | 0\% |  | 0.3\% | 0\% 0\% |  | 0.3\% | - | 0\% |  | 0\% | 0\% | - | - | 0\% | 0.6\% | 0\% | 0\% | 0.6\% | - | 0.4\% |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 2 | - | 3 |
| \% Bicycles on Road | 0\% | 0\% 0 | 0\% 0\% |  | - | - | 0\% |  | 0.3\% | 0\% 0\% |  | 0.3\% | - | 0\% | 0\% | 0\% | 0\% | - | - | 0\% | 0.6\% | 0\% | 0\% | 0.6\% | - | 0.4\% |
| Pedestrians | - | - | - | - | - | 29 |  | - | - | - | - | - | 3 | - | - | - | - | - | 21 | - | - | - | - | - | 24 |  |
| \% Pedestrians | - | - | - | - | - | 96.7\% |  | - | - | - | - | - | 100\% | - | - | - | - | - | 100\% | - | - | - | - | - | 100\% | - |
| Bicycles on Crosswalk | - | - | - | - | - | 1 |  | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 |  |
| \% Bicycles on Crosswalk | - | - | - | - | - | 3.3\% |  | - | - | - | - | - | 0\% | - | - | - | - | - | 0\% | - | - | - | - | - | 0\% | - |

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



Mass Highway Department


Station \#: 230150000063
City: Lynn
Site ID: 110000000104
Location: Rte. 129 WB , W. of Hanover $\mathrm{St} / \mathrm{Beacon}$ Hill Av Direction: WEST

| TIME | $\begin{array}{r} \text { MON } \\ 10 \end{array}$ | $\begin{array}{r} \text { TUE } \\ 11 \end{array}$ | $\begin{array}{r} \text { WED } \\ 12 \end{array}$ | $\begin{array}{r} \text { THU } \\ 13 \end{array}$ | $\begin{array}{r} \text { FRI } \\ 14 \end{array}$ | WKDAY <br> AVG | $\begin{array}{r} \text { SAT } \\ 15 \end{array}$ | $\begin{array}{r} \text { SUN } \\ 16 \end{array}$ | WEEK <br> AVG | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 01:00 |  | 54 | 58 | 59 | 71 | 60 | 96 | 97 | 72 | 435 |
| 02:00 |  | 54 | 65 | 62 | 67 | 62 | 68 | 97 | 69 | 413 |
| 03:00 |  | 23 | 26 | 17 | 41 | 27 | 53 | 56 | 36 | 216 |
| 04:00 |  | 36 | 30 | 37 | 42 | 36 | 36 | 51 | 39 | 232 |
| 05:00 |  | 72 | 69 | 69 | 73 | 71 | 31 | 37 | 58 | 351 |
| 06:00 |  | 175 | 165 | 178 | 144 | 166 | 82 | 60 | 134 | 804 |
| 07:00 |  | 331 | 320 | 340 | 328 | 330 | 196 | 82 | 266 | 1597 |
| 08:00 |  | 382 | 355 | 350 | 357 | 361 | 199 | 114 | 293 | 1757 |
| 09:00 |  | 323 | 318 | 330 | 312 | 321 | 239 | 161 | 280 | 1683 |
| 10:00 |  | 312 | 299 | 295 | 306 | 303 | 331 | 277 | 303 | 1820 |
| 11:00 |  | 339 | 290 | 345 | 345 | 330 | 320 | 279 | 320 | 1918 |
| 12:00 | 348 | 353 | 297 | 360 | 323 | 336 | 400 | 301 | 340 | 2382 |
| 13:00 | 314 | 383 | 351 | 387 | 400 | 367 | 327 | 380 | 363 | 2542 |
| 14:00 | 395 | 419 | 358 | 404 | 430 | 401 | 356 | 350 | 387 | 2712 |
| 15:00 | 423 | 482 | 448 | 112 | 473 | 388 | 357 | 357 | 379 | 2652 |
| 16:00 | 426 | 481 | 412 | 409 | 458 | 437 | 333 | 311 | 404 | 2830 |
| 17:00 | 434 | 425 | 430 | 435 | 408 | 426 | 340 | 310 | 397 | 2782 |
| 18:00 | 405 | 402 | 413 | 410 | 448 | 416 | 334 | 299 | 387 | 2711 |
| 19:00 | 342 | 364 | 361 | 401 | 364 | 366 | 303 | 346 | 354 | 2481 |
| 20:00 | 318 | 325 | 311 | 363 | 350 | 333 | 286 | 307 | 323 | 2260 |
| 21:00 | 222 | 273 | 314 | 297 | 344 | 290 | 308 | 243 | 286 | 2001 |
| 22:00 | 240 | 226 | 243 | 242 | 274 | 245 | 296 | 224 | 249 | 1745 |
| 23:00 | 152 | 157 | 162 | 206 | 217 | 179 | 268 | 194 | 194 | 1356 |
| 24:00 | 95 | 111 | 110 | 127 | 145 | 118 | 140 | 126 | 122 | 854 |
| TOTALS | 4114 | 6502 | 6205 | 6235 | 6720 | 6369 | 5699 | 5059 | 6055 | 40534 |
| \% AVG WKDY | 64.6 | 102.1 | 97.4 | 97.9 | 105.5 |  | 89.5 | 79.4 |  |  |
| \% AVG WEEK | 67.9 | 107.4 | 102.5 | 103.0 | 111.0 |  | 94.1 | 83.6 |  |  |
| AM Times | 12:00 | 08:00 | 08:00 | 12:00 | 08:00 | 08:00 | 12:00 | 12:00 | 12:00 |  |
| AM Peaks | 348 | 382 | 355 | 360 | 357 | 361 | 400 | 301 | 340 |  |
| PM Times | 17:00 | 15:00 | 15:00 | 17:00 | 15:00 | 16:00 | 15:00 | 13:00 | 16:00 |  |
| PM Peaks | 434 | 482 | 448 | 435 | 473 | 437 | 357 | 380 | 404 |  |

Mass Highway Department


Station \#: 230150000063
City: Lynn
Site ID: 110000000104
County: class
Location: Rte. 129WB,W. of Hanover St/Beacon Hill Av Direction: WEST

| TIME | $\begin{array}{r} \text { MON } \\ 10 \end{array}$ | $\begin{array}{r} \text { TUE } \\ 11 \end{array}$ | $\begin{array}{r} \text { WED } \\ 12 \end{array}$ | $\begin{array}{r} \text { THU } \\ 13 \end{array}$ | $\begin{array}{r} \text { FRI } \\ 14 \end{array}$ | WKDAY <br> AVG | $\begin{array}{r} \text { SAT } \\ 15 \end{array}$ | $\begin{array}{r} \text { SUN } \\ 16 \end{array}$ | WEEK <br> AVG | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 01:00 |  | 54 | 58 | 59 | 71 | 60 | 96 | 97 | 72 | 435 |
| 02:00 |  | 54 | 65 | 62 | 67 | 62 | 68 | 97 | 69 | 413 |
| 03:00 |  | 23 | 26 | 17 | 41 | 27 | 53 | 56 | 36 | 216 |
| 04:00 |  | 36 | 30 | 37 | 42 | 36 | 36 | 51 | 39 | 232 |
| 05:00 |  | 72 | 69 | 69 | 73 | 71 | 31 | 37 | 58 | 351 |
| 06:00 |  | 175 | 165 | 178 | 144 | 166 | 82 | 60 | 134 | 804 |
| 07:00 |  | 331 | 320 | 340 | 328 | 330 | 196 | 82 | 266 | 1597 |
| 08:00 |  | 382 | 355 | 350 | 357 | 361 | 199 | 114 | 293 | 1757 |
| 09:00 |  | 323 | 318 | 330 | 312 | 321 | 239 | 161 | 280 | 1683 |
| 10:00 |  | 312 | 299 | 295 | 306 | 303 | 331 | 277 | 303 | 1820 |
| 11:00 |  | 339 | 290 | 345 | 345 | 330 | 320 | 279 | 320 | 1918 |
| 12:00 | 348 | 353 | 297 | 360 | 323 | 336 | 400 | 301 | 340 | 2382 |
| 13:00 | 314 | 383 | 351 | 387 | 400 | 367 | 327 | 380 | 363 | 2542 |
| 14:00 | 395 | 419 | 358 | 404 | 430 | 401 | 356 | 350 | 387 | 2712 |
| 15:00 | 423 | 482 | 448 | 112 | 473 | 388 | 357 | 357 | 379 | 2652 |
| 16:00 | 426 | 481 | 412 | 409 | 458 | 437 | 333 | 311 | 404 | 2830 |
| 17:00 | 434 | 425 | 430 | 435 | 408 | 426 | 340 | 310 | 397 | 2782 |
| 18:00 | 405 | 402 | 413 | 410 | 448 | 416 | 334 | 299 | 387 | 2711 |
| 19:00 | 342 | 364 | 361 | 401 | 364 | 366 | 303 | 346 | 354 | 2481 |
| 20:00 | 318 | 325 | 311 | 363 | 350 | 333 | 286 | 307 | 323 | 2260 |
| 21:00 | 222 | 273 | 314 | 297 | 344 | 290 | 308 | 243 | 286 | 2001 |
| 22:00 | 240 | 226 | 243 | 242 | 274 | 245 | 296 | 224 | 249 | 1745 |
| 23:00 | 152 | 157 | 162 | 206 | 217 | 179 | 268 | 194 | 194 | 1356 |
| 24:00 | 95 | 111 | 110 | 127 | 145 | 118 | 140 | 126 | 122 | 854 |
| TOTALS | 4114 | 6502 | 6205 | 6235 | 6720 | 6369 | 5699 | 5059 | 6055 | 40534 |
| \% AVG WKDY | 64.6 | 102.1 | 97.4 | 97.9 | 105.5 |  | 89.5 | 79.4 |  |  |
| \% AVG WEEK | 67.9 | 107.4 | 102.5 | 103.0 | 111.0 |  | 94.1 | 83.6 |  |  |
| AM Times | 12:00 | 08:00 | 08:00 | 12:00 | 08:00 | 08:00 | 12:00 | 12:00 | 12:00 |  |
| AM Peaks | 348 | 382 | 355 | 360 | 357 | 361 | 400 | 301 | 340 |  |
| PM Times | 17:00 | 15:00 | 15:00 | 17:00 | 15:00 | 16:00 | 15:00 | 13:00 | 16:00 |  |
| PM Peaks | 434 | 482 | 448 | 435 | 473 | 437 | 357 | 380 | 404 |  |



47

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\begin{aligned}
& \text { AWP } 4049 \\
& \text { FAC .94(.99) } \\
& \text { ADT 3,800 }
\end{aligned}
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> Mass Highway Department
> WEEKLY SUMMARY FOR LANE
> Starting: $4 / 10 / 2023$

Page: 1


## Mass Highway Department

```
WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 4/10/2023
```

Station \#: 230150000106
Site ID: 000000040102
Location: Hanover St., south of Route 129
Direction: NORTH


$$
45
$$

NB 2400
SB 2323
4723
$.94(.99)$
4,400



$3165$

Mass Highway Department

| WEEKLY SUMMARY FOR LANE 1 |  |
| :--- | :--- |
| Starting: 4/10/2023 | Page: |
| $\qquad$ TA, 6 WB | File: D0410007.prn <br> City: Lynn <br> County: |

Station \#: 230150000077
Site ID: 000000000604
City: Lynn
Location: Baldwin St. 1-way WB, W. of Union St. County: Direction: WEST


14
AND 1528
$.94(.99)$
1,400


|  |  | Mass Highway Department |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | WEEKLY SUMMARY FOR LANE 1 Starting: 4/10/2023 |  |  |  |  | Page: |  |  |
| Station \#: <br> Site ID: 00 <br> Location: <br> Direction: | $\begin{aligned} & 0150000 \\ & 0000070 \\ & \text { on St. } \\ & \text { UTH } \end{aligned}$ | $25$ <br> nort | of Sil | oee St. |  |  |  | File: D0410009.prn <br> City: Lynn |  |  |
| TIME | MON 10 | $\begin{array}{r} \text { TUE } \\ 11 \end{array}$ | WED 12 | $\begin{array}{r} \text { THU } \\ 13 \end{array}$ | $\begin{array}{r} \text { FRI } \\ 14 \end{array}$ | $\begin{gathered} \text { WKDAY } \\ \text { AVG } \end{gathered}$ | $\begin{array}{r} \text { SAT } \\ 15 \end{array}$ | $\begin{array}{r} \text { SUN } \\ 16 \end{array}$ | WEEK <br> AVG | TOTAL |
| 01:00 |  | 67 | 116 | 87 | 215 | 121 | 110 | 130 | 121 | 725 |
| 02:00 |  | 55 | 63 | 60 | 105 | 71 | 66 | 110 | 76 | 459 |
| 03:00 |  | 42 | 48 | 35 | 56 | 45 | 48 | 74 | 50 | 303 |
| 04:00 |  | 44 | 22 | 0 | 68 | 34 | 63 | 59 | 43 | 256 |
| 05:00 |  | 108 | 91 | 0 | 106 | 76 | 89 | 59 | 76 | 453 |
| 06:00 |  | 197 | 265 | 0 | 311 | 193 | 164 | 87 | 171 | 1024 |
| 07:00 |  | 436 | 437 | 0 | 458 | 333 | 279 | 117 | 288 | 1727 |
| 08:00 |  | 661 | 726 | 0 | 684 | 518 | 296 | 193 | 427 | 2560 |
| 09:00 |  | 677 | 684 | 0 | 666 | 507 | 385 | 268 | 447 | 2680 |
| 10:00 |  | 556 | 585 | 0 | 640 | 445 | 490 | 490 | 460 | 2761 |
| 11:00 |  | 554 | 489 | 245 | 618 | 476 | 525 | 459 | 482 | 2890 |
| 12:00 |  | 526 | 512 | 531 | 640 | 552 | 494 | 435 | 523 | 3138 |
| 13:00 | 629 | 555 | 561 | 561 | 596 | 580 | 555 | 571 | 575 | 4028 |
| 14:00 | 675 | 657 | 639 | 655 | 607 | 647 | 546 | 500 | 611 | 4279 |
| 15:00 | 633 | 582 | 560 | 606 | 611 | 598 | 525 | 475 | 570 | 3992 |
| 16:00 | 615 | 635 | 597 | 593 | 598 | 608 | 485 | 508 | 576 | 4031 |
| 17:00 | 679 | 594 | 585 | 637 | 589 | 617 | 524 | 436 | 578 | 4044 |
| 18:00 | 657 | 636 | 534 | 667 | 670 | 633 | 572 | 450 | 598 | 4186 |
| 19:00 | 608 | 627 | 568 | 613 | 648 | 613 | 599 | 459 | 589 | 4122 |
| 20:00 | 528 | 485 | 477 | 573 | 563 | 525 | 548 | 450 | 518 | 3624 |
| 21:00 | 426 | 443 | 445 | 509 | 459 | 456 | 422 | 355 | 437 | 3059 |
| 22:00 | 318 | 359 | 341 | 398 | 383 | 360 | 418 | 365 | 369 | 2583 |
| 23:00 | 240 | 265 | 218 | 329 | 311 | 273 | 350 | 272 | 284 | 1985 |
| 24:00 | 127 | 194 | 134 | 195 | 229 | 176 | 224 | 214 | 188 | 1317 |
| TOTALS | 6135 | 9955 | 9697 | 7294 | 10831 | 9457 | 8777 | 7537 | 9057 | 60226 |
| \% AVG WKDY | 64.9 | 105:3 | 102.5 | 77.1 | 114.5 |  | 92.8 | 79.7 |  |  |
| \% AVG WEEK | 67.7 | 109.9 | 107.1 | 80.5 | 119.6 |  | 96.9 | 83.2 |  |  |
| AM Times |  | 09:00 | 08:00 | 12:00 | 08:00 | 12:00 | 11:00 | 10:00 | 12:00 |  |
| AM Peaks |  | 677 | 726 | 531 | 684 | 552 | 525 | 490 | 523 |  |
| PM Times | 17:00 | 14:00 | 14:00 | 18:00 | 18:00 | 14:00 | 19:00 | 13:00 | 14:00 |  |
| PM Peaks | 679 | 657 | 639 | 667 | 670 | 647 | 599 | 571 | 611 |  |

Mass Highway Department

```
WEEKLY SUMMARY FOR LANE 1 Page: 1
    Starting: 4/10/2023
    STA:&EB
```

Station \#: 23015000004
Site ID: 000000000803
Location: Silsbee St. 1-way EB, east of Union St.
Direction: EAST


$$
44
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Mass Highway Department
SPEED SUMMARY
Page: 1
Mon 4/10/2023
$\operatorname{STA} \cdot 1 E B$
File: D0410017.prn
Station \#: 230150000128
City: Lynn
Location: Rte. $129 \mathrm{~EB}, \mathrm{~W}$. of Hanover St/Beacon Hill Av County: speed
Direction: EAST
Lane: 1

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 250 | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 12:00 | 12 | 35 | 62 | 88 | 116 | 37 | 5 | 2 | 16 | 8 | 10 | 8 | 2 | 2 | 403 |
| 13:00 | 9 | 31 | 44 | 114 | 137 | 25 | 7 | 0 | 4 | 14 | 4 | 4 | 2 | 3 | 398 |
| 14:00 | 12 | 46 | 54 | 150 | 128 | 21 | 6 | 4 | 11 | 10 | 6 | 0 | 1 | 3 | 452 |
| 15:00 | 19 | 82 | 97 | 132 | 81 | 11 | 5 | 8 | 19 | 9 | 4 | 1 | 0 | 0 | 468 |
| 16:00 | 21 | 74 | 81 | 159 | 100 | 12 | 1 | 2 | 10 | 10 | 3 | 2 | 2 | 3 | 480 |
| 17:00 | 31 | 67 | 108 | 128 | 52 | 8 | 5 | 10 | 35 | 22 | 4 | 3 | 2 | 6 | 481 |
| 18:00 | 37 | 82 | 120 | 180 | 80 | 15 | 3 | 4 | 21 | 14 | 2 | 4 | 2 | 7 | 571 |
| 19:00 | 31 | 60 | 92 | 148 | 71 | 6 | 1 | 1 | 15 | 12 | 6 | 6 | 5 | 8 | 462 |
| 20:00 | 10 | 41 | 95 | 150 | 55 | 3 | 3 | 3 | 7 | 4 | 9 | 8 | 0 | 2 | 390 |
| 21:00 | 8 | 27 | 52 | 132 | 77 | 9 | 6 | 0 | 7 | 9 | 2 | 9 | 2 | 6 | 346 |
| 22:00 | 11 | 23 | 26 | 102 | 78 | 16 | 5 | 0 | 4 | 4 | 7 | 11 | 7 | 3 | 297 |
| 23:00 | 1 | 18 | 23 | 44 | 64 | 22 | 3 | 0 | 0 | 2 | 0 | 4 | 6 | 16 | 203 |
| 24:00 | 6 | 13 | 15 | 29 | 41 | 13 | 6 | 2 | 1 | 2 | 0 | 4 | 2 | 3 | 137 |
| DAY TOTAL | 208 | 599 | 869 | 1556 | 1080 | 198 | 56 | 36 | 150 | 120 | 57 | 64 | 33 | 62 | 5088 |
| PERCENTS | 4.1\% | 11.8\% | 17.1\% | 30.6\% | 21. 2 \% | 3.9\% | 1.1\% | 0.7 \% | 2.9\% | 2.4\% | 1.1\% | $1.3 \%$ | 0.6\% | 1.2\% | 100.0\% |

Statistical Information...
15th Percentile Speed

$\quad$| 15.7 mph |
| :--- |

Median speed
$\quad 23.0 \mathrm{mph}$
10 MPH Pace speed
20 mph to 30 mph
2636 vehicles in pace
$\quad$ Representing $54.7 \%$ of the total vehicles

85th Percentile Speed 30.0 mph

Average Speed 25.0 mph

Vehicles > 65 MPH
33
$0.7 \%$

Mass Highway Department

> SPEED SUMMARY Tue $4 / 11 / 2023$

Page: 2

| Station \#: 230150000128 | File: D0410017.prn |
| :--- | :--- |
| Site ID: 110000000103 | City: Lynn |
| Location: Rte. $129 \mathrm{~EB}, \mathrm{~W}$. of Hanover St/Beacon Hill Av | County: speed |

Direction: EAST
Lane: 1

| 01:00 | 3 | 6 | 3 | 11 | 23 | 13 | 2 | 2 | 1 | 2 | 2 | 2 | 4 | 10 | 84 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 02:00 | 0 | 1 | 2 | 5 | 18 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 45 |
| 03:00 | 0 | 6 | 2 | 3 | 6 | 11 | 4 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 40 |
| 04:00 | 3 | 5 | 2 | 3 | 7 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 34 |
| 05:00 | 1 | 4 | 2 | 6 | 15 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 40 |
| 06:00 | 5 | 16 | 12 | 26 | 33 | 21 | 3 | 1 | 0 | 0 | 0 | 0 | 5 | 2 | 124 |
| 07:00 | 13 | 39 | 29 | 84 | 76 | 18 | 4 | 2 | 3 | 5 | 2 | 3 | 4 | 7 | 289 |
| 08:00 | 35 | 86 | 118 | 157 | 107 | 13 | 2 | 6 | 11 | 4 | 2 | 14 | 2 | 6 | 563 |
| 09:00 | 31 | 80 | 86 | 189 | 112 | 7 | 3 | 6 | 10 | 11 | 13 | 15 | 0 | 12 | 575 |
| 10:00 | 13 | 37 | 27 | 155 | 119 | 20 | 3 | 1 | 21 | 16 | 5 | 4 | 2 | 2 | 425 |
| 11:00 | 8 | 32 | 54 | 133 | 130 | 17 | 3 | 7 | 10 | 11 | 16 | 7 | 2 | 2 | 432 |
| 12:00 | 10 | 45 | 67 | 172 | 94 | 17 | 3 | 4 | 5 | 8 | 3 | 2 | 0 | 2 | 432 |
| 13:00 | 11 | 58 | 65 | 155 | 107 | 17 | 2 | 0 | 8 | 5 | 3 | 9 | 4 | 4 | 448 |
| 14:00 | 28 | 42 | 53 | 125 | 126 | 16 | 1 | 3 | 12 | 9 | 10 | 2 | 0 | 2 | 429 |
| 15:00 | 25 | 59 | 139 | 138 | 77 | 13 | 5 | 4 | 22 | 7 | 8 | 0 | 2 | 0 | 499 |
| 16:00 | 37 | 93 | 138 | 178 | 51 | 8 | 6 | 12 | 10 | 9 | 8 | 3 | 0 | 3 | 556 |
| 17:00 | 20 | 71 | 131 | 171 | 79 | 16 | 7 | 9 | 13 | 11 | 7 | 4 | 4 | 0 | 543 |
| 18:00 | 30 | 76 | 90 | 187 | 84 | 16 | 1 | 3 | 13 | 11 | 3 | 7 | 5 | 8 | 534 |
| 19:00 | 24 | 85 | 135 | 191 | 70 | 6 | 3 | 0 | 6 | 11 | 11 | 8 | 8 | 1 | 559 |
| 20:00 | 20 | 60 | 119 | 151 | 83. | 12 | 3 | 0 | 6 | 10 | 3 | 9 | 2 | 8 | 486 |
| 21:00 | 11 | 22 | 55 | 120 | 92 | 10 | 1 | 0 | 5 | 4 | 8 | 11 | 2 | 0 | 341 |
| 22:00 | 7 | 21 | 44 | 81 | 77 | 13 | 3 | 5 | 6 | 11 | 3 | 4 | 2 | 5 | 282 |
| 23:00 | 3 | 14 | 11 | 52 | 78 | 16 | 5 | 1 | 0 | 0 | 2 | 0 | 2 | 4 | 188 |
| 24:00 | 3 | 5 | 13 | 42 | 61 | 12 | 11 | 0 | 0 | 0 | 0 | 4 | 4 | 8 | 163 |
| DAY TOTAL | 341 | 963 | 1397 | 2535 | 1725 | 320 | 83 | $68$ | 162 | $145$ | 111 | 108 | 60 | 93 | 8111 |
| PERCENTS | 4.2\% | 11.9\% | 17.2\% | 31.3\% | 21.38 | 3.9\% | 1.0\% | 0.8 \% | $2.0 \%$ | 1.8\% | 1. 4 \% | 1. 3 \% | $0.7 \%$ | 1.1\% | 100.0\% |

Statistical Information...

| 15th Percentile Speed 15.7 mph | 85th Percentile Speed 29.7 mph |
| :---: | :---: |
| Median Speed | Average Speed |
| 22.9 mph | 24.7 mph |
| 10 MPH Pace Speed | Vehicles > 65 MPH |
| 20 mph to 30 mph | 60 |
| 4260 vehicles in pace | 0.8 웅 |
| Representing 55.5\% of the total vehicles |  |

Station \#: 230150000128
Mass Highway Department
SPEED SUMMARY
Thu 4/13/2023
Page: 1

Site ID: 110000000103
STA.IEB

Location: Rte.129EB, W. of Hanover St/Beacon Hill Av Direction: EAST
Lane: 1

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 250 | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 01:00 | 0 | 4 | 2 | 5 | 29 | 21 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 74 |
| 02:00 | 4 | 1 | 0 | 6 | 19 | 23 | 3 | 1 | 0 | 0 | 0 | 4 | 4 | 4 | 69 |
| 03:00 | 0 | 2 | 1 | 6 | 10 | 7 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 33 |
| 04:00 | 0 | 1 | 2 | 5 | 11 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 05:00 | 3 | 7 | 3 | 12 | 9 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 46 |
| 06:00 | 1 | 17 | 9 | 30 | 43 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 135 |
| 07:00 | 7 | 48 | 20 | 82 | 87 | 17 | 2 | 0 | 2 | 2 | 4 | 6 | 0 | 10 | 287 |
| 08:00 | 31 | 75 | 102 | 168 | 109 | 16 | 3 | 4 | 4 | 2 | 6 | 10 | 6 | 9 | 545 |
| 09:00 | 18 | 47 | 103 | 171 | 111 | 13 | 3 | 1 | 9 | 9 | 4 | 6 | 4 | 13 | 512 |
| 10:00 | 7 | 58 | 50 | 126 | 136 | 29 | 4 | 2 | 0 | 7 | 2 | 7 | 7 | 6 | 441 |
| 11:00 | 12 | 38 | 45 | 147 | 104 | 21 | 7 | 2 | 11 | 2 | 8 | 8 | 0 | 9 | 414 |
| 12:00 | 17 | 39 | 93 | 123 | 104 | 19 | 3 | 8 | 5 | 9 | 2 | 5 | 0 | 8 | 435 |
| 13:00 | 7 | 46 | 43 | 121 | 112 | 35 | 7 | 1 | 12 | 6 | 10 | 2 | 6 | 7 | 415 |
| 14:00 | 23 | 64 | 65 | 131 | 92 | 12 | 3 | 2 | 4 | 5 | 9 | 2 | 3 | 9 | 424 |
| 15:00 | 95 | 10 | 25 | 30 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 |
| 16:00 | 18 | 84 | 106 | 132 | 63 | 16 | 1 | 2 | 8 | 2 | 10 | 6 | 2 | 4 | 454 |
| 17:00 | 23 | 69 | 134 | 139 | 64 | 4 | 0 | 7 | 7 | 11 | 7 | 6 | 0 | 8 | 479 |
| 18:00 | 24 | 50 | 90 | 190 | 78 | 14 | 4 | 4 | 5 | 11 | 15 | 4 | 3 | 6 | 498 |
| 19:00 | 15 | 59 | 123 | 187 | 55 | 13 | 1 | 2 | 4 | 2 | 6 | 0 | 3 | 2 | 472 |
| 20:00 | 5 | 56 | 86 | 144 | 88 | 21 | 1 | 2 | 2 | 0 | 0 | 0 | 2 | 10 | 417 |
| 21:00 | 18 | 41 | 70 | 125 | 69 | 18 | 7 | 0 | 2 | 2 | 1 | 2 | 0 | 6 | 361 |
| 22:00 | 12 | 34 | 37 | 123 | 89 | 19 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 328 |
| 23:00 | 4 | 28 | 29 | 92 | 62 | 25 | 7 | 1 | 2 | 0 | 0 | 2 | 2 | 2 | 256 |
| 24:00 | 11 | 12 | 7 | 28 | 70 | 22 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 159 |
| dAy total | 355 | 890 | 1245 | 2323 | 1629 | 409 | 81 | 43 | 80 | 72 | 84 | 74 | 44 | 138 | 7467 |
| PERCENTS | 4.8\% | 11.9\% | 16.7\% | 31.1\% | 21.8\% | 5.5\% | 1.1\% | 0.6\% | 1.1\% | 1.0\% | 1.1\% | 1.0\% | $0.6 \%$ | 1.8\% | 100.0\% |

Statistical Information...

| 15th Percentile Speed 15.6 mph | 85th Percentile Speed 29.5 mph |
| :---: | :---: |
| Median Speed | Average Speed |
| 22.9 mph | 24.1 mph |
| 10 MPH Pace Speed | Vehicles > 65 MPH |
| 20 mph to 30 mph | 44 |
| 3952 vehicles in pace | 0.6 \% |
| Representing 56.7\% of the total vehicles |  |

## Mass Highway Department

SPEED SUMMARY
Page: 2
Fri 4/14/2023

| Station \#: 230150000128 | File: D0413003.prn |
| :--- | :--- |
| Site ID: 110000000103 | City: Lynn |
| Location: Rte.129EB, W.of Hanover St/Beacon Hill Av | County: speed |

Direction: BAST
Lane: 1

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 250 | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 01:00 | 0 | 6 | 3 | 11 | 23 | 23 | 12 | 1 | 0 | 4 | 0 | 0 | 1 | 2 | 86 |
| 02:00 | 0 | 3 | 2 | 12 | 16 | 14 | 2 | 2 | 1 | 1 | 2 | 0 | 0 | 3 | 58 |
| 03:00 | 0 | 8 | 2 | 5 | 14 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 50 |
| 04:00 | 2 | 5 | 1 | 6 | 12 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 42 |
| 05:00 | 2 | 6 | 3 | 7 | 17 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 53 |
| 06:00 | 2 | 12 | 8 | 25 | 36 | 22 | 7 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 117 |
| 07:00 | 13 | 55 | 18 | 83 | 93 | 15 | 3 | 4 | 0 | 2 | 4 | 2 | 0 | 5 | 297 |
| 08:00 | 25 | 81 | 105 | 132 | 132 | 25 | 4 | 3 | 3 | 2 | 6 | 1 | 0 | 9 | 528 |
| 09:00 | 18 | 66 | 94 | 152 | 105 | 13 | 0 | 4 | 2 | 2 | 1 | 5 | 2 | 14 | 478 |
| 10:00 | 12 | 32 | 46 | 128 | 113 | 30 | 8 | 1 | 12 | 2 | 3 | 0 | 6 | 11 | 404 |
| 11:00 | 12 | 38 | 61 | 150 | 134 | 17 | 1 | 2 | 2 | 3 | 8 | 18 | 3 | 6 | 455 |
| 12:00 | 4 | 42 | 43 | 144 | 124 | 24 | 0 | 0 | 8 | 2 | 6 | 2 | 2 | 7 | 408 |
| 13:00 | 20 | 71 | 80 | 162 | 114 | 28 | 3 | 2 | 2 | 6 | 9 | 7 | 5 | 0 | 509 |
| 14:00 | 24 | 50 | 79 | 147 | 100 | 20 | 2 | 2 | 4 | 10 | 2 | 8 | 2 | 16 | 466 |
| 15:00 | 16 | 77 | 135 | 141 | 60 | 11 | 6 | 0 | 4 | 11 | 9 | 6 | 2 | 8 | 486 |
| 16:00 | 26 | 80 | 82 | 177 | 71 | 11 | 3 | 1 | 8 | 6 | 16 | 8 | 4 | 4 | 497 |
| 17:00 | 18 | 62 | 80 | 144 | 120 | 14 | 0 | 0 | 5 | 6 | 2 | 4 | 2 | 4 | 461 |
| 18:00 | 19 | 63 | 128 | 189 | 97 | 21 | 0 | 0 | 0 | 4 | 5 | 4 | 0 | 0 | 530 |
| 19:00 | 10 | 67 | 85 | 190 | 94 | 11 | 2 | 0 | 0 | 0 | 0 | 4 | 2 | 8 | 473 |
| 20:00 | 8 | 84 | 87 | 174 | 65 | 11 | 1 | 2 | 4 | 0 | 0 | 2 | 3 | 2 | 443 |
| 21:00 | 9 | 36 | 63 | 128 | 80 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 336 |
| 22:00 | 6 | 33 | 70 | 99 | 84 | 21 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 318 |
| 23:00 | 8 | 22 | 20 | 85 | 77 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 240 |
| 24:00 | 11 | 22 | 13 | 52 | 69 | 20 | 4 | 1 | 0 | 0 | 0 | 4 | 2 | 6 | 204 |
| DAY TOTAL | 265 | 1021 | 1308 | 2543 | 1850 | 426 | 77 | 29 | 56 | 61 | 75 | 77 | 38 | 113 | 7939 |
| PERCENTS | 3. $3 \%$ | 12.9\% | 16.5 \% | 32.0\% | 23.3\% | 5. $4 \%$ | 1.0\% | $0.4 \%$ | $0.7 \%$ | 0.8\% | $0.9 \%$ | 1. 0 융 | 0.5\% | 1.4\% | 100.0\% |

Statistical Information...

| 15th Percentile Speed 15.4 mph | 85 th Percentile Speed 29.2 mph |
| :---: | :---: |
| Median Speed | Average Speed |
| 22.9 mph | 23.7 mph |
| 10 MPH Pace Speed | Vehicles > 65 MPH |
| 20 mph to 30 mph | 38 |
| 4393 vehicles in pace | 0.5\% |
| Representing 58.1\% of the total vehicles |  |

## Mass Highway Department

SPEED SUMMARY
Page: 3
Sat 4/15/2023


Statistical Information...

| 15th Percentile Speed 16.3 mph | 85th Percentile Speed 29.3 mph |
| :---: | :---: |
| Median Speed | Average Speed |
| 23.4 mph | 23.7 mph |
| 10 MPH Pace Speed | Vehicles > 65 MPH |
| 20 mph to 30 mph | 32 |
| 4020 vehicles in pace | 0.5\% |
| Representing 63.1\% of the total vehicles |  |



Statistical Information...

| 15th Percentile Speed 16.6 mph | 85th Percentile Speed 29.4 mph |
| :---: | :---: |
| Median Speed | Average Speed |
| 23.5 mph | 23.8 mph |
| 10 MPH Pace Speed | Vehicles > 65 MPH |
| 20 mph to 30 mph | 20 |
| 3518 vehicles in pace | 0.4\% |
| Representing 63.7\% of the total vehicles |  |

## Mass Highway Department

SPEED SUMMARY
Page: 5

## Mon $4 / 17 / 2023$

| Station \#: 230150000128 | File: D0413003.prn |
| :--- | :--- |
| Site ID: 110000000103 | City: Lynn |
| Location: Rte. 129 EB, W.of Hanover St/Beacon Hill Av | County: speed | Direction: EAST Lane: 1


| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 250 | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 01:00 | 0 | 5 | 8 | 11 | 37 | 23 | 10 | 3 | 0 | 0 | 0 | 2 | 0 | 12 | 111 |
| 02:00 | 2 | 7 | 3 | 6 | 28 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 60 |
| 03:00 | 2 | 2 | 3 | 7 | 13. | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 04:00 | 3 | 5 | 0 | 7 | 6 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 05:00 | 3 | 2 | 4 | 4 | 6 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 06:00 | 1 | 9 | 3 | 17 | 33 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 88 |
| 07:00 | 2 | 26 | 12 | 48 | 76 | 33 | 7 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 208 |
| 08:00 | 6 | 26 | 24 | 68 | 103 | 32 | 3 | 0 | 1 | 0 | 0 | 4 | 0 | 4 | 271 |
| 09:00 | 3 | 21 | 32 | 80 | 107 | 33 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 288 |
| 10:00 | 10 | 27 | 30 | 101 | 99 | 24 | 4 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 305 |
| 11:00 | 6 | 35 | 31 | 99 | 114 | 25 | 3 | 3 | 0 | 0 | 0 | 2 | 7 | 0 | 325 |
| 12:00 | 5 | 31 | 39 | 101 | 118 | 18 | 4 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 325 |
| 13:00 | 10 | 37 | 60 | 145 | 99 | 13 | 5 | 2 | 0 | 0 | 0 | 2 | 3 | 0 | 376 |
| 14:00 | 11 | 41 | 50 | 150 | 107 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 381 |
| 15:00 | 8 | 59 | 52 | 149 | 105 | 21 | 2 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 401 |
| 16:00 | 6 | 33 | 39 | 160 | 81 | 16 | 2 | 2 | 0 | 6 | 0 | 4 | 0 | 4 | 353 |
| 17:00 | 11 | 54 | 77 | 145 | 100 | 13 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 404 |
| 18:00 | 15 | 54 | 98 | 162 | 94 | 9 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 438 |
| 19:00 | 12 | 38 | 66 | 159 | 77 | 6 | 3 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 368 |
| 20:00 | 8 | 43 | 62 | 117 | 66 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 316 |
| 21:00 | 5 | 29 | 22 | 114 | 89 | 22 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 8 | 294 |
| 22:00 | 4 | 18 | 24 | 89 | 68 | 12 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 221 |
| 23:00 | 6 | 22 | 20 | 52 | 45 | 18 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 176 |
| 24:00 | 2 | 5 | 12 | 40 | 58 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 151 |
| DAY TOTAL | 141 | 629 | 771 | 2031 | 1729 | 430 | 82 | 23 | 5 | 9 | 4 | 26 | 31 | 62 | 5973 |
| PERCENTS | 2.4 음 | 10.5\% | 12.98 | 34.0\% | 28.9\% | 7.2 \% | $1.4 \%$ | 0.49 | 0.1\% | 0.2\% | 0.1\% | 0.4\% | 0.5\% | 1.0\% | 100.0\% |

Statistical Information...


SPEED SUMMARY Page: 6
Tue 4/18/2023


Statistical Information...



Statistical Information...

15th Percentile Speed 16.0 mph

Median Speed 22.6 mph

10 MPH Pace Speed 20 mph to 30 mph 2126 vehicles in pace Representing $60.0 \%$ of the total vehicles

85th Percentile speed 28.6 mph

Average Speed 22.9 mph

Vehicles > 65 MPH
2
$0.1 \%$

$$
\begin{aligned}
& \text { SPEED SUMMARY } \\
& \text { Tue } 4 / 11 / 2023
\end{aligned}
$$

Page: 2

| Station \#: 230150000063 | File: D0410015.prn |
| :--- | :--- |
| Site ID: 110000000104 | City: Lynn |
| Location: Rte.129wB, W.of Hanover St/Beacon Hill Av | County: speed |

Location: Rte. 129WB, W. of Hanover St/Beacon Hill Av County: speed Direction: WEST Lane: 1

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 250 | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 01:00 | 2 | 4 | 3 | 5 | 17 | 12 | 3 | 1 | 1 | 0 | 0 | 0 | 1 | 5 | 54 |
| 02:00 | 2 | 1 | 2 | 6 | 17 | 10 | 7 | 0 | 1 | 0 | 0 | 2 | 0 | 6 | 54 |
| 03:00 | 1 | 3 | 0 | 5 | 6 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 04:00 | 2 | 4 | 1 | 3 | 10 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 05:00 | 1 | 1 | 5 | 5 | 23 | 16 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 10 | 72 |
| 06:00 | 3 | 11 | 9 | 32 | 60 | 36 | 8 | 1 | 0 | 0 | 0 | 2 | 0 | 13 | 175 |
| 07:00 | 9 | 31 | 41 | 114 | 103 | 20 | 3 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 331 |
| 08:00 | 24 | 36 | 73 | 130 | 98 | 12 | 1 | 0 | 0 | 0 | 2 | 1 | 2 | 3 | 382 |
| 09:00 | 18 | 33 | 52 | 106 | 77 | 20 | 1 | 0 | 4 | 0 | 2 | 0 | 0 | 10 | 323 |
| 10:00 | 11 | $10^{\circ}$ | 23 | 106 | 121 | 25 | 5 | 1 | 1 | 0 | 1 | 2 | 0 | 6 | 312 |
| 11:00 | 7 | 10 | 29 | 135 | 117 | 21 | 1 | 2 | 2 | 3 | 6 | 0 | 0 | 6 | 339 |
| 12:00 | 7 | 19 | 65 | 122 | 121 | 10 | 1 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 353 |
| 13:00 | 35 | 43 | 51 | 124 | 93 | 27 | 1 | 0 | 3 | 4 | 0 | 0 | 2 | 0 | 383 |
| 14:00 | 57 | 41 | 85 | 118 | 89 | 14 | 0 | 2 | 4 | 4 | 0 | 0 | 0 | 5 | 419 |
| 15:00 | 89 | 66 | 105 | 137 | 61 | 6 | 5 | 0 | 6 | 4 | 3 | 0 | 0 | 0 | 482 |
| 16:00 | 135 | 85 | 108 | 115 | 33 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 481 |
| 17:00 | 96 | 54 | 99 | 127 | 39 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 425 |
| 18:00 | 64 | 43 | 73 | 152 | 56 | 8 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 2 | 402 |
| 19:00 | 78 | 54 | 76 | 114 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 364 |
| 20:00 | 10 | 22 | 66 | 146 | 68 | 9 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 325 |
| 21:00 | 13 | 17 | 37 | 110 | 85 | 6 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 273 |
| 22:00 | 7 | 17 | 23 | 89 | 64 | 18 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 226 |
| 23:00 | 1 | 6 | 15 | 36 | 72 | 15 | 7 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 157 |
| 24:00 | 5 | 6 | 4 | 19 | 39 | 23 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 6 | 111 |
| DAY TOTAL | 677 | 617 | 1045 | 2056 | 1509 | 336 | 68 | 14 | 29 | 20 | 22 | 12 | 9 | 88 | 6502 |
| PERCENTS | 10.4\% | 9.5\% | 16.15 | 31.6\% | 23.2웅 | 5.2\% | 1.0 움 | 0.2\% | $0.4 \%$ | $0.3 \%$ | 0.3\% | 0.2\% | $0.1 \%$ | 1.4\% | 100.0웅 |

Statistical Information...

| 15th Percentile Speed 16.2 mph | 85th Percentile Speed 28.8 mph |
| :---: | :---: |
| Median Speed | Average Speed |
| 22.9 mph | 23.2 mph |
| 10 MPH Pace Speed | Vehicles > 65 MPH |
| 20 mph to 30 mph | 9 |
| 3565 vehicles in pace | 0.2\% |
| Representing 62.1\% of the total vehicles |  |

SPEED SUMMARY
Page: 3
Wed 4/12/2023


Statistical Information...

| th Percentile Speed 16.1 mph | 85th Percentile Speed 28.9 mph |
| :---: | :---: |
| Median Speed | Average Speed |
| 22.9 mph | 23.0 mph |
| 10 MPH Pace Speed | Vehicles > 65 MPH |
| 20 mph to 30 mph | 9 |
| 3385 vehicles in pace | $0.2 \%$ |
| Representing 61.3\% of the total vehicles |  |

## Mass Highway Department

SPEED SUMMARY
Thu 4/13/2023
Page: 4


Statistical Information...

| 15th Percentile Speed 16.2 mph | 85th Percentile Speed 29.0 mph |
| :---: | :---: |
| Median Speed | Average Speed |
| 23.0 mph | 23.0 mph |
| 10 MPH Pace Speed | Vehicles > 65 MPH |
| 20 mph to 30 mph | 5 |
| 3423 vehicles in pace | $0.1 \%$ |
| Representing 61.7\% of the total vehicles |  |

## Mass Highway Department

SPEED SUMMARY
Page: 5
Fri 4/14/2023

File: D0410015.prn
Station \#: 230150000063
City: Lynn
Site ID: 110000000104
County: speed
Location: Rte.129WB,W.of Hanover St/Beacon Hill Av Direction: WEST
Lane: 1


Statistical Information...

| 15th Percentile Speed 16.2 mph | 85th Percentile Speed 29.3 mph |
| :---: | :---: |
| Median Speed | Average Speed |
| 23.4 mph | 23.3 mph |
| 10 MPH Pace Speed | Vehicles > 65 MPH |
| 20 mph to 30 mph | 0 |
| 3688 vehicles in pace | $0.0 \%$ |
| Representing 62.8\% of the total vehicles |  |

Station \#: 230150000063
File: D0410015.prn
Site ID: 110000000104
Location: Rte. 129WB,W.of Hanover St/Beacon Hill Av Direction: WEST
Lane: 1

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 250 | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 01:00 | 1 | 4 | 1 | 17 | 37 | 24 | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 96 |
| 02:00 | 2 | 3 | 3 | 7 | 26 | 15 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 03:00 | 1 | 1 | 1 | 9 | 13 | 22 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 04:00 | 1 | 3 | 1 | 4 | 8 | 14 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| 05:00 | 1 | 1 | 2 | 2 | 4 | 9 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 06:00 | 1 | 1 | 0 | 12 | 16 | 31 | 13 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 82 |
| 07:00 | 4 | 9 | 14 | 39 | 78 | 39 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 196 |
| 08:00 | 4 | 13 | 7 | 52 | 86 | 26 | 8 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 199 |
| 09:00 | 7 | 9 | 17 | 73 | 93 | 29 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 239 |
| 10:00 | 9 | 11 | 25 | 97 | 131 | 51 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 331 |
| 11:00 | 14 | 22 | 28 | 109 | 117 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 320 |
| 12:00 | 58 | 41 | 70 | 152 | 64 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 400 |
| 13:00 | 41 | 25 | 51 | 94 | 96 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 327 |
| 14:00 | 55 | 38 | 77 | 120 | 54 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 356 |
| 15:00 | 28 | 34 | 73 | 130 | 74 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 357 |
| 16:00 | 15 | 23 | 49 | 125 | 96 | 20 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 333 |
| 17:00 | 15 | 28 | 30 | 133 | 107 | 19 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 340 |
| 18:00 | 26 | 30 | 54 | 115 | 77 | 27 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 334 |
| 19:00 | 28 | 28 | 71 | 108 | 44 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 303 |
| 20:00 | 28 | 22 | 43 | 120 | 56 | 14 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 286 |
| 21:00 | 8 | 23 | 57 | 104 | 100. | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 308 |
| 22:00 | 9 | 15 | 47 | 124 | 82 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 296 |
| 23:00 | 11 | 15 | 24 | 82 | 99 | 29 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 2. | 268 |
| 24:00 | 6 | 11 | 9 | 45 | 44 | 21 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 140 |
| DAY TOTAL | 373 | 410 | 754 | 1873 | 1602 | 524 | 118 | 28 | 9 | 2 | 4 | 0 | 0 | 2 | 5699 |
| PERCENTS | 6.5\% | 7.2옹 | 13.2\% | 32.9\% | 28.1年 | 9.2\% | 2.18 | 0.5\% | 0.2\% | 0.0\% | $0.1 \%$ | $0.0 \%$ | 0.0\% | 0.0\% | 100.0\% |

Statistical Information...
15th Percentile Speed 17.6 mph

Median Speed 24.0 mph

10 MPH Pace Speed 20 mph to 30 mph 3475 vehicles in pace Representing. $65.3 \%$ of the total vehicles

85th Percentile Speed
29.7 mph

Average Speed 24.0 mph

Vehicles > 65 MPH
0
$0.0 \%$


Statistical Information...

| 15th Percentile Speed 17.7 mph | 85th Percentile Speed 29.8 mph |
| :---: | :---: |
| Median Speed | Average Speed |
| 24.3 mph | 24.2 mph |
| 10 MPH Pace Speed | Vehicles > 65 MPH |
| 20 mph to 30 mph | 1 |
| 3111 vehicles in pace | 0.0\% |
| Representing 65.1\% of the total vehicles |  |

Station \#: 230150000063
File: D0410015.prn
Site ID: 110000000104
Location: Rte. 129WB, W. of Hanover St/Beacon Hill Av Direction: WEST
Lane: 1

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 250 | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 01:00 | 1 | 5 | 4 | 14 | 29 | 20 | 15 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 95 |
| 02:00 | 1 | 6 | 3 | 6 | 36 | 14 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 77 |
| 03:00 | 1 | 5 | 0 | 3 | 9 | 10 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 39 |
| 04:00 | 0 | 2 | 0 | 6 | 6 | 14 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 05:00 | 3 | 5 | 0 | 9 | 16 | 23 | 12 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 74 |
| 06:00 | 0 | 4 | 3 | 17 | 42 | 32 | 23 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 130 |
| 07:00 | 2 | 16 | 9 | 48 | 116 | 51 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 254 |
| 08:00 | 9 | 13 | 11 | 48 | 81 | 36 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 209 |
| 09:00 | 10 | 14 | 23 | 65 | 72 | 21 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 217 |
| 10:00 | 11 | 16 | 20 | 94 | 105 | 36 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 290 |
| 11:00 | 3 | 7 | 26 | 86 | 110 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 260 |
| 12:00 | 16 | 15 | 32 | 86 | 110 | 22 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 284 |
| 13:00 | 17 | 20 | 50 | 124 | 90 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 327 |
| 14:00 | 36 | 36 | 62 | 134 | 75 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 354 |
| 15:00 | 19 | 27 | 37 | 138 | 78 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 317 |
| 16:00 | 20 | 29 | 50 | 108 | 95 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 323 |
| 17:00 | 20 | 26 | 57 | 135 | 82 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 333 |
| 18:00 | 46 | 45 | 55 | 109 | 77 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 346 |
| 19:00 | 18 | - 26 | 37 | 111 | 88 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 293 |
| 20:00 | 21 | 15 | 36 | 93 | 74 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 |
| 21:00 | 7 | 18 | 26 | 109 | 66 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 251 |
| 22:00 | 6 | 10 | 16 | 56 | 71 | 20 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 194 |
| 23:00 | 2 | 10 | 14 | 54 | 40 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 24:00 | 2 | 4 | 6 | 18 | 45 | 19 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| DAY TOTAL | 271 | 374 | 577 | 1681 | 1613 | 508 | 149 | 31 | 8 | 0 | 1 | 0 | 0 | 0 | 5213 |
| PERCENTS | 5.2 웅 | 7.2\% | 11.1\% | 32.2 \% | 30.9\% | 9.7\% | 2.9\% | 0.6\% | 0.2\% | 0.0 \% | $0.0 \%$ | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

Statistical Information...

| 15th Percentile Speed 18.2 mph | 85th Percentile Speed 29.9 mph |
| :---: | :---: |
| Median Speed | Average Speed |
| 24.5 mph | 24.5 mph |
| 10 MPH Pace Speed | Vehicles > 65 MPH |
| 20 mph to 30 mph | 0 |
| 3294 vehicles in pace | 0.0\% |
| Representing 66.7\% of the total vehicles |  |

29.9 mph

Average Speed
24.5 mph

0
$0.0 \%$

$$
\begin{aligned}
& \text { SPEED SUMMARY } \\
& \text { Tue } 4 / 18 / 2023
\end{aligned}
$$

| Station \#: 230150000063 |  |  |  |  |  |  |  |  |  | File: D0410015.prn |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Site ID: 110000000104 |  |  |  |  |  |  |  |  |  | City: Lynn |  |  |  |  |  |
| Location: Rte.129WB, W. of Hanover St/Beacon Hill Av |  |  |  |  |  |  |  |  |  | County: speed |  |  |  |  |  |
| Direction: WEST |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane: 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 250 | Total |
| 01:00 | 1 | 5 | 5 | 3 | 16 | 12 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 02:00 | 1 | 2 | 1 | 9 | 9 | 15 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 03:00 | 1 | 3 | 0 | 0 | 6 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 04:00 | 0 | 1 | 1 | 4 | 8 | 10 | 6 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 33 |
| 05:00 | 0 | 4 | 1 | 8 | 18 | 21 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 69 |
| 06:00 | 0 | 7 | 10 | 24 | 57 | 41 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| 07:00 | 1 | 13 | 17 | 69 | 128 | 47 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 288 |
| 08:00 | 11 | 14 | 14 | 58 | 100 | 47 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 259 |
| 09:00 | 12 | 20 | 12 | 72 | 99 | 43 | 8 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 268 |
| DAY TOTAL | 27 | 69 | 61 | 247 | 441 | 247 | 88 | 15 | 5 | 0 | 2 | 0 | 0 | 0 | 1202 |
| PERCENTS | 2.2\% | 5.7\% | 5.1\% | 20.5\% | $36.7 \%$ | 20.5\% | $7.3 \%$ | 1. 2 \% | $0.4 \%$ | 0.0\% | $0.2 \%$ | 0.0\% | 0.0\% | 0.0\% | 100.0\% |

Statistical Information...

| 15th Percentile Speed 20.9 mph | 85th Percentile Speed 33.7 mph |
| :---: | :---: |
| $\begin{aligned} & \text { Median } \text { Speed } \\ & 27.4 \mathrm{mph} \end{aligned}$ | Average Speed 27.2 mph |
| ```10 MPH Pace Speed 20 mph to }30\textrm{mph 6 8 8 \text { vehicles in pace} Representing 58.6% of the total vehicles``` | $\begin{gathered} \text { Vehicles }>65 \mathrm{MPH} \\ 0 \\ 0.0 \% \end{gathered}$ |


[^0]:    *Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

[^1]:    *Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

[^2]:    Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

[^3]:    *Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

[^4]:    *Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

[^5]:    *Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

[^6]:    *Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

