



Memorandum

To: Mr. Allen Peacock
Taurus Investment Holdings, LLC
610 N Wymore Road, Suite 200
Maitland, Florida

Date: August 7, 2023

Project #: 15630.00

From: Randy Hart, Principal
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Re: Traffic Impact Assessment
NOVO Riverside Commons
292 & 294 Baker Avenue
Concord, Massachusetts

Introduction

Vanasse Hangen Brustlin, Inc. (VHB) on behalf of NOVO Riverside Commons, LLC (the "Proponent") has evaluated the potential impacts of the proposed NOVO Riverside Commons 40B apartment community (the "Project") to be located at 292 & 294 Baker Avenue in Concord, Massachusetts (the "Site"). The apartment community will be located on an approximate 10.2-acre portion of the existing 64.97-acre property now known as 300/310 Baker Avenue and accessed via the existing Concord Meadows Corporate Center driveway on Baker Avenue. The proposed 40B apartment community includes 201 residential units.

The site is located in close proximity to, and within walking distance of, the West Concord MBTA Commuter Rail Station. There is currently sidewalk from the site all the way to the West Concord MBTA Commuter Rail Station. The Project will also include improvements designed to connect to the future Assabet Pedestrian Bridge & Trail Project to provide more direct pedestrian and bicycle access to the West Concord MBTA Commuter Rail Station.

This memorandum includes an evaluation of the existing traffic operations and safety; an assessment of future conditions without and with the Project; an estimate of projected traffic volumes for the Project and its potential impact on future traffic operations in the area; and conclusions and recommendations. As detailed herein, the proposed redevelopment is expected to have minimal impacts on traffic operations within the study area.

Study Methodology

VHB prepared the traffic assessment in three stages. The first stage involved an assessment of existing traffic conditions within the Project study area, including an inventory of existing roadway geometry; observations of traffic flow, including daily and peak period traffic counts; and a review of vehicular crash data.

The second stage of the study established the framework for evaluating the transportation impacts of the proposed Project. Specific travel demand forecasts for the Project were assessed along with future traffic demands on the study area roadways due to projected background traffic growth and other proposed area developments that may occur independent of the proposed development. The year 2030, a seven-year time horizon, was selected as the design year for analysis for the preparation of this traffic impact and access assessment in accordance with the MassDOT Traffic Impact Assessment (TIA) guidelines.

The third and final stage involved conducting traffic analyses to identify both existing and projected future roadway capacities and demands. This analysis was used as the basis for identifying impacts on local traffic operations related to the Project.

Project Description and Site Location

The Project Site is located at 292 & 294 Baker Avenue in Concord, Massachusetts. The Project includes the redevelopment of a 10.2-acre portion of the Concord Meadows Corporate Center, including a proposed parking lot, drive aisles and other improvements associated with two apartment buildings collectively comprising a total of 201 rental apartment units.

The Site will primarily be accessed via the existing Concord Meadows Corporate Center driveway on Baker Avenue, which will be shifted slightly to the north. Figure 1 showing the Project Site in relation to the surrounding area as well as the study area is included in the Attachments.

Existing Conditions

The existing conditions analysis consists of an inventory of the traffic control, roadway, and intersection geometry in the study area, the collection of daily and peak hour traffic volumes, a summary of public transit options in the area, and a review of recent crash history.

Study Area

Based on an understanding of the current traffic operations in the region, the following intersections were selected for review:

- › Main Street (Route 62) at Baker Avenue/Cottage Street – *signalized*
- › Baker Avenue at Concord Meadows Driveway – *unsignalized*
- › Concord Turnpike (Route 2) at Baker Avenue Extension – *signalized*

Figure 2 showing the existing intersection lane geometry and traffic control at each study area intersection is included in the Attachments.

Study Area Roadways

Baker Avenue

Baker Avenue is a two-lane roadway running in a north-south direction between Route 62 and Baker Avenue Extension. It falls under local jurisdiction and is classified as a local roadway. Baker Avenue has a speed limit of 25 miles per hour (mph). A sidewalk is provided along the entire west side of the roadway and along the east side of the roadway between Route 62 and the residential development on Courtland Avenue. No formal bicycle accommodations are provided. Land uses along Baker Avenue mainly consist of office buildings to the north and multifamily residential uses to the south.

Baker Avenue Extension

Baker Avenue is a two-lane roadway running in a northwest-southeast direction between Baker Avenue and Route 2. It falls under local jurisdiction and is classified as a local roadway. No formal bicycle or pedestrian accommodations are provided. Baker Avenue Extension has a speed limit of 25 mph. Land uses along Baker Avenue Extension mainly consist of office buildings.

Main Street (Route 62)

Main Street (Route 62) is a two-lane roadway running in an east-west direction. Route 62 falls under local jurisdiction and is classified as a principal arterial. A sidewalk is provided on both sides of the roadway in the study area. No formal bicycle accommodations are provided. Route 62 has a posted speed limit of 30 mph in the study area. Land uses along Route 62 consist of commercial and residential uses in the study area.

Concord Turnpike (Route 2)

Concord Turnpike (Route 2) is a four-lane roadway running in an east-west direction. Route 2 falls under MassDOT jurisdiction and is classified as a principal arterial. No bicycle or pedestrian accommodations are provided. Route 2 has a posted speed limit of 40 mph in the study area. There are no land uses along Route 2 in the study area due to its limited access.

Study Area Intersections

Main Street (Route 62) at Baker Avenue/Cottage Street

Route 62 runs in an east-west direction and is intersected by Baker Avenue from the north and Cottage Street from the south to form a four-legged signalized intersection. The Route 62 eastbound approach consists of a short left-turn lane and a shared through/right-turn lane. The Route 62 westbound approach consists of one general-purpose lane. The Cottage Street northbound approach consists of one general-purpose lane. The Baker Avenue southbound approach consists of a short left-turn lane and a shared through/right-turn lane. Crosswalks are provided across all approaches. No formal bicycle accommodations are provided.

Baker Avenue at Concord Meadows Driveway

Commonwealth runs in an east-west direction and is intersected by the south Site driveway from the north and the 135 Commonwealth Avenue driveway from the south to form a four-legged unsignalized intersection. The 135 Commonwealth Avenue driveway northbound and south Site driveway southbound approaches are under stop control. All approaches consist of one general-purpose lane. A sidewalk is provided along both sides of Commonwealth Avenue. No crosswalks or formal bicycle accommodations are provided.

Concord Turnpike (Route 2) at Baker Avenue Extension

Route 2 runs in an east-west direction and is intersected by Elm Street from the north and Baker Avenue Extension from the south to form a four-legged signalized intersection. The Route 2 eastbound approach consists of a left-turn lane, a through lane, and a shared through/right-turn lane with a channelized right turn. The Route 2 westbound approach consists of two through lanes and a channelized right-turn lane. The Baker Avenue Extension northbound approach consists of a left-turn lane, a through lane, and a right-turn lane. The Elm Street southbound approach consists of a left-turn lane and a through lane. No bicycle or pedestrian accommodations are provided.

Traffic Volume Data

To identify current traffic flow characteristics along the primary roadway serving the Project study area, VHB conducted traffic counts next to the Project Site. VHB's traffic data collection involved turning movement counts (TMCs) at the study area intersections, as well as measuring daily traffic volumes on Baker Avenue over a 48-hour period using an automated traffic recorder (ATR).

The TMCs were conducted on Thursday, February 17, 2022 during the weekday morning peak period from 7:00 AM to 9:00 AM and during the weekday evening peak period from 4:00 PM to 6:00 PM. Based on a review of the count data,

the weekday morning and weekday evening peak hours of vehicular activity were determined to be 7:30 AM to 8:30 AM and 4:30 PM to 5:30 PM, respectively. The ATR collected data concurrently, from Wednesday, February 16, 2022 through Thursday, February 17, 2022. All count data is included in the Attachments.

Adjustments were considered for COVID-19 pandemic impacts and growth to 2023 as well as seasonal variations. The latest MassDOT Guidance¹ states that starting in March 2022, volumes may be considered existing without adjustment in most cases. Therefore, February 2022 weekday volumes were compared to February 2023 weekday volumes at the nearest permanent MassDOT count station located on Route 2 east of Reformatory Circle. The February 2023 volumes were slightly higher. To account for COVID-19 impacts and adjust to 2023, the February 2022 weekday morning volumes were adjusted by a factor of 1.02 to the average February 2023 weekday morning volumes, and the February 2022 weekday evening volumes were adjusted by a factor of 1.07 to the average February 2023 weekday evening volumes. Based on seasonal adjustment factors published by MassDOT as well as monthly traffic patterns at the nearest permanent MassDOT count station, an additional factor of 1.03 was applied to all counts to account for seasonal adjustments. The count adjustment data is included in the Attachments.

Table 1 displays the observed weekday daily traffic volumes on Baker Avenue adjacent to the Site driveway, adjusted as detailed above.

Table 1 Existing Traffic Volume Summary

Location	ADT ^a	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		Volume	K Factor ^b	Dir. Dist. ^c	Volume	K Factor	Dir. Dist.
Baker Avenue, south of Site driveway	4,100	400	9.8%	74% NB	385	9.4%	58% SB

Source: VHB based on ATR conducted in February 2022, all time periods seasonally adjusted by 1.03, and daily, morning, and evening adjusted for COVID by 1.06, 1.02, and 1.07, respectively.

- a Average Daily Traffic volume expressed in vehicles per day.
- b Represents the percent of daily traffic that occurs during the peak hour.
- c Directional distribution of peak hour traffic.

Note: Peak hours do not necessarily coincide with the peak hours of the intersection turning movement counts.

As shown in Table 1, Baker Avenue carries approximately 4,100 vehicles per day on a typical weekday, with approximately 9.8-percent of all daily traffic occurring during the weekday morning peak hour and approximately 9.4-percent occurring during the weekday evening peak hour. The directionality of peak hour traffic flow on Baker Avenue is heavier in the northbound direction during the weekday morning peak period and slightly heavier in the southbound direction during the weekday evening peak period.

The 2023 Existing traffic volume networks for the weekday morning and weekday evening peak hours are provided as Figure 3 in the Attachments.

Public Transportation

Public Transportation in Concord is provided by the MBTA Fitchburg Line Commuter Rail. The West Concord station is currently located within a half-mile walking distance from the Site, although the walking distance will be considerably shortened by the future Assabet Pedestrian Bridge & Trail Project.

¹ Traffic and Safety Engineering 25% Design Submission Guidelines; MassDOT; Revised May 31, 2022.

The MBTA Fitchburg Line stops at the West Concord station approximately hourly on weekdays from approximately 5:00 AM to 10:00 PM inbound and 6:00 AM to 11:30 PM outbound. It stops approximately every 2-3 hours on weekends from approximately 5:45 AM to 9:45 PM inbound and 8:00 AM to 11:30 PM outbound. The detailed Fitchburg Line schedule is included in the Attachments.

Crash Summary

A detailed crash analysis was conducted to identify potential vehicle crash trends and/or roadway deficiencies in the traffic study area. The vehicle crash data for the study area intersections was obtained from MassDOT for the years 2015 to 2020. The years 2015 to 2019 were used for the crash data analysis due to COVID-19 affecting travel patterns in 2020. The 2020 crash data, which included five crashes at Route 62 and eight crashes at Route 2, is not included in this memo but is included in the Attachments. The MassDOT database is comprised of crash data from the Massachusetts Registry of Motor Vehicles (RMV) Division primarily for use in traffic studies and safety evaluations. Data files are provided for an entire city or town for an entire year, though it is possible that some crash records may be omitted either due to individual crashes not being reported, or the city crash records not being provided in a compatible format for RMV use.

Crash rates are calculated based on the number of crashes at an intersection and the volume of traffic traveling through that intersection on a daily basis. Rates that exceed MassDOT's average for crashes at intersections in the MassDOT district in which the town or city is located could indicate safety or geometric issues for a particular intersection. For the Project study area, the calculated crash rates for the study area intersections were compared to MassDOT's District 4 (the MassDOT district for Concord) average. The current MassDOT average crash rates for signalized and unsignalized intersections in District 4 is 0.73 and 0.57 crashes per million entering vehicles, respectively. In other words, on average, 0.73 crashes occurred per million vehicles entering signalized intersections throughout District 4 and 0.57 crashes occurred per million vehicles entering unsignalized intersections throughout District 4. The statewide crash rates are similarly 0.78 and 0.57 crashes per million entering vehicles for signalized and unsignalized intersections, respectively.

A summary of the vehicle crash history at the study area intersections based on the available RMV data is presented in Table 2 and the detailed crash data is provided in the Attachments.

Table 2 Vehicular Crash Data (2015 - 2019)

	Main Street (Route 62) at Baker Avenue/ Cottage Street	Baker Avenue at Concord Meadows Driveway	Concord Turnpike (Route 2) at Baker Avenue Extension
Signalized?	Yes	No	Yes
MassDOT Statewide Crash Rate	0.78	0.57	0.78
MassDOT District 4 Average Crash Rate	0.73	0.57	0.73
Calculated Crash Rate	0.68	0.28	0.81
Exceeds Average?	No	No	Yes
Year			
2015	9	0	6
2016	2	0	5
2017	2	0	17
2018	6	1	10
<u>2019</u>	5	1	12
Total	24	2	50
Collision Type			
Angle	8	1	16
Head-on	1	0	1
Rear-end	12	1	22
Rear-to-rear	0	0	1
Sideswipe, opposite direction	1	0	1
Sideswipe, same direction	2	0	7
Single Vehicle Crash	0	0	2
Severity			
Fatal Injury	0	0	0
Non-Fatal Injury	8	2	20
Property Damage Only	16	0	30
Not reported	0	0	0
Time of day			
Weekday, 7:00 AM - 9:00 AM	6	1	6
Weekday, 4:00 – 6:00 PM	5	0	5
Saturday, 11:00 AM – 2:00 PM	0	0	0
Weekday, other time	11	1	35
Weekend, other time	2	0	4
Pavement Conditions			
Dry	21	2	44
Wet	2	0	4
Snow/Ice/Slush	1	0	1
Not reported	0	0	1
Non-Motorist (Bike, Pedestrian)	0	0	0

Source: MassDOT IMPACT Portal, accessed July 2023.

As shown in Table 2, the 2015-2019 calculated crash rates at the intersection of study area intersections Concord Turnpike (Route 2) at Baker Avenue Extension exceeds the MassDOT average crash rate for signalized intersections. Over the five-year period, a total of 76 crashes were reported at the study area intersections, the majority of which were rear-end or angle crashes. No fatalities were reported at any of the study area locations. Most crashes occurred during non-peak periods. No crashes were reported to involve a non-motorist such as a bicyclist or pedestrian.

Highway Safety Improvement Program

In addition to calculating the crash rate, study area intersections were also reviewed in MassDOT's Highway Safety Improvement Program (HSIP) database. An HSIP-eligible cluster is one in which the total number of "equivalent property damage only"² crashes in the area is within the top five percent of all clusters in that region. Being HSIP-eligible makes the location eligible for FHWA and MassDOT funds to address the identified safety issues at these locations. As part of this effort, VHB reviewed this database and found that the intersection of Concord Turnpike (Route 2) at Baker Avenue Extension is listed as a 2018-2020 HSIP cluster.

Road Safety Audit

A Road Safety Audit (RSA) was conducted in February 2020 for the intersection of Concord Turnpike (Route 2) at Baker Avenue Extension³. One of the primary safety issues was confusion about westbound left turns, as some drivers are unaware that they must use the jughandle. The jughandle design itself does not offset U-turns from Elm Street eastbound vehicles and provides short storage lengths. Baker Avenue Extension and the jughandle run in same phase with permissive left turns despite slope on jughandle and vertical sight distance issues. It was noted that signage and signal heads can be improved, and that the intersection may need additional lighting due to many crashes during dark conditions. Finally, it was noted that the community desires a safe crossing across Route 2, although no pedestrian or bicycle accommodations are provided at the intersection.

Potential short-term safety enhancements include signal timing adjustments and improved signage and pavement markings. Mid-term and long-term recommendations include considering geometric improvements, signal equipment improvements, pedestrian and bicycle accommodations, and additional lighting.

No-Build Conditions

To determine the impacts of the site-generated traffic volumes in the vicinity of the site, future traffic conditions were evaluated. A seven-year horizon (2030) was used for the evaluation consistent with MassDOT Transportation Impact and Access (TIA) study requirements.

Traffic growth on area roadways is a function of the expected land development, environmental activity, and changes in demographics. A frequently used procedure is to identify estimated traffic generated by planned developments that would be expected to affect the project study area roadways. An alternative procedure is to estimate an annual percentage increase and apply that increase to study area traffic volumes. For this evaluation, both procedures were used. The following summarizes this traffic forecasting process.

² Equivalent property damage only" is a method of combining the number of crashes with the severity of the crashes based on a weighted scale. Crashes involving property damage only are reported at a minimal level of importance, while collisions involving personal injury (or fatalities) are weighted more heavily.

³ Road Safety Audit: Route 2 at Baker Avenue Extension & Elm Street, Town of Concord; VHB (Watertown, MA); February 4, 2020.

Historical Growth

Traffic growth on area roadways is a function of the expected land development, environmental activity, and changes in demographics. To provide a conservative analysis and remain consistent with other traffic studies in the area, a background growth rate of 1 percent per year was applied.

Planned Developments

In addition to accounting for background growth, the traffic associated with other planned and/or approved developments near the Site was considered. Based on discussions with the Town of Concord and information available on the Town website, it was determined that the following planned development projects in the vicinity of the Site may influence traffic conditions:

- › 794 Elm Street: Proposed coffee shop without drive-through. Traffic volumes associated with the development were based on the traffic study⁴ for this project.
- › 13B Commonwealth Avenue: Mixed-use development that has a special permit for 5,250 sf retail and 8 units. Trips to be generated by this project was added to the roadway network based on data from the Institute of Transportation Engineers (ITE).
- › 166 Commonwealth Avenue: Mixed-use development that will remove the existing gas station and service bays and replace them with 10 residential units, a restaurant, and a small retail space. Traffic volumes associated with the development were based on the traffic study⁵ for this project.

Background Transportation Projects

Based on the Town of Concord website, the Assabet Pedestrian Bridge & Trail Project plans to connect the West Concord commuter rail station to 300 Baker Avenue. Based on the June 16, 2022 public information meeting, preliminary bridge type studies have been completed and were being reviewed by MassDOT. The project team was working on getting the project funded on the State Transportation Improvement Program (STIP). It would then take approximately 3-5 years to get to final design once funded. It is not listed in the draft 2024-2028 STIP.

No-Build Traffic Volumes

The 2030 No-Build traffic volumes were generated by consideration of the above-described factors. The resulting 2030 No-Build peak hour traffic volume networks for the weekday morning and weekday evening peak periods are provided as Figure 4 in the Attachments.

Trip Generation

To estimate the number of vehicle trips to be generated by the proposed redevelopment, traffic generation projections were prepared based on Institute of Transportation Engineers (ITE) *Trip Generation Manual*⁶ data for Land

4 Proposed Coffee Shop without Drive-Thru, 794 Elm Street, Concord, Massachusetts; MDM Transportation Consultants, Inc. (Marlborough, MA); February 9, 2023.

5 Proposed Redevelopment, 166 Commonwealth Avenue, Traffic Impact and Access Study, Concord, Massachusetts; VHB (Watertown, MA); May 22, 2023.

6 Trip Generation Manual, 11th Edition; Institute of Transportation Engineers (Washington, D.C.); 2021.

Use Code (LUC) 221 (Mid-Rise Multifamily Housing). Detailed trip generation calculations are included in the Attachments.

Unadjusted Project-Generated Traffic

Table 3 presents the Project-generated vehicle trips based on ITE data.

Table 3 Unadjusted ITE Vehicle Trips

Time Period	<u>Residential</u> ¹
Weekday Daily	
Enter	456
<u>Exit</u>	<u>456</u>
Total	912
Weekday Morning Peak Hour	
Enter	18
<u>Exit</u>	<u>59</u>
Total	77
Weekday Evening Peak Hour	
Enter	48
<u>Exit</u>	<u>31</u>
Total	79

¹ Based on ITE LUC 220 (Mid-Rise Multifamily Housing) for 201 units.

Person Trips

The unadjusted vehicle trips using the ITE data were converted into person trips by applying the average vehicle occupancy (AVO) of 1.18 for residential trips, as outlined by the U.S. Department of Transportation⁷. The national rates are applied when converting to person trips to be consistent with ITE data, which is also based on national data. The unadjusted vehicle trips were converted into person trips in order to apply mode share, as described below. The person trips are presented in Table 4.

⁷ Summary of Travel Trends: 2017 National Household Survey, US Department of Transportation, Federal Highway Administration, Washington D.C., 2017.

Table 4 Person Trips

Time Period	<u>Residential</u>
Weekday Daily	
Enter	538
<u>Exit</u>	<u>538</u>
Total	1,076
Weekday Morning Peak Hour	
Enter	21
<u>Exit</u>	<u>70</u>
Total	91
Weekday Evening Peak Hour	
Enter	57
<u>Exit</u>	<u>37</u>
Total	94

Mode Share

The Site is located in close proximity to the West Concord Commuter Rail Station and as a result the expectation is that some residents of the proposed development would likely use the commuter rail to travel to and from work. Mode shares were applied to distinguish between vehicular, transit, bike/walk, and work-from-home trips to and from the Site. The residential mode share was based on 2016-2020 American Community Survey 5-Year Estimates⁸. The assumed mode share is presented in Table 5.

Table 5 Mode Share

Land Use	<u>Vehicle</u>	<u>Transit</u>	<u>Bike/Walk</u>	<u>WFH</u>	<u>Total</u>
Residential	80%	10%	neg.	10%	100%

Note: Based on 2016-2020 American Community Survey 5-Year Estimates.
 neg = Negligible

Project-generated Trips

The mode shares discussed above and presented in Table 5 were applied to the person trips shown in Table 4 to generate the adjusted person trips by mode. To reflect the number of vehicle trips generated by the Site, the adjusted person trips are converted back to vehicle trips by applying the local average vehicle occupancy rates (VOR). Based on 2016-2020 U.S. Census Data⁹, a local VOR of 1.00 for residential use was determined. Table 6 summarizes the new trips by mode.

⁸ U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates, Census Tract 3611, Census Block Group 3.

⁹ U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates, Census Tract 3612, Census Block Groups 2 & 4.

Table 6 New Trips by Mode

Time Period	<u>Vehicle</u>	<u>Transit</u>	<u>Bike/Walk</u>	<u>WFH</u>
Weekday Daily				
Enter	430	54	0	54
<u>Exit</u>	<u>430</u>	<u>54</u>	<u>0</u>	<u>54</u>
Total	860	108	0	108
Weekday Morning Peak Hour				
Enter	17	2	0	2
<u>Exit</u>	<u>56</u>	<u>7</u>	<u>0</u>	<u>7</u>
Total	73	9	0	9
Weekday Evening Peak Hour				
Enter	46	6	0	6
<u>Exit</u>	<u>30</u>	<u>4</u>	<u>0</u>	<u>4</u>
Total	76	10	0	10

As shown in Table 6, the project is expected to generate approximately 860 vehicle trips (430 entering/ 430 exiting) in a typical weekday, with 73 vehicle trips (17 entering/ 56 exiting) during the weekday morning peak hour and 76 vehicle trips (46 entering/ 30 exiting) during the weekday evening peak hour.

Trip Distribution

The directional distribution of traffic approaching and departing the Site is a function of several variables. These include population densities, existing travel patterns, the efficiency of the roadways leading to and from the Site, and the distance from nearby land uses.

The trip distribution patterns for the Project were derived from U.S. Census journey-to-work data. The trip distribution is presented in Table 7 and provided as Figure 5 in the Attachments.

Table 7 Trip Distribution

Travel Route	Direction (from/to)	Trip Distribution
Route 2	Northwest	10%
Elm Street	East	neg.
Route 62	East	70%
Cottage Street	South	5%
<u>Route 62</u>	<u>West</u>	<u>15%</u>
Total		100%

Source: Based on 2012-2016 JTW Census data from CTPP.

As shown in Table 7, the majority of site-generated traffic is expected to be oriented to/from the east via Route 62, which connects to Route 2.

Build Conditions

The new project-related traffic volumes shown in Table 6 are assigned to the study area roadway network based on the trip distribution patterns shown in Table 7 and added to the 2030 No-Build peak hour traffic volume networks to develop the 2030 Build peak hour traffic volume networks. The Site-generated traffic volume networks and 2030 Build peak hour traffic volume networks are provided as Figures 6 and 7 in the Attachments.

By-Right Trip Generation Comparison

The by-right development could include 90,000 SF of R&D/Light Manufacturing. For comparison purposes, trip generation for the by-right R&D development is compared to the proposed residential development in Table 8.

Table 8 By-Right Trip Generation Comparison (Unadjusted ITE Vehicle Trips)

Time Period	<u>By-Right R&D</u> ¹	<u>Proposed Residential</u> ²	<u>Difference</u>
Weekday Daily			
Enter	560	456	-104
<u>Exit</u>	<u>560</u>	<u>456</u>	<u>-104</u>
Total	1,120	912	-208
Weekday Morning Peak Hour			
Enter	86	18	-68
<u>Exit</u>	<u>19</u>	<u>59</u>	<u>+40</u>
Total	105	77	-28
Weekday Evening Peak Hour			
Enter	16	48	+32
<u>Exit</u>	<u>85</u>	<u>31</u>	<u>-54</u>
Total	101	79	-22

1 Based on ITE LUC 760 (Research and Development Center) for 90,000 SF.
 2 Based on ITE LUC 220 (Mid-Rise Multifamily Housing) for 201 units.

As shown in Table 8, the proposed residential development is expected to generate less traffic than the by-right R&D development. In addition, it can be noted that the residential development has opposite peak traffic flows to the office uses in the area, as residential peak traffic flows are generally exiting in the morning and entering in the evening.

Traffic Operations Analysis

To assess quality of flow, intersection capacity analyses were conducted with respect to 2023 Existing, 2030 No-Build, and 2030 Build conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them. Roadway operating conditions are classified by calculated levels-of-service.

Level of Service Criteria

The evaluation criteria used to analyze area intersections in this traffic study are based on the percentile delay method for signalized intersections and the Highway Capacity Manual (HCM), 6th Edition¹⁰ for unsignalized intersections.

Level-of-service (LOS) is the term used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is a qualitative measure that considers a number of factors including roadway geometry, speed, travel delay, freedom to maneuver, and safety. Level-of-service provides an index to

¹⁰ Highway Capacity Manual, 6th Edition, Transportation Research Board, Washington, D.C., 2016.

operational qualities of a roadway segment or an intersection. Level-of-service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

In addition to LOS, two other measures of effectiveness (MOEs) are typically used to quantify the traffic operations at intersections; volume-to-capacity ratio (v/c) and delay (expressed in seconds per vehicle). For example, an existing v/c ratio of 0.90 for an intersection indicates that the intersection is operating at 90-percent of its available capacity. A delay of 15 seconds for a particular vehicular movement or approach indicates that vehicles on the movement or approach will experience an average additional travel time of 15 seconds. For a given LOS letter designation there may be a wide range of values for both v/c ratios and delay. Comparison of intersection capacity results therefore requires that, in addition to the LOS, the other MOEs should also be considered.

The LOS designations, which are based on delay, are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection and the LOS designation is for overall conditions at the intersection. For unsignalized intersections, however, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. Thus, the LOS designation is for the critical movement exiting the side street, which is generally the left turn out of the side street or Site driveway.

It should be noted that the analytical methodologies typically used for the analysis of unsignalized intersections use conservative analysis parameters, such as long critical gaps. Actual field observations indicate that drivers on minor streets generally accept shorter gaps in traffic than those used in the analysis procedures and therefore experience less delay than reported by the analysis software. The analysis methodologies also do not fully take into account the beneficial grouping effects caused by nearby signalized intersections. The net effect of these analysis procedures is the over-estimation of calculated delays at unsignalized intersections in the study area. Cautious judgment should therefore be exercised when interpreting the capacity analysis results at unsignalized intersections.

Intersection Capacity Analysis

Levels-of-service analyses were conducted for the 2023 Existing, 2030 No-Build, and 2030 Build conditions for the study area intersections. Tables 9 and 10 summarize the capacity analyses for the signalized and unsignalized intersections, respectively. The capacity analyses worksheets are included in the Attachments.

Table 9 Signalized Intersection Capacity Analysis

Location / Movement	2023 Existing Conditions					2030 No-Build Conditions					2030 Build Conditions				
	v/c ^a	Del ^b	LOS ^c	50 Q ^d	95 Q ^e	v/c	Del	LOS	50 Q	95 Q	v/c	Del	LOS	50 Q	95 Q
Main Street (Route 62) at Baker Avenue/Cottage Street															
<i>Weekday Morning</i>															
EB L	0.20	7	A	17	43	0.20	6	A	18	45	0.21	7	A	18	45
EB T/R	0.61	10	B	127	247	0.65	11	B	140	287	0.65	11	B	141	287
WB L/T/R	0.37	7	A	53	89	0.34	6	A	46	99	0.35	6	A	47	100
NB L/T/R	0.52	23	C	50	101	0.48	23	C	46	115	0.48	23	C	47	115
SB L	0.05	17	B	3	12	0.03	18	B	2	14	0.17	19	B	12	41
SB T/R	0.24	12	B	12	27	0.19	12	B	10	43	0.23	12	B	11	47
Overall		11	B				11	B				11	B		
<i>Weekday Evening</i>															
EB L	0.17	9	A	8	22	0.17	9	A	8	24	0.19	9	A	9	27
EB T/R	0.63	13	B	131	186	0.60	12	B	124	208	0.59	12	B	124	208
WB L/T/R	0.84	21	C	214	#368	0.86	23	C	229	#454	0.88	25	C	245	#484
NB L/T/R	0.79	39	D	84	#164	0.77	38	D	78	#184	0.80	41	D	79	#187
SB L	0.28	18	B	28	60	0.28	18	B	28	63	0.35	20	B	35	74
SB T/R	0.39	8	A	19	61	0.41	10	A	24	72	0.42	10	A	25	74
Overall		19	B				20	B				21	C		
Concord Turnpike (Route 2) at Baker Avenue Extension															
<i>Weekday Morning</i>															
EB L	0.83	55	D	250	#453	0.89	57	E	336	#610	0.90	58	E	338	#618
EB T/R	0.67	9	A	257	433	0.71	9	A	280	476	0.72	9	A	287	489
WB T	0.76	31	C	368	470	0.88	40	D	407	#512	0.88	40	D	407	#512
WB R	0.06	0	A	0	0	0.11	0	A	0	0	0.11	0	A	0	0
NB L	0.74	72	E	75	93	0.72	76	E	60	110	0.74	76	E	63	114
NB T	0.13	39	D	22	36	0.11	40	D	17	41	0.11	40	D	17	40
NB R	0.07	1	A	0	0	0.06	0	A	0	0	0.05	0	A	0	0
SB L	0.07	38	D	7	22	0.49	54	D	51	93	0.48	52	D	50	92
SB T	0.51	48	D	92	143	0.60	54	D	103	159	0.59	53	D	102	157
Overall		24	C				28	C				28	C		
<i>Weekday Evening</i>															
EB L	0.75	72	E	121	#235	0.74	66	E	150	#320	0.75	67	E	150	#320
EB T/R	0.57	13	B	271	396	0.61	14	B	303	455	0.62	14	B	310	457
WB T	0.72	28	C	413	540	0.83	35	C	511	#620	0.84	35	C	513	#620
WB R	0.02	0	A	0	0	0.03	0	A	0	0	0.03	0	A	0	0
NB L	0.84	65	E	202	258	0.82	63	E	196	274	0.83	64	E	200	281
NB T	0.17	34	C	47	75	0.17	35	C	47	81	0.17	35	C	47	81
NB R	0.15	7	A	0	24	0.15	7	A	0	28	0.15	7	A	0	28
SB L	0.05	32	C	10	18	0.10	33	C	20	44	0.10	33	C	20	44
SB T	0.17	35	C	48	57	0.13	34	C	37	67	0.13	34	C	37	67
Overall		27	C				29	C				30	C		

Note: Any improvements from 2023 Existing Conditions to 2030 No Build Conditions are due to using a universal peak hour factor of 0.92 under future conditions, as specified in the MassDOT TIA guidelines.

- a Volume to capacity ratio.
- b Average total delay, in seconds per vehicle.
- c Level-of-service.
- d 50th percentile queue, in feet.
- e 95th percentile queue, in feet.
- # 95th percentile volume exceeds capacity, queue may be longer

Table 10 Unsignalized Intersection Capacity Analysis

Location / Movement	2023 Existing Conditions					2030 No-Build Conditions					2030 Build Conditions				
	D ^a	v/c ^b	Del ^c	LOS ^d	95 Q ^e	D	v/c	Del	LOS	95 Q	D	v/c	Del	LOS	95 Q
Baker Avenue at Concord Meadows Driveway															
<i>Weekday Morning</i>															
EB L/R	16	0.03	9	A	3	16	0.02	9	A	3	80	0.13	11	B	10
NB L	80	0.07	8	A	5	80	0.06	8	A	5	90	0.07	8	A	5
<i>Weekday Evening</i>															
EB L/R	85	0.15	10	B	13	85	0.11	10	A	10	115	0.16	10	B	15
NB L	30	0.03	8	A	3	30	0.02	8	A	3	55	0.04	8	A	3

Note: Any improvements from 2023 Existing Conditions to 2030 No Build Conditions are due to using a universal peak hour factor of 0.92 under future conditions, as specified in the MassDOT TIA guidelines.

- a Demand
- b Volume to capacity ratio.
- c Average total delay, in seconds per vehicle.
- d Level-of-service.
- e 95th percentile queue, in feet.

As shown in Tables 9 and 10, the Project is expected to have minimal impacts on traffic operations within the study area. The signalized intersection of Main Street (Route 62) at Baker Avenue/Cottage Street is expected to maintain LOS B during the weekday morning peak hour for all conditions and degrade to LOS B during the weekday evening peak hour under 2030 Build conditions due to a very minor overall delay increase of one second. The signalized intersection of Concord Turnpike (Route 2) at Baker Avenue Extension is expected to operate at LOS C during both peak hours for all conditions. The site driveway is expected to operate at LOS B under 2030 Build conditions, due to very minor increases in delay of no more than two seconds from 2030 No-Build conditions. The site driveway is expected to maintain a 95th percentile queue length of less than one vehicle.

Conclusion

This traffic impact assessment has evaluated the potential impacts of the proposed NOVO Riverside Commons 40B 201-unit apartment community at 292 & 294 Baker Avenue in Concord, Massachusetts. The Site will be accessed via the existing Concord Meadows Corporate Center driveway on Baker Avenue, which will be shifted slightly to the north.

One of the study area intersections, Concord Turnpike (Route 2) at Baker Avenue Extension is listed as a 2018-2020 HSIP cluster and had a Road Safety Audit (RSA) performed in February 2020.

As demonstrated, the project is expected to generate approximately 860 vehicle trips (430 entering/ 430 exiting) in a typical weekday, with 73 vehicle trips (17 entering/ 56 exiting) during the weekday morning peak hour and 76 vehicle trips (46 entering/ 30 exiting) during the weekday evening peak hour. This is expected to result in minimal impacts on traffic operations within the study area.

Review of the proposed residential development and access plan shows that in relation to roadway capacity traffic of the surrounding roadway network, the proposed development will have a minimal impact on existing traffic conditions. With the proposed access, in conjunction with the mitigation measures described below and maintaining sight distances from the driveways (clear sight lines along the Baker Avenue frontage), safe and efficient vehicular and pedestrian access can be provided to the tenants of the proposed residential development and to the bicycling and motoring public within the site and within the study area.

Recommendations

A detailed transportation improvement program has been developed that is designed to provide safe and efficient access to and from the Project site. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

- › Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas of the Project Site driveway should be designed and maintained so as not to restrict lines of sight.
- › The Baker Avenue driveway will be shifted approximately 33 feet to the north as part of this project. Today there are significant left turns into the site including 80 in the AM and 30 in the PM commuter hours. The expectation is that will continue in the future and therefore we suggest an adjustment to the striping in Baker Avenue be made to provide a break in the separated double yellow line to accommodate this condition. A concept drawing of this recommendation is provided in the Attachments of this document.
- › Existing trees and vegetation located within the sight triangle areas of the Project Site driveway should be selectively trimmed or removed and maintained so as to provide the necessary sight lines for the driveway to operate in a safe manner.
- › Snow accumulations (windrows) within sight triangle areas should be promptly removed where such accumulations would impede sight lines.
- › Secure bicycle parking will be provided proximate to the residential building.
- › Transportation Demand Management (TDM) measures will be implemented in an effort to reduce the overall number of vehicle trips to the Development. The following measures will be implemented:
 - The property manager will be assigned as the on-site Transportation Coordinator (TC) to coordinate TDM strategies and be a resource for the tenants of the Development;
 - The TC will post information regarding public transportation services, maps, schedules and fares in common areas within the Development;
 - Provide residents information relative to available public transportation services, bicycle and walking alternatives, and commuter options (MassRIDES and the NuRide program which rewards individuals that choose to walk, bicycle, carpool, vanpool or that use public transportation to travel to and from work);
 - Incorporate a mail drop within the residential building at a central location;
 - Provide adequate bicycle parking both for residents and guests. Residents parking needs to be long-term such as bicycle lockers, or secured bicycle racks within a garage. Provide educational information that encourages cycling as a healthy living lifestyle and environmental friendly mode of transportation in tenant newsletters/bulletins. Include information on bicycle commuting events and services offered by the Town; and,
 - The project proponent will provide one parking space reserved for ride-share program.

Attachments

- › Figures
- › Count Data
- › Count Adjustments
- › MBTA Fitchburg Line Schedule
- › Crash Data
- › Historical Traffic Growth
- › Background Developments
- › Trip Generation
- › Trip Distribution
- › Synchro Capacity Analyses
- › Baker Avenue Driveway Concept

NOVO Riverside Commons – 292 & 294 Baker Avenue, Concord, Massachusetts
Ref: 15630.00
August 7, 2023



Figures

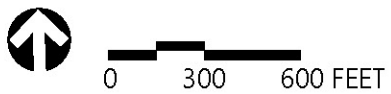
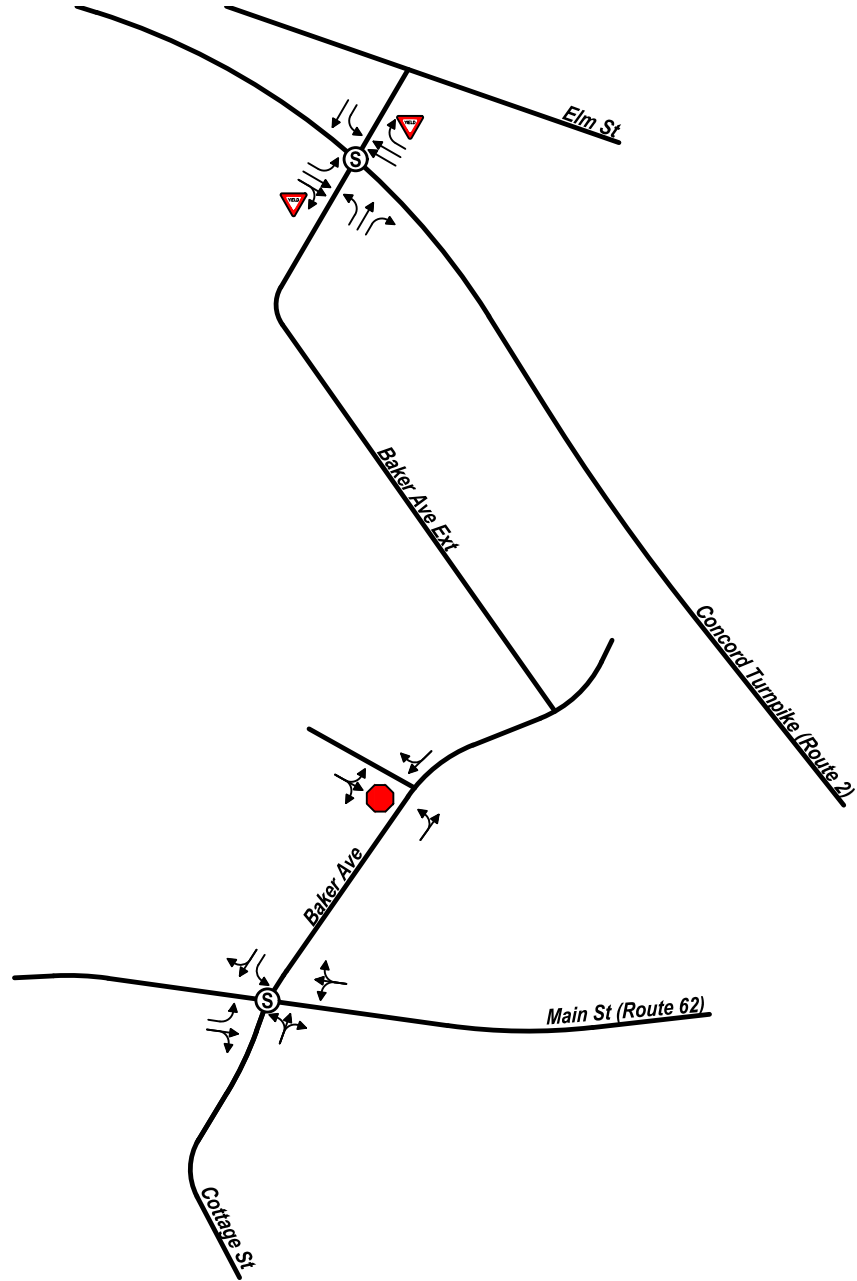


Figure 1
Site Location and Study Area

**292 & 294 Baker Avenue
Concord, Massachusetts**

- Ⓢ Signalized Intersection
- Stop-Controlled Movement
- ▽ Yield-Controlled Movement

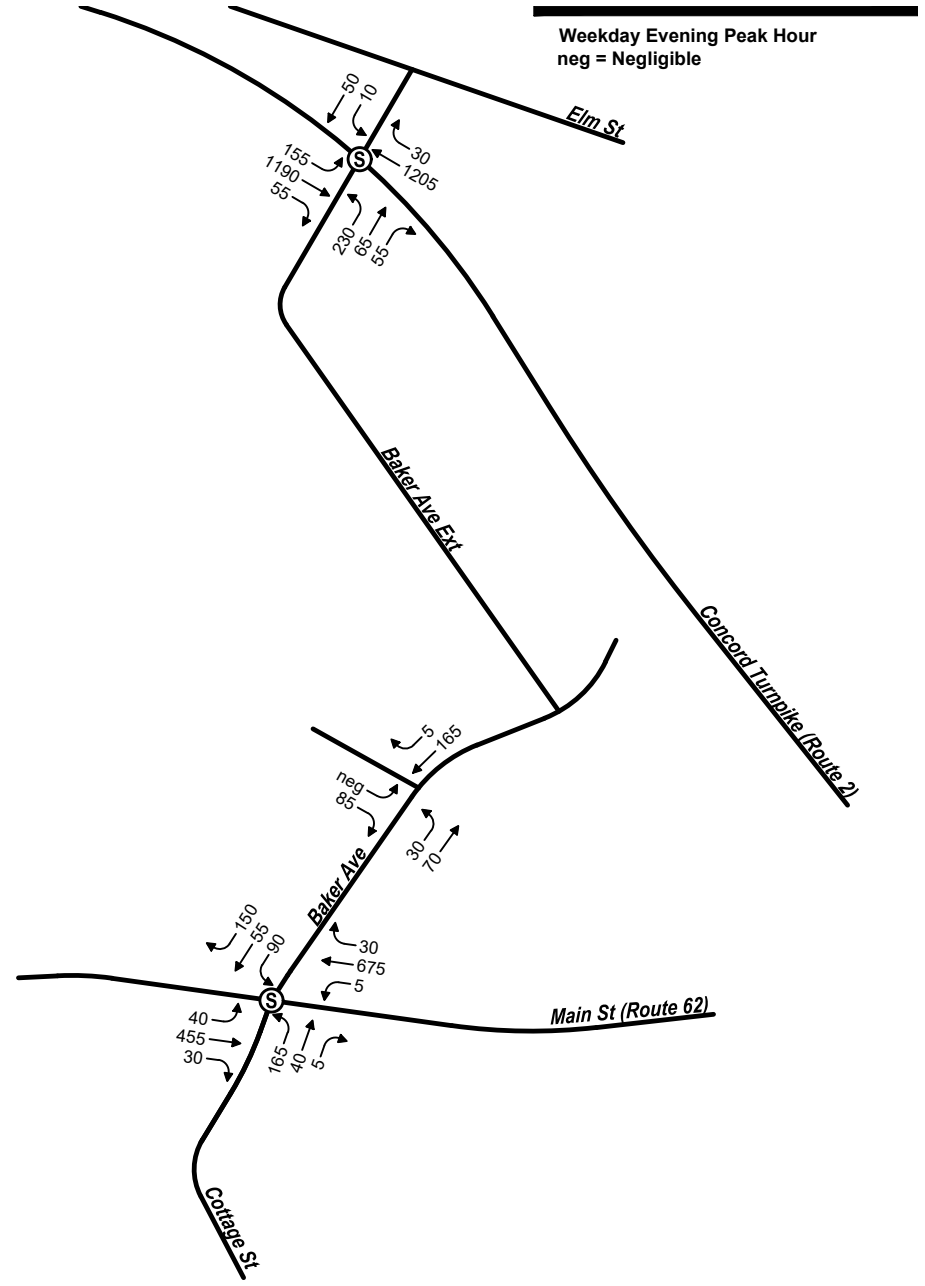
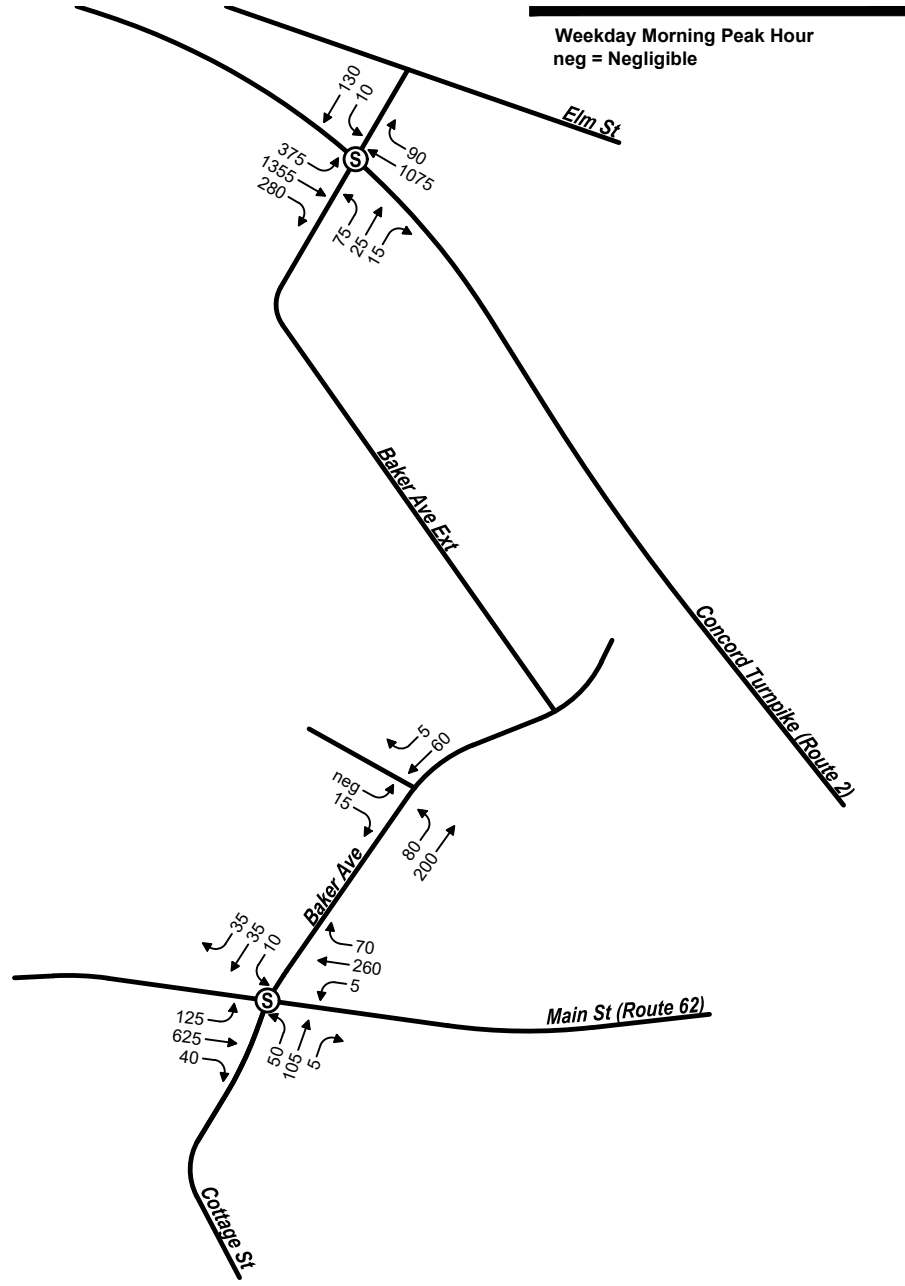


↑ Not to Scale



Figure 2
Intersection Lane Geometry and Traffic Control

**292 & 294 Baker Avenue
Concord, Massachusetts**

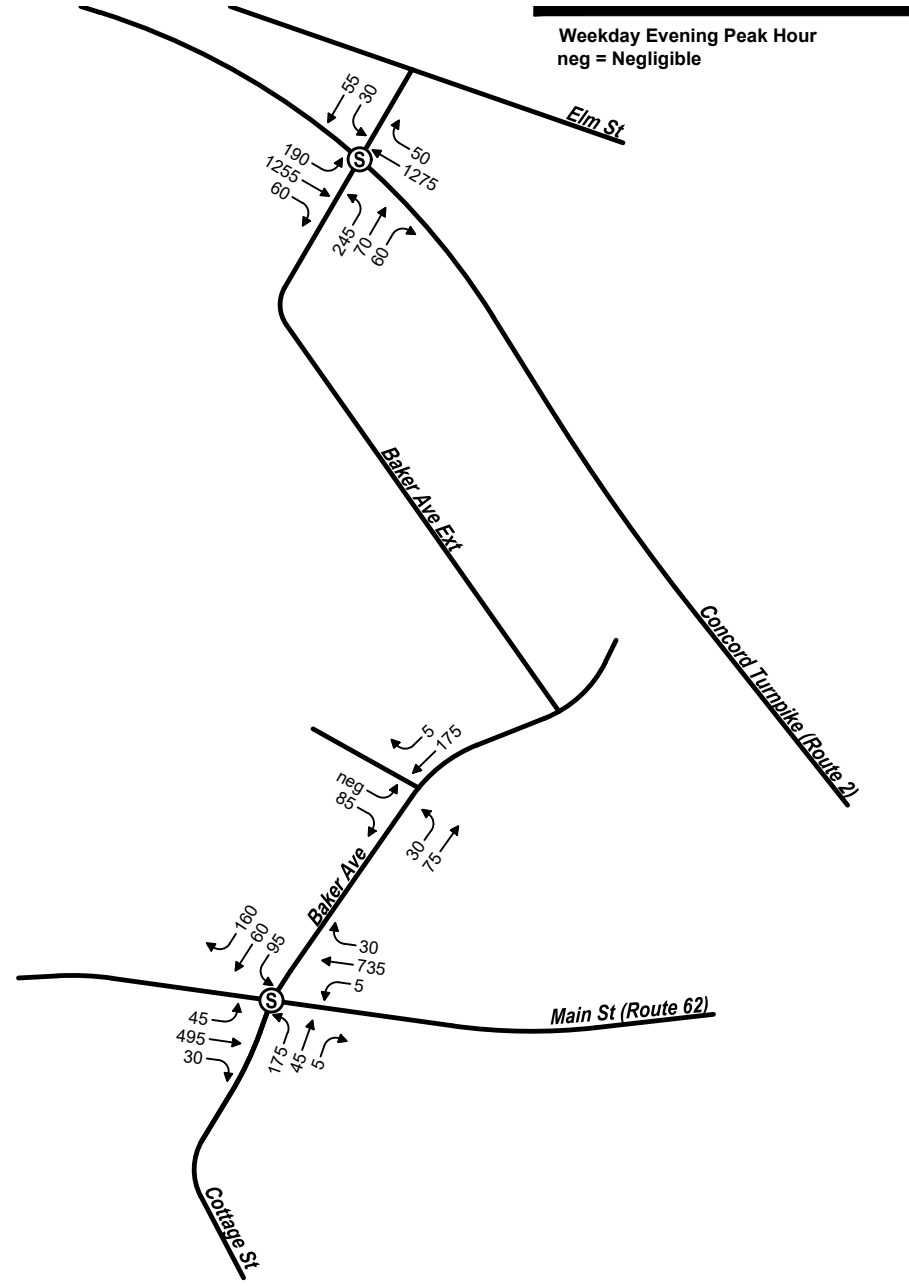
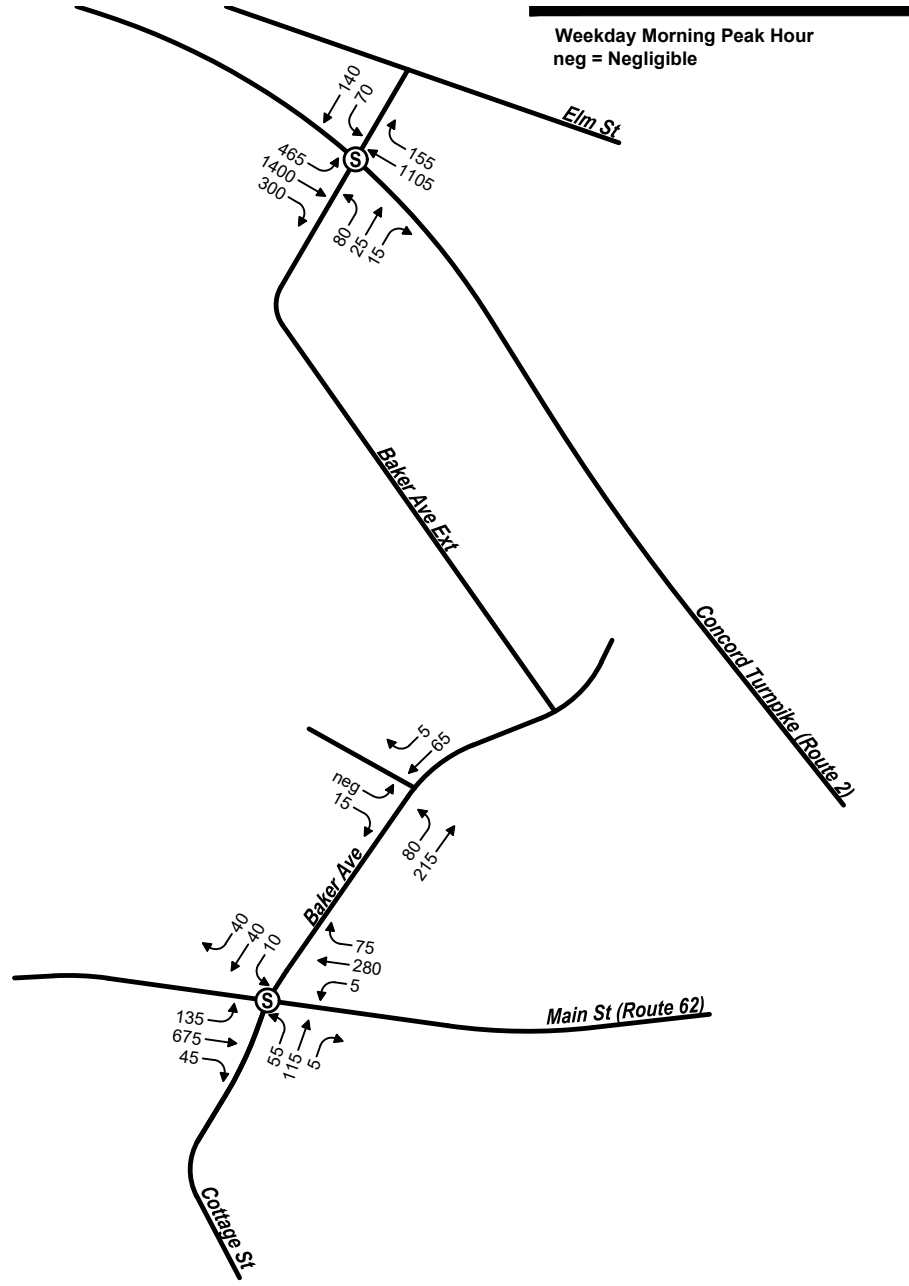


↑ Not to Scale



Figure 3

2023 Existing Conditions
Weekday Peak Hour Traffic Volumes
292 & 294 Baker Avenue
Concord, Massachusetts

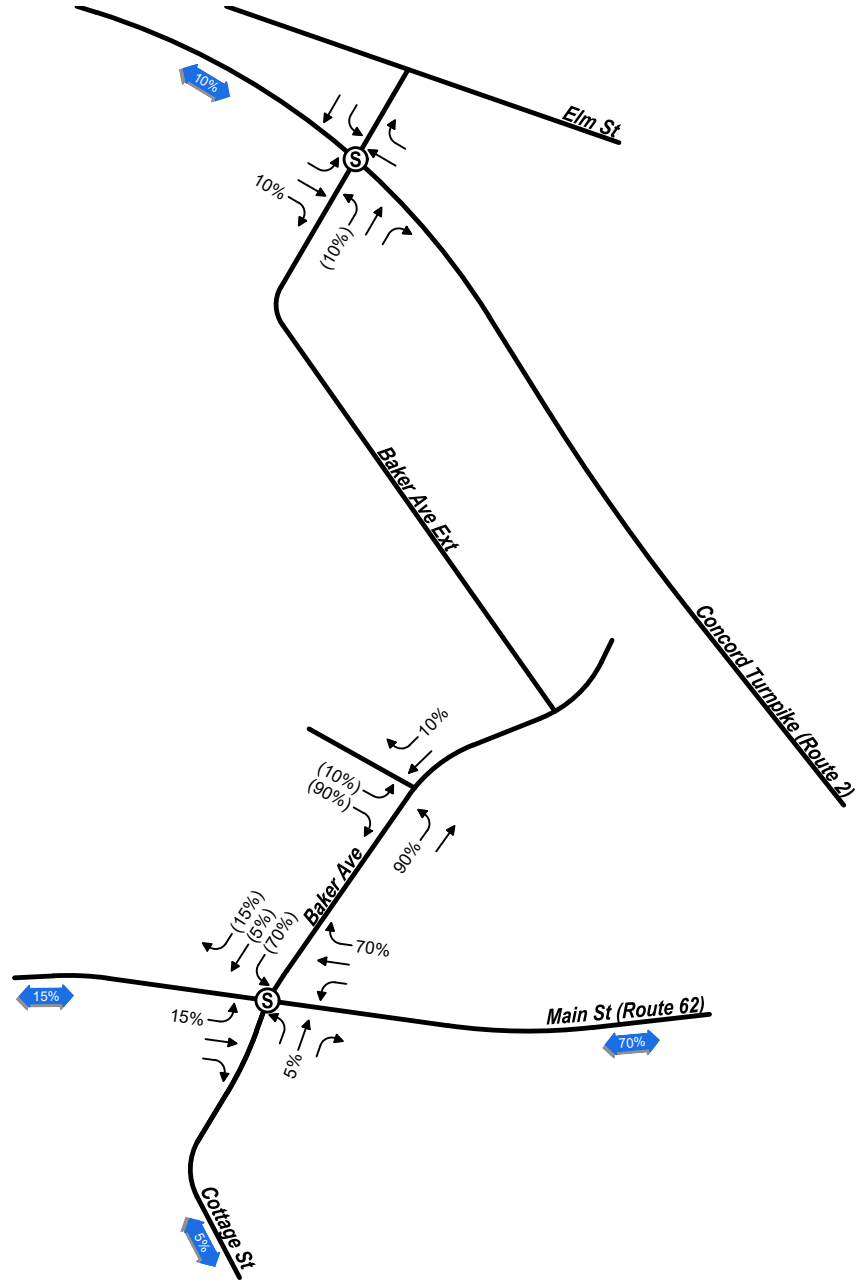


↑ Not to Scale



Figure 4
2030 No-Build Conditions
Weekday Peak Hour Traffic Volumes
292 & 294 Baker Avenue
Concord, Massachusetts

X% Regional Trip Distribution
xx = Entering Trips
(xx) = Exiting Trips




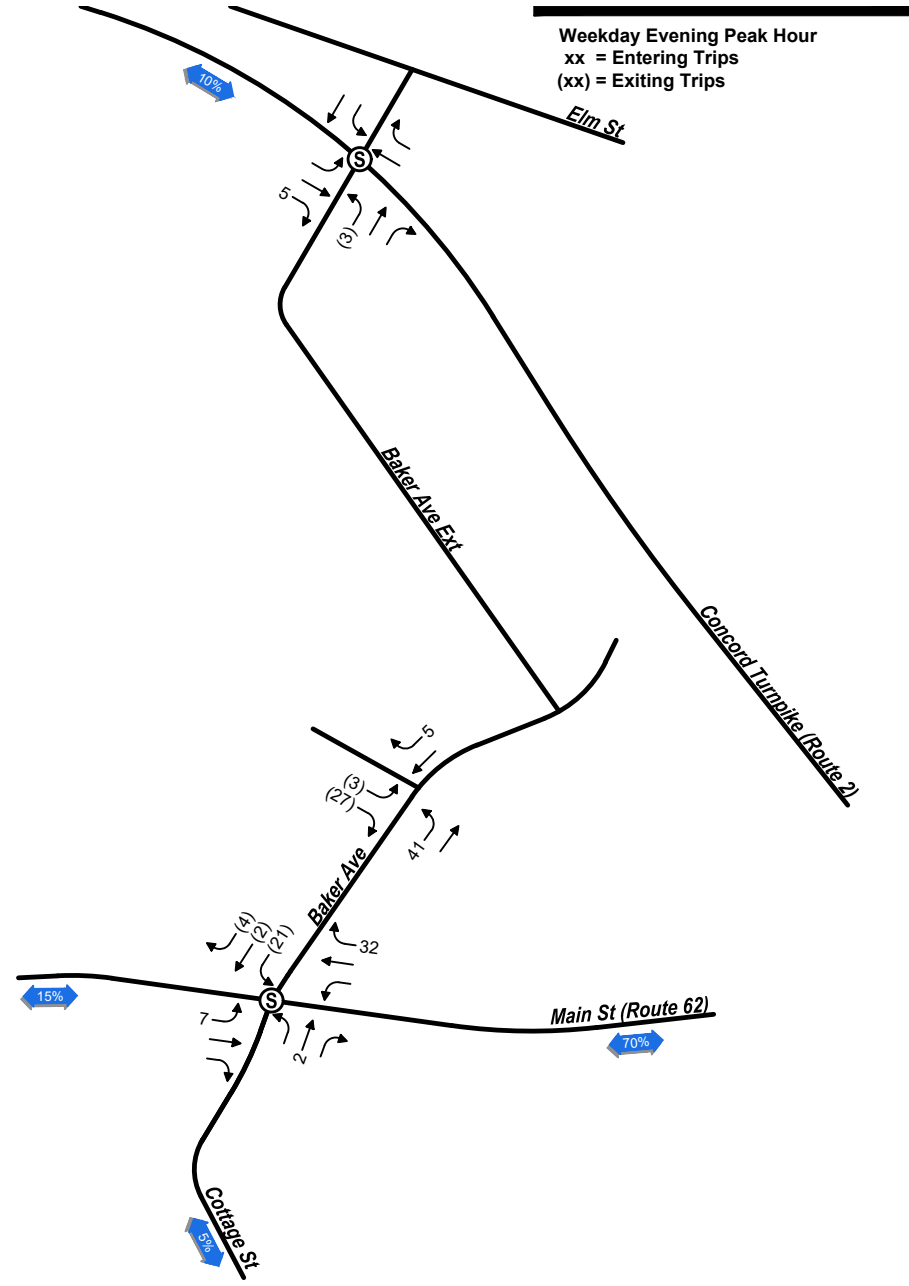
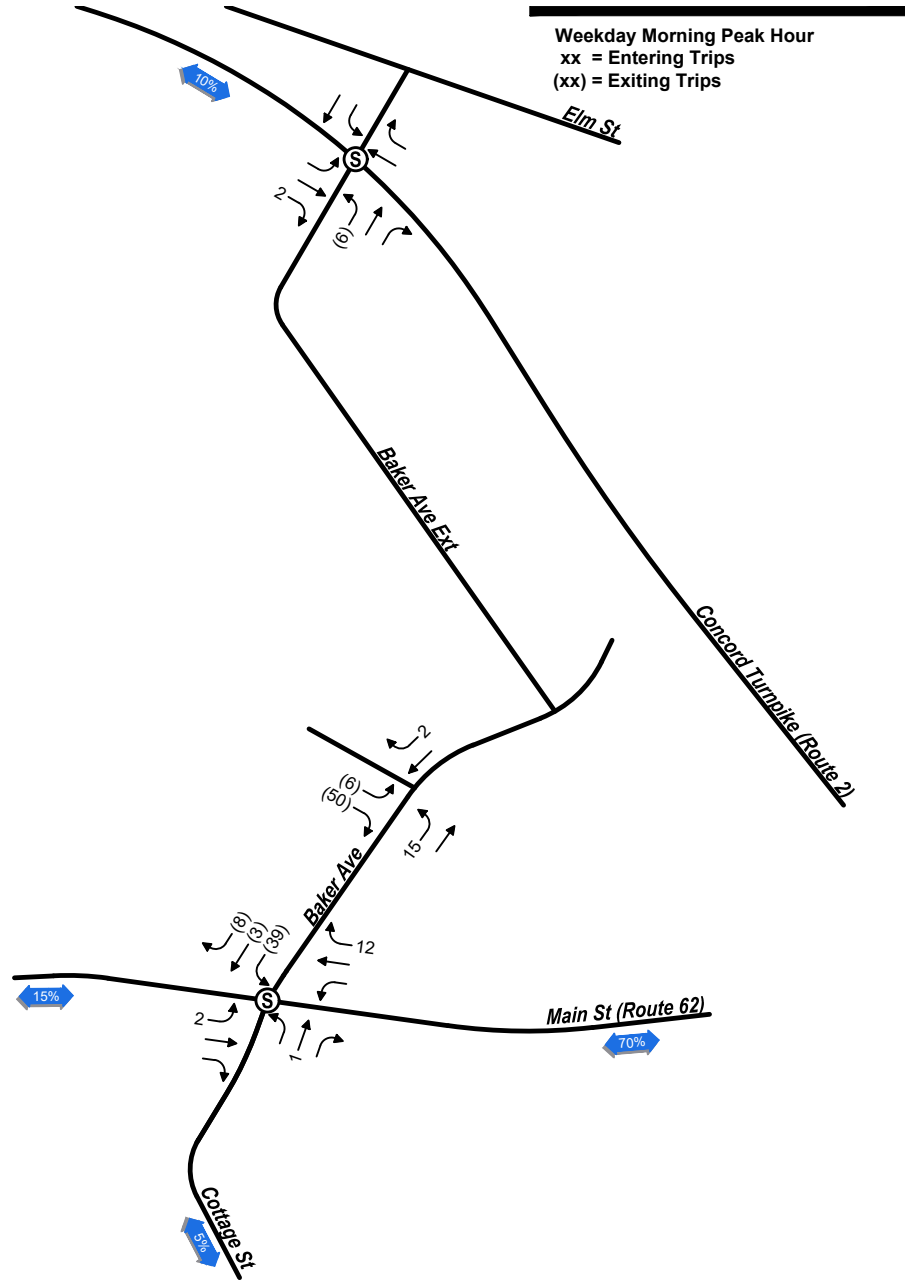
 Not to Scale



Figure 5
Trip Distribution

292 & 294 Baker Avenue
Concord, Massachusetts

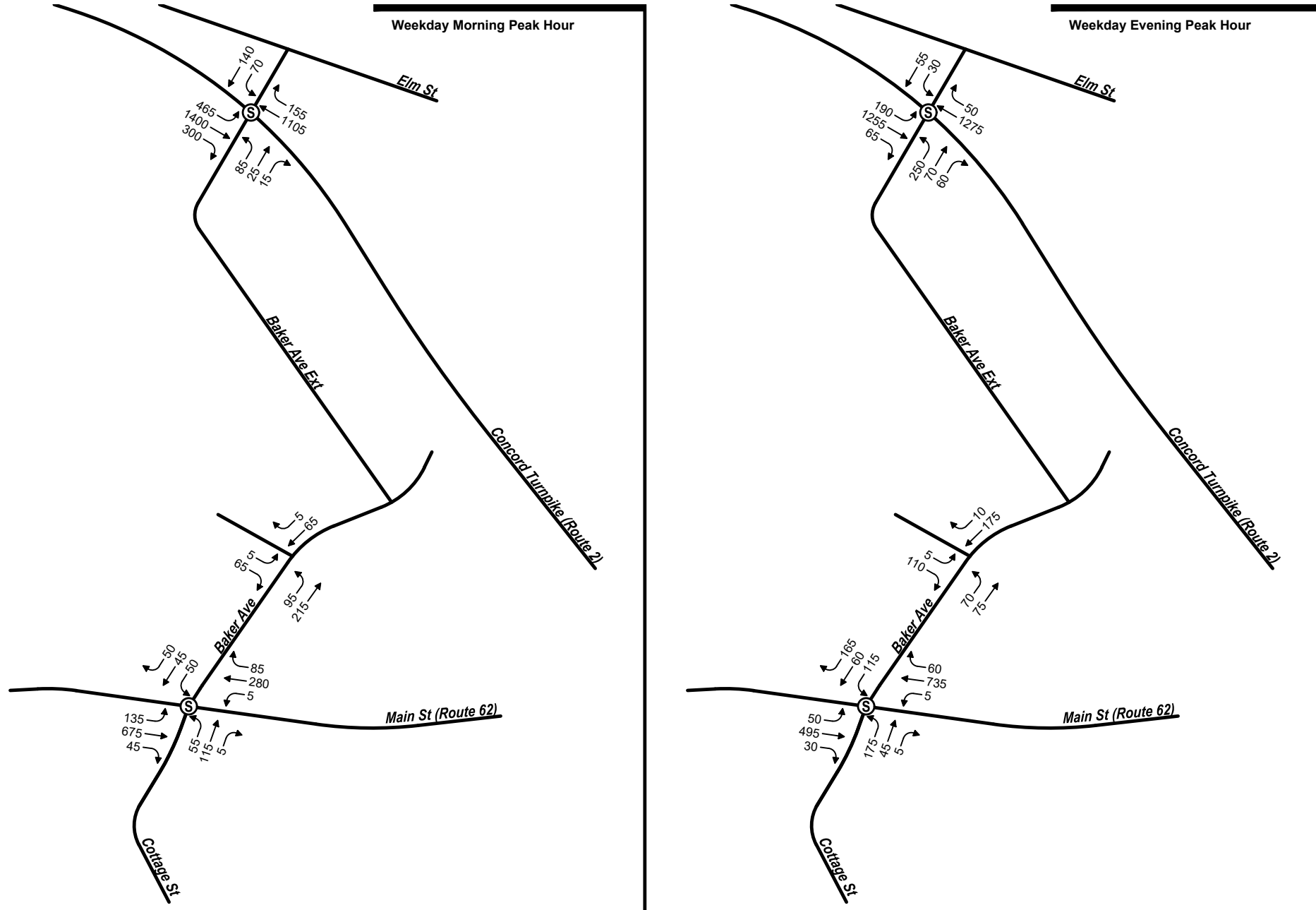


↑ Not to Scale



Figure 6
 Site-Generated Traffic Volumes

292 & 294 Baker Avenue
Concord, Massachusetts



↑ Not to Scale



Figure 7
 2030 Build Conditions
 Weekday Peak Hour Traffic Volumes
 292 & 294 Baker Avenue
 Concord, Massachusetts

NOVO Riverside Commons – 292 & 294 Baker Avenue, Concord, Massachusetts
Ref: 15630.00
August 7, 2023



Count Data

Baker Avenue
 at Rail Road Crossing
 City, State: Concord, MA
 Client: VHB/ A. Domogala
 Site Code: 81839.22



PRECISION
 D A T A
 INDUSTRIES, LLC

157 Washington Street, Suite 2
 Hudson, MA 01749
 508-875-0100 datarequests@pdillc.com

PDI File # 228427 ATR-A

Count Date: Wednesday, February 16, 2022
 Direction: NB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total	PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	12:00 PM	28	3	0	31
12:15 AM	0	0	0	0	12:15 PM	41	0	0	41
12:30 AM	0	0	0	0	12:30 PM	38	1	0	39
12:45 AM	0	0	0	0	12:45 PM	54	2	0	56
1:00 AM	0	0	0	0	1:00 PM	32	0	0	32
1:15 AM	0	0	0	0	1:15 PM	51	3	0	54
1:30 AM	0	0	0	0	1:30 PM	42	1	0	43
1:45 AM	0	0	0	0	1:45 PM	52	2	0	54
2:00 AM	0	0	0	0	2:00 PM	32	1	0	33
2:15 AM	0	0	0	0	2:15 PM	45	1	0	46
2:30 AM	0	0	0	0	2:30 PM	37	1	0	38
2:45 AM	0	0	0	0	2:45 PM	45	2	0	47
3:00 AM	0	0	0	0	3:00 PM	29	1	0	30
3:15 AM	0	0	0	0	3:15 PM	44	1	0	45
3:30 AM	0	0	0	0	3:30 PM	38	0	0	38
3:45 AM	0	0	0	0	3:45 PM	28	0	0	28
4:00 AM	0	0	0	0	4:00 PM	30	0	0	30
4:15 AM	0	0	0	0	4:15 PM	29	0	0	29
4:30 AM	0	0	0	0	4:30 PM	18	0	0	18
4:45 AM	1	0	0	1	4:45 PM	29	0	0	29
5:00 AM	0	0	0	0	5:00 PM	21	0	0	21
5:15 AM	0	0	0	0	5:15 PM	22	1	0	23
5:30 AM	2	0	0	2	5:30 PM	15	0	0	15
5:45 AM	4	0	0	4	5:45 PM	15	0	0	15
6:00 AM	5	0	0	5	6:00 PM	15	1	0	16
6:15 AM	7	0	0	7	6:15 PM	16	0	0	16
6:30 AM	10	0	0	10	6:30 PM	11	0	0	11
6:45 AM	12	1	0	13	6:45 PM	10	0	0	10
7:00 AM	20	0	0	20	7:00 PM	6	0	0	6
7:15 AM	41	1	0	42	7:15 PM	8	0	0	8
7:30 AM	50	0	0	50	7:30 PM	3	0	0	3
7:45 AM	86	0	0	86	7:45 PM	6	0	0	6
8:00 AM	55	0	0	55	8:00 PM	2	0	0	2
8:15 AM	72	2	0	74	8:15 PM	5	0	0	5
8:30 AM	78	1	0	79	8:30 PM	5	0	0	5
8:45 AM	77	2	0	79	8:45 PM	2	0	0	2
9:00 AM	51	1	0	52	9:00 PM	2	0	0	2
9:15 AM	53	3	0	56	9:15 PM	4	0	0	4
9:30 AM	35	1	0	36	9:30 PM	4	0	0	4
9:45 AM	57	1	0	58	9:45 PM	1	0	0	1
10:00 AM	29	2	1	32	10:00 PM	1	0	0	1
10:15 AM	39	1	0	40	10:15 PM	1	0	0	1
10:30 AM	41	1	0	42	10:30 PM	1	0	0	1
10:45 AM	46	1	1	48	10:45 PM	2	0	0	2
11:00 AM	26	0	0	26	11:00 PM	0	0	0	0
11:15 AM	50	5	0	55	11:15 PM	0	0	0	0
11:30 AM	32	1	0	33	11:30 PM	1	0	0	1
11:45 AM	46	0	0	46	11:45 PM	0	0	0	0

AM Total	1025	24	2	1051	PM Total	921	21	0	942
Percentage	97.53%	2.28%	0.19%		Percentage	97.77%	2.23%	0.00%	
AM Peak Volume	7:45 AM 291	8:30 AM 7	10:00 AM 2	7:45 AM 294	PM Peak Volume	12:45 PM 179	1:15 PM 7	12:00 PM 0	12:45 PM 185
Day Total Percentage					Day Total Percentage	1946 97.64%	45 2.26%	2 0.10%	1993

Baker Avenue
 at Rail Road Crossing
 City, State: Concord, MA
 Client: VHB/ A. Domogala
 Site Code: 81839.22



PRECISION
 DATA
 INDUSTRIES, LLC

157 Washington Street, Suite 2
 Hudson, MA 01749
 508-875-0100 datarequests@pdillc.com

PDI File # 228427 ATR-A

Count Date: Thursday, February 17, 2022
 Direction: NB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total	PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	12:00 PM	24	0	0	24
12:15 AM	0	0	0	0	12:15 PM	41	3	0	44
12:30 AM	0	0	0	0	12:30 PM	49	1	0	50
12:45 AM	2	0	0	2	12:45 PM	56	0	0	56
1:00 AM	0	0	0	0	1:00 PM	35	2	0	37
1:15 AM	0	0	0	0	1:15 PM	55	3	0	58
1:30 AM	1	0	0	1	1:30 PM	45	0	0	45
1:45 AM	0	0	0	0	1:45 PM	52	1	0	53
2:00 AM	0	0	0	0	2:00 PM	31	1	0	32
2:15 AM	0	0	0	0	2:15 PM	39	0	0	39
2:30 AM	0	0	0	0	2:30 PM	41	0	0	41
2:45 AM	0	0	0	0	2:45 PM	49	2	0	51
3:00 AM	0	0	0	0	3:00 PM	33	1	0	34
3:15 AM	0	0	0	0	3:15 PM	39	1	0	40
3:30 AM	0	0	0	0	3:30 PM	37	0	0	37
3:45 AM	0	0	0	0	3:45 PM	41	0	0	41
4:00 AM	0	0	0	0	4:00 PM	32	0	0	32
4:15 AM	0	0	0	0	4:15 PM	20	0	0	20
4:30 AM	0	0	0	0	4:30 PM	30	0	0	30
4:45 AM	1	1	0	2	4:45 PM	27	0	0	27
5:00 AM	1	0	0	1	5:00 PM	11	0	0	11
5:15 AM	1	0	0	1	5:15 PM	23	1	0	24
5:30 AM	2	0	0	2	5:30 PM	17	0	0	17
5:45 AM	4	0	0	4	5:45 PM	8	0	0	8
6:00 AM	3	0	0	3	6:00 PM	18	0	0	18
6:15 AM	9	0	0	9	6:15 PM	13	0	0	13
6:30 AM	10	0	0	10	6:30 PM	15	0	0	15
6:45 AM	15	0	0	15	6:45 PM	12	0	0	12
7:00 AM	17	0	0	17	7:00 PM	6	0	0	6
7:15 AM	54	1	0	55	7:15 PM	11	0	0	11
7:30 AM	53	0	0	53	7:30 PM	7	0	0	7
7:45 AM	77	0	0	77	7:45 PM	6	0	0	6
8:00 AM	60	2	0	62	8:00 PM	3	0	0	3
8:15 AM	83	1	0	84	8:15 PM	2	0	0	2
8:30 AM	54	0	1	55	8:30 PM	4	0	0	4
8:45 AM	79	2	0	81	8:45 PM	7	0	0	7
9:00 AM	47	2	0	49	9:00 PM	4	0	0	4
9:15 AM	53	0	0	53	9:15 PM	0	0	0	0
9:30 AM	42	2	0	44	9:30 PM	4	0	0	4
9:45 AM	48	2	0	50	9:45 PM	5	0	0	5
10:00 AM	33	1	0	34	10:00 PM	2	0	0	2
10:15 AM	32	2	0	34	10:15 PM	1	0	0	1
10:30 AM	41	1	0	42	10:30 PM	1	0	0	1
10:45 AM	59	2	0	61	10:45 PM	2	0	0	2
11:00 AM	35	2	0	37	11:00 PM	0	0	0	0
11:15 AM	38	1	0	39	11:15 PM	2	0	0	2
11:30 AM	34	2	0	36	11:30 PM	0	0	0	0
11:45 AM	34	2	0	36	11:45 PM	0	0	0	0

AM Total	1022	26	1	1049	PM Total	960	16	0	976
Percentage	97.43%	2.48%	0.10%		Percentage	98.36%	1.64%	0.00%	
AM Peak	8:00 AM	9:30 AM	7:45 AM	8:00 AM	PM Peak	12:30 PM	12:15 PM	12:00 PM	12:30 PM
Volume	276	7	1	282	Volume	195	6	0	201
					Day Total	1982	42	1	2025
					Percentage	97.88%	2.07%	0.05%	

Baker Avenue
 at Rail Road Crossing
 City, State: Concord, MA
 Client: VHB/ A. Domogala
 Site Code: 81839.22



PRECISION
 D A T A
 INDUSTRIES, LLC

157 Washington Street, Suite 2
 Hudson, MA 01749
 508-875-0100 datarequests@pdillc.com

PDI File # 228427 ATR-A

Count Date: Wednesday, February 16, 2022
 Direction: SB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	1	0	0	1
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	1	0	0	1
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	1	0	0	1
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	1	0	0	1
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	3	0	0	3
6:00 AM	3	1	0	4
6:15 AM	0	0	0	0
6:30 AM	9	0	0	9
6:45 AM	2	0	0	2
7:00 AM	4	0	0	4
7:15 AM	10	0	0	10
7:30 AM	9	0	0	9
7:45 AM	14	1	0	15
8:00 AM	21	0	0	21
8:15 AM	21	0	0	21
8:30 AM	16	0	0	16
8:45 AM	35	1	0	36
9:00 AM	18	0	0	18
9:15 AM	27	1	0	28
9:30 AM	28	4	0	32
9:45 AM	27	2	0	29
10:00 AM	27	0	0	27
10:15 AM	31	1	0	32
10:30 AM	17	1	0	18
10:45 AM	25	1	0	26
11:00 AM	33	1	0	34
11:15 AM	69	2	0	71
11:30 AM	44	2	1	47
11:45 AM	45	0	0	45

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	55	1	0	56
12:15 PM	46	0	1	47
12:30 PM	43	1	0	44
12:45 PM	34	2	0	36
1:00 PM	29	2	0	31
1:15 PM	30	1	0	31
1:30 PM	41	0	0	41
1:45 PM	17	1	0	18
2:00 PM	33	1	0	34
2:15 PM	28	1	0	29
2:30 PM	29	2	0	31
2:45 PM	36	1	0	37
3:00 PM	42	0	0	42
3:15 PM	48	1	0	49
3:30 PM	60	0	0	60
3:45 PM	53	4	0	57
4:00 PM	46	0	0	46
4:15 PM	52	0	0	52
4:30 PM	37	0	0	37
4:45 PM	39	1	0	40
5:00 PM	46	0	0	46
5:15 PM	43	0	0	43
5:30 PM	37	0	0	37
5:45 PM	21	0	0	21
6:00 PM	19	2	0	21
6:15 PM	22	0	0	22
6:30 PM	4	0	0	4
6:45 PM	10	0	0	10
7:00 PM	5	0	0	5
7:15 PM	9	0	0	9
7:30 PM	7	0	0	7
7:45 PM	5	0	0	5
8:00 PM	3	0	0	3
8:15 PM	10	0	0	10
8:30 PM	5	0	0	5
8:45 PM	11	0	0	11
9:00 PM	3	0	0	3
9:15 PM	6	0	0	6
9:30 PM	3	0	0	3
9:45 PM	6	0	0	6
10:00 PM	4	0	0	4
10:15 PM	0	0	0	0
10:30 PM	3	0	0	3
10:45 PM	3	0	0	3
11:00 PM	1	0	0	1
11:15 PM	0	0	0	0
11:30 PM	1	0	0	1
11:45 PM	0	0	0	0

AM Total 542 18 1 561
 Percentage 96.61% 3.21% 0.18%
 AM Peak 11:00 AM 9:00 AM 10:45 AM 11:00 AM
 Volume 191 7 1 197

PM Total 1085 21 1 1107
 Percentage 98.01% 1.90% 0.09%
 PM Peak 3:30 PM 12:30 PM 12:00 PM 3:30 PM
 Volume 211 6 1 215

Day Total 1627 39 2 1668
 Percentage 97.54% 2.34% 0.12%

Baker Avenue
at Rail Road Crossing
City, State: Concord, MA
Client: VHB/ A. Domogala
Site Code: 81839.22



PRECISION
DATA
INDUSTRIES, LLC

157 Washington Street, Suite 2
Hudson, MA 01749
508-875-0100 datarequests@pdillc.com

PDI File # 228427 ATR-A

Count Date: Thursday, February 17, 2022
Direction: SB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	1	0	0	1
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	1	0	0	1
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	1	0	0	1
3:15 AM	0	0	0	0
3:30 AM	1	0	0	1
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	1	0	0	1
5:00 AM	0	0	0	0
5:15 AM	1	0	0	1
5:30 AM	1	0	0	1
5:45 AM	0	0	0	0
6:00 AM	1	0	0	1
6:15 AM	0	0	0	0
6:30 AM	2	0	0	2
6:45 AM	2	0	0	2
7:00 AM	5	0	0	5
7:15 AM	9	0	0	9
7:30 AM	8	0	0	8
7:45 AM	9	2	0	11
8:00 AM	20	0	0	20
8:15 AM	31	0	0	31
8:30 AM	24	1	0	25
8:45 AM	23	0	2	25
9:00 AM	28	0	0	28
9:15 AM	27	1	0	28
9:30 AM	41	1	0	42
9:45 AM	43	4	0	47
10:00 AM	48	1	0	49
10:15 AM	29	1	0	30
10:30 AM	25	1	0	26
10:45 AM	40	1	0	41
11:00 AM	48	0	0	48
11:15 AM	51	0	0	51
11:30 AM	50	1	0	51
11:45 AM	50	1	0	51

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	44	0	0	44
12:15 PM	37	0	0	37
12:30 PM	38	0	0	38
12:45 PM	27	0	0	27
1:00 PM	24	0	0	24
1:15 PM	30	0	0	30
1:30 PM	34	3	0	37
1:45 PM	22	2	0	24
2:00 PM	39	3	0	42
2:15 PM	40	0	0	40
2:30 PM	35	0	0	35
2:45 PM	48	0	0	48
3:00 PM	43	1	0	44
3:15 PM	40	0	0	40
3:30 PM	51	0	0	51
3:45 PM	39	1	0	40
4:00 PM	63	3	0	66
4:15 PM	54	1	0	55
4:30 PM	78	0	0	78
4:45 PM	49	0	0	49
5:00 PM	42	0	0	42
5:15 PM	43	0	0	43
5:30 PM	29	0	0	29
5:45 PM	19	0	0	19
6:00 PM	24	1	0	25
6:15 PM	31	1	0	32
6:30 PM	21	0	0	21
6:45 PM	11	0	0	11
7:00 PM	20	0	0	20
7:15 PM	11	0	0	11
7:30 PM	10	0	0	10
7:45 PM	10	0	0	10
8:00 PM	7	0	0	7
8:15 PM	6	0	0	6
8:30 PM	4	0	0	4
8:45 PM	2	0	0	2
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	2	0	0	2
9:45 PM	4	0	0	4
10:00 PM	2	0	0	2
10:15 PM	3	0	0	3
10:30 PM	3	0	0	3
10:45 PM	1	0	0	1
11:00 PM	1	0	0	1
11:15 PM	2	0	0	2
11:30 PM	1	0	0	1
11:45 PM	0	0	0	0

AM Total 621 15 2 638
Percentage 97.34% 2.35% 0.31%
AM Peak 11:00 AM 9:15 AM 8:00 AM 11:00 AM
Volume 199 7 2 201

PM Total 1144 16 0 1160
Percentage 98.62% 1.38% 0.00%
PM Peak 4:00 PM 1:15 PM 12:00 PM 4:00 PM
Volume 244 8 0 248

Day Total 1765 31 2 1798
Percentage 98.16% 1.72% 0.11%

Baker Avenue
 at Rail Road Crossing
 City, State: Concord, MA
 Client: VHB/ A. Domogala
 Site Code: 81839.22



PRECISION
 DATA
 INDUSTRIES, LLC

157 Washington Street, Suite 2
 Hudson, MA 01749
 508-875-0100 datarequests@pdillc.com

PDI File # 228427 ATR-A

Direction: NB

Weekly Report

Day Date	Wednesday 02/16/22		Thursday 02/17/22												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	0	31	0	24	0	0	0	0	0	0	0	0	0	0	0	28		
12:15	0	41	0	44	0	0	0	0	0	0	0	0	0	0	0	43		
12:30	0	39	0	50	0	0	0	0	0	0	0	0	0	0	0	45		
12:45	0	56	2	56	0	0	0	0	0	0	0	0	0	0	1	56		
1:00	0	32	0	37	0	0	0	0	0	0	0	0	0	0	0	35		
1:15	0	54	0	58	0	0	0	0	0	0	0	0	0	0	0	56		
1:30	0	43	1	45	0	0	0	0	0	0	0	0	0	0	1	44		
1:45	0	54	0	53	0	0	0	0	0	0	0	0	0	0	0	54		
2:00	0	33	0	32	0	0	0	0	0	0	0	0	0	0	0	33		
2:15	0	46	0	39	0	0	0	0	0	0	0	0	0	0	0	43		
2:30	0	38	0	41	0	0	0	0	0	0	0	0	0	0	0	40		
2:45	0	47	0	51	0	0	0	0	0	0	0	0	0	0	0	49		
3:00	0	30	0	34	0	0	0	0	0	0	0	0	0	0	0	32		
3:15	0	45	0	40	0	0	0	0	0	0	0	0	0	0	0	43		
3:30	0	38	0	37	0	0	0	0	0	0	0	0	0	0	0	38		
3:45	0	28	0	41	0	0	0	0	0	0	0	0	0	0	0	35		
4:00	0	30	0	32	0	0	0	0	0	0	0	0	0	0	0	31		
4:15	0	29	0	20	0	0	0	0	0	0	0	0	0	0	0	25		
4:30	0	18	0	30	0	0	0	0	0	0	0	0	0	0	0	24		
4:45	1	29	2	27	0	0	0	0	0	0	0	0	0	0	2	28		
5:00	0	21	1	11	0	0	0	0	0	0	0	0	0	0	1	16		
5:15	0	23	1	24	0	0	0	0	0	0	0	0	0	0	1	24		
5:30	2	15	2	17	0	0	0	0	0	0	0	0	0	0	2	16		
5:45	4	15	4	8	0	0	0	0	0	0	0	0	0	0	4	12		
6:00	5	16	3	18	0	0	0	0	0	0	0	0	0	0	4	17		
6:15	7	16	9	13	0	0	0	0	0	0	0	0	0	0	8	15		
6:30	10	11	10	15	0	0	0	0	0	0	0	0	0	0	10	13		
6:45	13	10	15	12	0	0	0	0	0	0	0	0	0	0	14	11		
7:00	20	6	17	6	0	0	0	0	0	0	0	0	0	0	19	6		
7:15	42	8	55	11	0	0	0	0	0	0	0	0	0	0	49	10		
7:30	50	3	53	7	0	0	0	0	0	0	0	0	0	0	52	5		
7:45	86	6	77	6	0	0	0	0	0	0	0	0	0	0	82	6		
8:00	55	2	62	3	0	0	0	0	0	0	0	0	0	0	59	3		
8:15	74	5	84	2	0	0	0	0	0	0	0	0	0	0	79	4		
8:30	79	5	55	4	0	0	0	0	0	0	0	0	0	0	67	5		
8:45	79	2	81	7	0	0	0	0	0	0	0	0	0	0	80	5		
9:00	52	2	49	4	0	0	0	0	0	0	0	0	0	0	51	3		
9:15	56	4	53	0	0	0	0	0	0	0	0	0	0	0	55	2		
9:30	36	4	44	4	0	0	0	0	0	0	0	0	0	0	40	4		
9:45	58	1	50	5	0	0	0	0	0	0	0	0	0	0	54	3		
10:00	32	1	34	2	0	0	0	0	0	0	0	0	0	0	33	2		
10:15	40	1	34	1	0	0	0	0	0	0	0	0	0	0	37	1		
10:30	42	1	42	1	0	0	0	0	0	0	0	0	0	0	42	1		
10:45	48	2	61	2	0	0	0	0	0	0	0	0	0	0	55	2		
11:00	26	0	37	0	0	0	0	0	0	0	0	0	0	0	32	0		
11:15	55	0	39	2	0	0	0	0	0	0	0	0	0	0	47	1		
11:30	33	1	36	0	0	0	0	0	0	0	0	0	0	0	35	1		
11:45	46	0	36	0	0	0	0	0	0	0	0	0	0	0	41	0		
Total	1051	942	1049	976	0	0	0	0	0	0	0	0	0	0	1050	959		
Day Total	1993		2025		0		0		0		0		0		2009			
Peak HR	7:45 AM	12:45 PM	8:00 AM	12:30 PM													7:45 AM	12:30 PM
Volume	294	185	282	201													286	191

Baker Avenue
 at Rail Road Crossing
 City, State: Concord, MA
 Client: VHB/ A. Domogala
 Site Code: 81839.22



PRECISION
 DATA
 INDUSTRIES, LLC

157 Washington Street, Suite 2
 Hudson, MA 01749
 508-875-0100 datarequests@pdillc.com

PDI File # 228427 ATR-A

Direction: SB

Weekly Report

Day Date	Wednesday 02/16/22		Thursday 02/17/22												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	0	56	1	44	0	0	0	0	0	0	0	0	0	0	1	50		
12:15	1	47	0	37	0	0	0	0	0	0	0	0	0	0	1	42		
12:30	0	44	0	38	0	0	0	0	0	0	0	0	0	0	0	41		
12:45	0	36	0	27	0	0	0	0	0	0	0	0	0	0	0	32		
1:00	0	31	1	24	0	0	0	0	0	0	0	0	0	0	1	28		
1:15	0	31	0	30	0	0	0	0	0	0	0	0	0	0	0	31		
1:30	1	41	0	37	0	0	0	0	0	0	0	0	0	0	1	39		
1:45	0	18	0	24	0	0	0	0	0	0	0	0	0	0	0	21		
2:00	0	34	0	42	0	0	0	0	0	0	0	0	0	0	0	38		
2:15	1	29	0	40	0	0	0	0	0	0	0	0	0	0	1	35		
2:30	0	31	0	35	0	0	0	0	0	0	0	0	0	0	0	33		
2:45	0	37	0	48	0	0	0	0	0	0	0	0	0	0	0	43		
3:00	0	42	1	44	0	0	0	0	0	0	0	0	0	0	1	43		
3:15	0	49	0	40	0	0	0	0	0	0	0	0	0	0	0	45		
3:30	0	60	1	51	0	0	0	0	0	0	0	0	0	0	1	56		
3:45	0	57	0	40	0	0	0	0	0	0	0	0	0	0	0	49		
4:00	0	46	0	66	0	0	0	0	0	0	0	0	0	0	0	56		
4:15	1	52	0	55	0	0	0	0	0	0	0	0	0	0	1	54		
4:30	0	37	0	78	0	0	0	0	0	0	0	0	0	0	0	58		
4:45	0	40	1	49	0	0	0	0	0	0	0	0	0	0	1	45		
5:00	0	46	0	42	0	0	0	0	0	0	0	0	0	0	0	44		
5:15	0	43	1	43	0	0	0	0	0	0	0	0	0	0	1	43		
5:30	0	37	1	29	0	0	0	0	0	0	0	0	0	0	1	33		
5:45	3	21	0	19	0	0	0	0	0	0	0	0	0	0	2	20		
6:00	4	21	1	25	0	0	0	0	0	0	0	0	0	0	3	23		
6:15	0	22	0	32	0	0	0	0	0	0	0	0	0	0	0	27		
6:30	9	4	2	21	0	0	0	0	0	0	0	0	0	0	6	13		
6:45	2	10	2	11	0	0	0	0	0	0	0	0	0	0	2	11		
7:00	4	5	5	20	0	0	0	0	0	0	0	0	0	0	5	13		
7:15	10	9	9	11	0	0	0	0	0	0	0	0	0	0	10	10		
7:30	9	7	8	10	0	0	0	0	0	0	0	0	0	0	9	9		
7:45	15	5	11	10	0	0	0	0	0	0	0	0	0	0	13	8		
8:00	21	3	20	7	0	0	0	0	0	0	0	0	0	0	21	5		
8:15	21	10	31	6	0	0	0	0	0	0	0	0	0	0	26	8		
8:30	16	5	25	4	0	0	0	0	0	0	0	0	0	0	21	5		
8:45	36	11	25	2	0	0	0	0	0	0	0	0	0	0	31	7		
9:00	18	3	28	0	0	0	0	0	0	0	0	0	0	0	23	2		
9:15	28	6	28	0	0	0	0	0	0	0	0	0	0	0	28	3		
9:30	32	3	42	2	0	0	0	0	0	0	0	0	0	0	37	3		
9:45	29	6	47	4	0	0	0	0	0	0	0	0	0	0	38	5		
10:00	27	4	49	2	0	0	0	0	0	0	0	0	0	0	38	3		
10:15	32	0	30	3	0	0	0	0	0	0	0	0	0	0	31	2		
10:30	18	3	26	3	0	0	0	0	0	0	0	0	0	0	22	3		
10:45	26	3	41	1	0	0	0	0	0	0	0	0	0	0	34	2		
11:00	34	1	48	1	0	0	0	0	0	0	0	0	0	0	41	1		
11:15	71	0	51	2	0	0	0	0	0	0	0	0	0	0	61	1		
11:30	47	1	51	1	0	0	0	0	0	0	0	0	0	0	49	1		
11:45	45	0	51	0	0	0	0	0	0	0	0	0	0	0	48	0		
Total	561	1107	638	1160	0	0	0	0	0	0	0	0	0	0	600	1134		
Day Total	1668		1798		0		0		0		0		0		1733			
Peak HR	11:00 AM	3:30 PM	11:00 AM	4:00 PM													11:00 AM	3:45 PM
Volume	197	215	201	248													199	216

PDI File #: **228427 A**
 Location: **N: Baker Avenue S: Cottage Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	4	3	4	0	11	9	62	1	0	72	0	4	3	0	7	9	153	8	0	170	260
7:15 AM	1	4	2	0	7	17	54	0	0	71	2	12	4	0	18	8	184	22	0	214	310
7:30 AM	5	4	1	0	10	10	51	0	0	61	1	15	10	0	26	11	151	32	0	194	291
7:45 AM	4	7	2	0	13	20	71	2	0	93	3	25	9	0	37	12	156	37	0	205	348
Total	14	18	9	0	41	56	238	3	0	297	6	56	26	0	88	40	644	99	0	783	1209
8:00 AM	11	7	3	0	21	26	75	0	0	101	0	33	19	0	52	6	144	22	0	172	346
8:15 AM	13	17	2	0	32	10	50	3	0	63	2	27	8	0	37	11	144	28	0	183	315
8:30 AM	13	11	6	0	30	12	64	1	0	77	1	14	16	0	31	8	142	29	0	179	317
8:45 AM	14	9	7	0	30	23	97	1	0	121	2	26	17	0	45	5	160	40	0	205	401
Total	51	44	18	0	113	71	286	5	0	362	5	100	60	0	165	30	590	119	0	739	1379
Grand Total	65	62	27	0	154	127	524	8	0	659	11	156	86	0	253	70	1234	218	0	1522	2588
Approach %	42.2	40.3	17.5	0.0		19.3	79.5	1.2	0.0		4.3	61.7	34.0	0.0		4.6	81.1	14.3	0.0		
Total %	2.5	2.4	1.0	0.0	6.0	4.9	20.2	0.3	0.0	25.5	0.4	6.0	3.3	0.0	9.8	2.7	47.7	8.4	0.0	58.8	
Exiting Leg Total	501					1272					140					675					2588
Cars	65	60	26	0	151	126	500	6	0	632	8	153	81	0	242	69	1183	216	0	1468	2493
% Cars	100.0	96.8	96.3	0.0	98.1	99.2	95.4	75.0	0.0	95.9	72.7	98.1	94.2	0.0	95.7	98.6	95.9	99.1	0.0	96.5	96.3
Exiting Leg Total	495					1217					135					646					2493
Heavy Vehicles	0	2	1	0	3	1	24	2	0	27	3	3	5	0	11	1	51	2	0	54	95
% Heavy Vehicles	0.0	3.2	3.7	0.0	1.9	0.8	4.6	25.0	0.0	4.1	27.3	1.9	5.8	0.0	4.3	1.4	4.1	0.9	0.0	3.5	3.7
Exiting Leg Total	6					55					5					29					95

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	11	7	3	0	21	26	75	0	0	101	0	33	19	0	52	6	144	22	0	172	346
8:15 AM	13	17	2	0	32	10	50	3	0	63	2	27	8	0	37	11	144	28	0	183	315
8:30 AM	13	11	6	0	30	12	64	1	0	77	1	14	16	0	31	8	142	29	0	179	317
8:45 AM	14	9	7	0	30	23	97	1	0	121	2	26	17	0	45	5	160	40	0	205	401
Total Volume	51	44	18	0	113	71	286	5	0	362	5	100	60	0	165	30	590	119	0	739	1379
% Approach Total	45.1	38.9	15.9	0.0		19.6	79.0	1.4	0.0		3.0	60.6	36.4	0.0		4.1	79.8	16.1	0.0		
PHF	0.911	0.647	0.643	0.000	0.883	0.683	0.737	0.417	0.000	0.748	0.625	0.758	0.789	0.000	0.793	0.682	0.922	0.744	0.000	0.901	0.860
Cars	51	44	17	0	112	70	273	4	0	347	3	98	57	0	158	29	568	117	0	714	1331
Cars %	100.0	100.0	94.4	0.0	99.1	98.6	95.5	80.0	0.0	95.9	60.0	98.0	95.0	0.0	95.8	96.7	96.3	98.3	0.0	96.6	96.5
Heavy Vehicles	0	0	1	0	1	1	13	1	0	15	2	2	3	0	7	1	22	2	0	25	48
Heavy Vehicles %	0.0	0.0	5.6	0.0	0.9	1.4	4.5	20.0	0.0	4.1	40.0	2.0	5.0	0.0	4.2	3.3	3.7	1.7	0.0	3.4	3.5
Cars Enter Leg	51	44	17	0	112	70	273	4	0	347	3	98	57	0	158	29	568	117	0	714	1331
Heavy Enter Leg	0	0	1	0	1	1	13	1	0	15	2	2	3	0	7	1	22	2	0	25	48
Total Entering Leg	51	44	18	0	113	71	286	5	0	362	5	100	60	0	165	30	590	119	0	739	1379
Cars Exiting Leg	285					588					77					381					1331
Heavy Exiting Leg	5					25					2					16					48
Total Exiting Leg	290					613					79					397					1379

PDI File #: **228427 A**
 Location: **N: Baker Avenue S: Cottage Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	4	3	4	0	11	9	61	1	0	71	0	4	3	0	7	9	137	8	0	154	243					
7:15 AM	1	4	2	0	7	17	51	0	0	68	1	11	4	0	16	8	174	22	0	204	295					
7:30 AM	5	4	1	0	10	10	48	0	0	58	1	15	10	0	26	11	150	32	0	193	287					
7:45 AM	4	5	2	0	11	20	67	1	0	88	3	25	7	0	35	12	154	37	0	203	337					
Total	14	16	9	0	39	56	227	2	0	285	5	55	24	0	84	40	615	99	0	754	1162					
8:00 AM	11	7	3	0	21	25	71	0	0	96	0	32	17	0	49	6	138	22	0	166	332					
8:15 AM	13	17	2	0	32	10	49	2	0	61	1	27	8	0	36	10	140	28	0	178	307					
8:30 AM	13	11	6	0	30	12	60	1	0	73	1	14	15	0	30	8	135	28	0	171	304					
8:45 AM	14	9	6	0	29	23	93	1	0	117	1	25	17	0	43	5	155	39	0	199	388					
Total	51	44	17	0	112	70	273	4	0	347	3	98	57	0	158	29	568	117	0	714	1331					
Grand Total	65	60	26	0	151	126	500	6	0	632	8	153	81	0	242	69	1183	216	0	1468	2493					
Approach %	43.0	39.7	17.2	0.0		19.9	79.1	0.9	0.0		3.3	63.2	33.5	0.0		4.7	80.6	14.7	0.0							
Total %	2.6	2.4	1.0	0.0	6.1	5.1	20.1	0.2	0.0	25.4	0.3	6.1	3.2	0.0	9.7	2.8	47.5	8.7	0.0	58.9						
Exiting Leg Total						495					1217					135					646					2493

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
8:00 AM	11	7	3	0	21	25	71	0	0	96	0	32	17	0	49	6	138	22	0	166	332					
8:15 AM	13	17	2	0	32	10	49	2	0	61	1	27	8	0	36	10	140	28	0	178	307					
8:30 AM	13	11	6	0	30	12	60	1	0	73	1	14	15	0	30	8	135	28	0	171	304					
8:45 AM	14	9	6	0	29	23	93	1	0	117	1	25	17	0	43	5	155	39	0	199	388					
Total Volume	51	44	17	0	112	70	273	4	0	347	3	98	57	0	158	29	568	117	0	714	1331					
% Approach Total	45.5	39.3	15.2	0.0		20.2	78.7	1.2	0.0		1.9	62.0	36.1	0.0		4.1	79.6	16.4	0.0							
PHF	0.911	0.647	0.708	0.000	0.875	0.700	0.734	0.500	0.000	0.741	0.750	0.766	0.838	0.000	0.806	0.725	0.916	0.750	0.000	0.897	0.858					
Entering Leg	51	44	17	0	112	70	273	4	0	347	3	98	57	0	158	29	568	117	0	714	1331					
Exiting Leg						285					588					77					381					1331
Total						397					935					235					1095					2662

PDI File #: **228427 A**
 Location: **N: Baker Avenue S: Cottage Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	16	0	0	16	17
7:15 AM	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	0	10	0	0	10	15
7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
7:45 AM	0	2	0	0	2	0	4	1	0	5	0	0	2	0	2	0	2	0	0	2	11
Total	0	2	0	0	2	0	11	1	0	12	1	1	2	0	4	0	29	0	0	29	47
8:00 AM	0	0	0	0	0	1	4	0	0	5	0	1	2	0	3	0	6	0	0	6	14
8:15 AM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	1	4	0	0	5	8
8:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	7	1	0	8	13
8:45 AM	0	0	1	0	1	0	4	0	0	4	1	1	0	0	2	0	5	1	0	6	13
Total	0	0	1	0	1	1	13	1	0	15	2	2	3	0	7	1	22	2	0	25	48
Grand Total	0	2	1	0	3	1	24	2	0	27	3	3	5	0	11	1	51	2	0	54	95
Approach %	0.0	66.7	33.3	0.0		3.7	88.9	7.4	0.0		27.3	27.3	45.5	0.0		1.9	94.4	3.7	0.0		
Total %	0.0	2.1	1.1	0.0	3.2	1.1	25.3	2.1	0.0	28.4	3.2	3.2	5.3	0.0	11.6	1.1	53.7	2.1	0.0	56.8	
Exiting Leg Total	6					55					5					29					95
Buses	0	1	0	0	1	0	7	0	0	7	2	1	1	0	4	0	13	0	0	13	25
% Buses	0.0	50.0	0.0	0.0	33.3	0.0	29.2	0.0	0.0	25.9	66.7	33.3	20.0	0.0	36.4	0.0	25.5	0.0	0.0	24.1	26.3
Exiting Leg Total	1					15					1					8					25
Single-Unit Trucks	0	1	0	0	1	1	15	2	0	18	1	2	3	0	6	1	32	1	0	34	59
% Single-Unit	0.0	50.0	0.0	0.0	33.3	100.0	62.5	100.0	0.0	66.7	33.3	66.7	60.0	0.0	54.5	100.0	62.7	50.0	0.0	63.0	62.1
Exiting Leg Total	4					33					4					18					59
Articulated Trucks	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	0	6	1	0	7	11
% Articulated	0.0	0.0	100.0	0.0	33.3	0.0	8.3	0.0	0.0	7.4	0.0	0.0	20.0	0.0	9.1	0.0	11.8	50.0	0.0	13.0	11.6
Exiting Leg Total	1					7					0					3					11

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	1	4	0	0	5	0	1	2	0	3	0	6	0	0	6	14
8:15 AM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	1	4	0	0	5	8
8:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	7	1	0	8	13
8:45 AM	0	0	1	0	1	0	4	0	0	4	1	1	0	0	2	0	5	1	0	6	13
Total Volume	0	0	1	0	1	1	13	1	0	15	2	2	3	0	7	1	22	2	0	25	48
% Approach Total	0.0	0.0	100.0	0.0		6.7	86.7	6.7	0.0		28.6	28.6	42.9	0.0		4.0	88.0	8.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.250	0.813	0.250	0.000	0.750	0.500	0.500	0.375	0.000	0.583	0.250	0.786	0.500	0.000	0.781	0.857
Buses	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	2	0	0	2	7
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0.0	0.0	20.0	50.0	0.0	33.3	0.0	28.6	0.0	9.1	0.0	0.0	8.0	14.6
Single-Unit Trucks	0	0	0	0	0	1	9	1	0	11	1	2	2	0	5	1	16	1	0	18	34
Single-Unit %	0.0	0.0	0.0	0.0	0.0	100.0	69.2	100.0	0.0	73.3	50.0	100.0	66.7	0.0	71.4	100.0	72.7	50.0	0.0	72.0	70.8
Articulated Trucks	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	7
Articulated %	0.0	0.0	100.0	0.0	100.0	0.0	7.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	18.2	50.0	0.0	20.0	14.6
Buses	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	2	0	0	2	7
Single-Unit Trucks	0	0	0	0	0	1	9	1	0	11	1	2	2	0	5	1	16	1	0	18	34
Articulated Trucks	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	7
Total Entering Leg	0	0	1	0	1	1	13	1	0	15	2	2	3	0	7	1	22	2	0	25	48
Buses	0					3					0					4					7
Single-Unit Trucks	4					17					2					11					34
Articulated Trucks	1					5					0					1					7
Total Exiting Leg	5					25					2					16					48

PDI File #: **228427 A**
 Location: **N: Baker Avenue S: Cottage Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	4	0	0	4	6
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
7:45 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	1	0	0	1	0	4	0	0	4	1	1	0	0	2	0	11	0	0	11	18
8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	2	0	0	2	7
Grand Total	0	1	0	0	1	0	7	0	0	7	2	1	1	0	4	0	13	0	0	13	25
Approach %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	25.0	25.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	4.0	0.0	0.0	4.0	0.0	28.0	0.0	0.0	28.0	8.0	4.0	4.0	0.0	16.0	0.0	52.0	0.0	0.0	52.0	
Exiting Leg Total	1					15					1					8					25

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	4	0	0	4	6
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
7:45 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	1	0	0	1	0	4	0	0	4	1	1	0	0	2	0	11	0	0	11	18
% Approach Total	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.333	0.000	0.000	0.333	0.250	0.250	0.000	0.000	0.250	0.000	0.458	0.000	0.000	0.458	0.750
Entering Leg	0	1	0	0	1	0	4	0	0	4	1	1	0	0	2	0	11	0	0	11	18
Exiting Leg	1					12					1					4					18
Total	2					16					3					15					36

PDI File #: **228427 A**
 Location: **N: Baker Avenue S: Cottage Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	10	
7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	
7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
7:45 AM	0	1	0	0	1	0	1	1	0	2	0	0	1	0	1	0	2	0	0	2	6	
Total	0	1	0	0	1	0	6	1	0	7	0	0	1	0	1	0	16	0	0	16	25	
8:00 AM	0	0	0	0	0	1	2	0	0	3	0	1	1	0	2	0	3	0	0	3	8	
8:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	3	0	0	4	6	
8:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	5	0	0	5	9	
8:45 AM	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	0	5	1	0	6	11	
Total	0	0	0	0	0	1	9	1	0	11	1	2	2	0	5	1	16	1	0	18	34	
Grand Total	0	1	0	0	1	1	15	2	0	18	1	2	3	0	6	1	32	1	0	34	59	
Approach %	0.0	100.0	0.0	0.0		5.6	83.3	11.1	0.0		16.7	33.3	50.0	0.0		2.9	94.1	2.9	0.0			
Total %	0.0	1.7	0.0	0.0	1.7	1.7	25.4	3.4	0.0	30.5	1.7	3.4	5.1	0.0	10.2	1.7	54.2	1.7	0.0	57.6		
Exiting Leg Total						4					33					4					18	59

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	1	2	0	0	3	0	1	1	0	2	0	3	0	0	3	8
8:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	3	0	0	4	6
8:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	5	0	0	5	9
8:45 AM	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	0	5	1	0	6	11
Total Volume	0	0	0	0	0	1	9	1	0	11	1	2	2	0	5	1	16	1	0	18	34
% Approach Total	0.0	0.0	0.0	0.0		9.1	81.8	9.1	0.0		20.0	40.0	40.0	0.0		5.6	88.9	5.6	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.250	0.000	0.917	0.250	0.500	0.500	0.000	0.625	0.250	0.800	0.250	0.000	0.750	0.773
Entering Leg	0					1					1					1					34
Exiting Leg	4					17					2					11					34
Total	4					28					7					29					68

PDI File #: **228427 A**
 Location: **N: Baker Avenue S: Cottage Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
8:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	7
Grand Total	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	0	6	1	0	7	11
Approach %	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	85.7	14.3	0.0		
Total %	0.0	0.0	9.1	0.0	9.1	0.0	18.2	0.0	0.0	18.2	0.0	0.0	9.1	0.0	9.1	0.0	54.5	9.1	0.0	63.6	
Exiting Leg Total	1					7					0					3					11

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	4	1	0	5	7
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	4	1	0	5	7
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	80.0	20.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.333	0.250	0.000	0.417	0.583
Entering Leg	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	4	1	0	5	7
Exiting Leg	1					4					0					2					7
Total	1					5					1					7					14

PDI File #: **228427 A**
 Location: **N: Baker Avenue S: Cottage Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Baker Avenue							Main Street (Route 62)							Cottage Street							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3		
Grand Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	3			
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0		
Exiting Leg Total	0							2							0							1							3

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Baker Avenue							Main Street (Route 62)							Cottage Street							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	3			
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.375			
Entering Leg	0							1							0							2							3
Exiting Leg	0							2							0							1							3
Total	0							3							0							3							6

PDI File #: **228427 A**
 Location: **N: Baker Avenue S: Cottage Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Baker Avenue								Main Street (Route 62)								Cottage Street								Main Street (Route 62)								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:45 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total	0	0	0	0	1	2	3	0	0	0	0	0	2	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	7		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	4	
Total	0	0	0	0	1	2	3	0	0	0	0	0	1	1	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	7		
Grand Total	0	0	0	0	2	4	6	0	0	0	0	0	3	3	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	14		
Approach %	0	0	0	0	33.3	66.7		0	0	0	0	0	100		0	0	0	0	80	20		0	0	0	0	0	0	0					
Total %	0	0	0	0	14.3	28.6	42.9	0	0	0	0	0	21.4	21.4	0	0	0	0	28.6	7.14	35.7	0	0	0	0	0	0	0					
Exiting Leg Total	6							3							5							0							14				

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Baker Avenue								Main Street (Route 62)								Cottage Street								Main Street (Route 62)								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:45 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total Volume	0	0	0	0	1	2	3	0	0	0	0	0	2	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	7		
% Approach Total	0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.250	0.500	0.375	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875				
Entering Leg	0	0	0	0	1	2	3	0	0	0	0	0	2	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	7		
Exiting Leg	3							2							2							0							7				
Total	6							4							4							0							14				

PDI File #: **228427 A**
 Location: **N: Baker Avenue S: Cottage Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	45	13	18	0	76	7	182	2	0	191	1	6	27	0	34	3	99	19	0	121	422
4:15 PM	29	11	11	0	51	5	117	2	0	124	0	2	21	0	23	6	87	14	0	107	305
4:30 PM	41	12	24	0	77	11	170	2	0	183	0	15	44	0	59	9	100	4	0	113	432
4:45 PM	35	10	19	0	64	9	165	0	0	174	2	10	34	0	46	8	92	13	0	113	397
Total	150	46	72	0	268	32	634	6	0	672	3	33	126	0	162	26	378	50	0	454	1556
5:00 PM	22	16	24	0	62	3	140	0	0	143	2	4	40	0	46	9	129	7	0	145	396
5:15 PM	36	12	16	0	64	2	139	3	0	144	2	6	31	0	39	2	93	11	0	106	353
5:30 PM	17	17	11	0	45	5	127	0	0	132	0	3	25	0	28	12	98	9	0	119	324
5:45 PM	15	4	8	0	27	4	145	0	0	149	0	4	17	0	21	4	114	5	0	123	320
Total	90	49	59	0	198	14	551	3	0	568	4	17	113	0	134	27	434	32	0	493	1393
Grand Total	240	95	131	0	466	46	1185	9	0	1240	7	50	239	0	296	53	812	82	0	947	2949
Approach %	51.5	20.4	28.1	0.0		3.7	95.6	0.7	0.0		2.4	16.9	80.7	0.0		5.6	85.7	8.7	0.0		
Total %	8.1	3.2	4.4	0.0	15.8	1.6	40.2	0.3	0.0	42.0	0.2	1.7	8.1	0.0	10.0	1.8	27.5	2.8	0.0	32.1	
Exiting Leg Total	178					950					157					1664					2949
Cars	235	95	131	0	461	46	1174	9	0	1229	6	49	233	0	288	53	799	82	0	934	2912
% Cars	97.9	100.0	100.0	0.0	98.9	100.0	99.1	100.0	0.0	99.1	85.7	98.0	97.5	0.0	97.3	100.0	98.4	100.0	0.0	98.6	98.7
Exiting Leg Total	177					936					157					1642					2912
Heavy Vehicles	5	0	0	0	5	0	11	0	0	11	1	1	6	0	8	0	13	0	0	13	37
% Heavy Vehicles	2.1	0.0	0.0	0.0	1.1	0.0	0.9	0.0	0.0	0.9	14.3	2.0	2.5	0.0	2.7	0.0	1.6	0.0	0.0	1.4	1.3
Exiting Leg Total	1					14					0					22					37

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	41	12	24	0	77	11	170	2	0	183	0	15	44	0	59	9	100	4	0	113	432
4:45 PM	35	10	19	0	64	9	165	0	0	174	2	10	34	0	46	8	92	13	0	113	397
5:00 PM	22	16	24	0	62	3	140	0	0	143	2	4	40	0	46	9	129	7	0	145	396
5:15 PM	36	12	16	0	64	2	139	3	0	144	2	6	31	0	39	2	93	11	0	106	353
Total Volume	134	50	83	0	267	25	614	5	0	644	6	35	149	0	190	28	414	35	0	477	1578
% Approach Total	50.2	18.7	31.1	0.0		3.9	95.3	0.8	0.0		3.2	18.4	78.4	0.0		5.9	86.8	7.3	0.0		
PHF	0.817	0.781	0.865	0.000	0.867	0.568	0.903	0.417	0.000	0.880	0.750	0.583	0.847	0.000	0.805	0.778	0.802	0.673	0.000	0.822	0.913
Cars	133	50	83	0	266	25	611	5	0	641	6	34	144	0	184	28	406	35	0	469	1560
Cars %	99.3	100.0	100.0	0.0	99.6	100.0	99.5	100.0	0.0	99.5	100.0	97.1	96.6	0.0	96.8	100.0	98.1	100.0	0.0	98.3	98.9
Heavy Vehicles	1	0	0	0	1	0	3	0	0	3	0	1	5	0	6	0	8	0	0	8	18
Heavy Vehicles %	0.7	0.0	0.0	0.0	0.4	0.0	0.5	0.0	0.0	0.5	0.0	2.9	3.4	0.0	3.2	0.0	1.9	0.0	0.0	1.7	1.1
Cars Enter Leg	133	50	83	0	266	25	611	5	0	641	6	34	144	0	184	28	406	35	0	469	1560
Heavy Enter Leg	1	0	0	0	1	0	3	0	0	3	0	1	5	0	6	0	8	0	0	8	18
Total Entering Leg	134	50	83	0	267	25	614	5	0	644	6	35	149	0	190	28	414	35	0	477	1578
Cars Exiting Leg	94					495					83					888					1560
Heavy Exiting Leg	1					8					0					9					18
Total Exiting Leg	95					503					83					897					1578

PDI File #: **228427 A**
 Location: **N: Baker Avenue S: Cottage Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Cars**



	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	42	13	18	0	73	7	179	2	0	188	0	6	26	0	32	3	95	19	0	117	410
4:15 PM	28	11	11	0	50	5	115	2	0	122	0	2	21	0	23	6	86	14	0	106	301
4:30 PM	40	12	24	0	76	11	168	2	0	181	0	15	42	0	57	9	96	4	0	109	423
4:45 PM	35	10	19	0	64	9	165	0	0	174	2	10	33	0	45	8	92	13	0	113	396
Total	145	46	72	0	263	32	627	6	0	665	2	33	122	0	157	26	369	50	0	445	1530
5:00 PM	22	16	24	0	62	3	139	0	0	142	2	4	39	0	45	9	127	7	0	143	392
5:15 PM	36	12	16	0	64	2	139	3	0	144	2	5	30	0	37	2	91	11	0	104	349
5:30 PM	17	17	11	0	45	5	126	0	0	131	0	3	25	0	28	12	98	9	0	119	323
5:45 PM	15	4	8	0	27	4	143	0	0	147	0	4	17	0	21	4	114	5	0	123	318
Total	90	49	59	0	198	14	547	3	0	564	4	16	111	0	131	27	430	32	0	489	1382
Grand Total	235	95	131	0	461	46	1174	9	0	1229	6	49	233	0	288	53	799	82	0	934	2912
Approach %	51.0	20.6	28.4	0.0		3.7	95.5	0.7	0.0		2.1	17.0	80.9	0.0		5.7	85.5	8.8	0.0		
Total %	8.1	3.3	4.5	0.0	15.8	1.6	40.3	0.3	0.0	42.2	0.2	1.7	8.0	0.0	9.9	1.8	27.4	2.8	0.0	32.1	
Exiting Leg Total	177					936					157					1642					2912

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:30 PM	40	12	24	0	76	11	168	2	0	181	0	15	42	0	57	9	96	4	0	109	423
4:45 PM	35	10	19	0	64	9	165	0	0	174	2	10	33	0	45	8	92	13	0	113	396
5:00 PM	22	16	24	0	62	3	139	0	0	142	2	4	39	0	45	9	127	7	0	143	392
5:15 PM	36	12	16	0	64	2	139	3	0	144	2	5	30	0	37	2	91	11	0	104	349
Total Volume	133	50	83	0	266	25	611	5	0	641	6	34	144	0	184	28	406	35	0	469	1560
% Approach Total	50.0	18.8	31.2	0.0		3.9	95.3	0.8	0.0		3.3	18.5	78.3	0.0		6.0	86.6	7.5	0.0		
PHF	0.831	0.781	0.865	0.000	0.875	0.568	0.909	0.417	0.000	0.885	0.750	0.567	0.857	0.000	0.807	0.778	0.799	0.673	0.000	0.820	0.922
Entering Leg	133	50	83	0	266	25	611	5	0	641	6	34	144	0	184	28	406	35	0	469	1560
Exiting Leg	94					495					83					888					1560
Total	360					1136					267					1357					3120

PDI File #: **228427 A**
 Location: **N: Baker Avenue S: Cottage Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	3	0	0	0	3	0	3	0	0	3	1	0	1	0	2	0	4	0	0	4	12
4:15 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
4:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	0	4	0	0	4	9
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	5	0	0	0	5	0	7	0	0	7	1	0	4	0	5	0	9	0	0	9	26
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	4
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	4	0	0	4	0	1	2	0	3	0	4	0	0	4	11
Grand Total	5	0	0	0	5	0	11	0	0	11	1	1	6	0	8	0	13	0	0	13	37
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		12.5	12.5	75.0	0.0		0.0	100.0	0.0	0.0		
Total %	13.5	0.0	0.0	0.0	13.5	0.0	29.7	0.0	0.0	29.7	2.7	2.7	16.2	0.0	21.6	0.0	35.1	0.0	0.0	35.1	
Exiting Leg Total	1					14					0					22					37
Buses	2	0	0	0	2	0	6	0	0	6	1	0	0	0	1	0	1	0	0	1	10
% Buses	40.0	0.0	0.0	0.0	40.0	0.0	54.5	0.0	0.0	54.5	100.0	0.0	0.0	0.0	12.5	0.0	7.7	0.0	0.0	7.7	27.0
Exiting Leg Total	0					2					0					8					10
Single-Unit Trucks	3	0	0	0	3	0	3	0	0	3	0	1	6	0	7	0	12	0	0	12	25
% Single-Unit	60.0	0.0	0.0	0.0	60.0	0.0	27.3	0.0	0.0	27.3	0.0	100.0	100.0	0.0	87.5	0.0	92.3	0.0	0.0	92.3	67.6
Exiting Leg Total	1					12					0					12					25
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4
Exiting Leg Total	0					0					0					2					2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	3	0	0	0	3	0	3	0	0	3	1	0	1	0	2	0	4	0	0	4	12
4:15 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
4:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	0	4	0	0	4	9
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	5	0	0	0	5	0	7	0	0	7	1	0	4	0	5	0	9	0	0	9	26
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		20.0	0.0	80.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.417	0.000	0.000	0.000	0.417	0.000	0.583	0.000	0.000	0.583	0.250	0.000	0.500	0.000	0.625	0.000	0.563	0.000	0.000	0.563	0.542
Buses	2	0	0	0	2	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	9
Buses %	40.0	0.0	0.0	0.0	40.0	0.0	71.4	0.0	0.0	71.4	100.0	0.0	0.0	0.0	20.0	0.0	11.1	0.0	0.0	11.1	34.6
Single-Unit Trucks	3	0	0	0	3	0	2	0	0	2	0	0	4	0	4	0	8	0	0	8	17
Single-Unit %	60.0	0.0	0.0	0.0	60.0	0.0	28.6	0.0	0.0	28.6	0.0	0.0	100.0	0.0	80.0	0.0	88.9	0.0	0.0	88.9	65.4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	2	0	0	0	2	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	9
Single-Unit Trucks	3	0	0	0	3	0	2	0	0	2	0	0	4	0	4	0	8	0	0	8	17
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	5	0	0	0	5	0	7	0	0	7	1	0	4	0	5	0	9	0	0	9	26
Buses	0					2					0					7					9
Single-Unit Trucks	0					8					0					9					17
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	0					10					0					16					26

PDI File #: **228427 A**
 Location: **N: Baker Avenue S: Cottage Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	0	0	0	2	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	2	0	0	0	2	0	6	0	0	6	1	0	0	0	1	0	1	0	0	1	10
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	20.0	0.0	0.0	0.0	20.0	0.0	60.0	0.0	0.0	60.0	10.0	0.0	0.0	0.0	10.0	0.0	10.0	0.0	0.0	10.0	
Exiting Leg Total	0					2					0					8					10

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	0	0	0	2	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	0	2	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	9
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.250	0.000	0.417	0.000	0.000	0.417	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.375
Entering Leg	2	0	0	0	2	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	9
Exiting Leg	0					2					0					7					9
Total	2					7					1					8					18

PDI File #: **228427 A**
 Location: **N: Baker Avenue S: Cottage Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	6
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	0	3	0	0	3	8
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	3	0	0	0	3	0	2	0	0	2	0	0	4	0	4	0	8	0	0	8	17
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	0	4	0	0	4	8
Grand Total	3	0	0	0	3	0	3	0	0	3	0	1	6	0	7	0	12	0	0	12	25
Approach %	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	14.3	85.7	0.0		0.0	100.0	0.0	0.0		
Total %	12.0	0.0	0.0	0.0	12.0	0.0	12.0	0.0	0.0	12.0	0.0	4.0	24.0	0.0	28.0	0.0	48.0	0.0	0.0	48.0	
Exiting Leg Total	1					12					0					12					25

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	6
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	0	3	0	0	3	8
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	3	0	0	0	3	0	2	0	0	2	0	0	4	0	4	0	8	0	0	8	17
% Approach Total	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.750	0.000	0.000	0.000	0.750	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.500	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.531
Entering Leg	3	0	0	0	3	0	2	0	0	2	0	0	4	0	4	0	8	0	0	8	17
Exiting Leg	0					8					0					9					17
Total	3					10					4					17					34

PDI File #: **228427 A**
 Location: **N: Baker Avenue S: Cottage Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					2					2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Baker Avenue					Main Street (Route 62)					Cottage Street					Main Street (Route 62)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	0					0					0					2					2
Total	0					2					0					2					4

PDI File #: **228427 A**
 Location: **N: Baker Avenue S: Cottage Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Baker Avenue							Main Street (Route 62)							Cottage Street							Main Street (Route 62)							Total				
	from North							from East							from South							from West											
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	
Grand Total	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	
Approach %	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0		
Total %	0.0	16.7	0.0	0.0	0.0	0.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	66.7	
Exiting Leg Total	2							2							1							1							6				

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Baker Avenue							Main Street (Route 62)							Cottage Street							Main Street (Route 62)							Total			
	from North							from East							from South							from West										
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.750	0.500
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	4
Exiting Leg	2							1							1							0							4			
Total	3							1							1							3							8			

PDI File #: **228427 A**
 Location: **N: Baker Avenue S: Cottage Street**
 Location: **E: Main Street (Route 62) W: Main Street (Route 62)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Baker Avenue							Main Street (Route 62)							Cottage Street							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	1	0	1	6
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	6
Total	0	0	0	0	5	2	7	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	2	3	5	19
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	3	0	3	8
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	7	9	0	0	0	0	3	1	4	15
Grand Total	0	0	0	0	5	4	9	0	0	0	0	0	0	0	0	0	0	0	6	10	16	0	0	0	0	5	4	9	34
Approach %	0	0	0	0	55.6	44.4		0	0	0	0	0	0	0	0	0	0	0	37.5	62.5		0	0	0	0	55.6	44.4		
Total %	0	0	0	0	14.7	11.8	26.5	0	0	0	0	0	0	0	0	0	0	0	17.6	29.4	47.1	0	0	0	0	14.7	11.8	26.5	
Exiting Leg Total	9							0							16							9	34						

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Baker Avenue							Main Street (Route 62)							Cottage Street							Main Street (Route 62)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	1	0	1	6
4:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	6
Total Volume	0	0	0	0	5	2	7	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	2	3	5	19
% Approach Total	0.0	0.0	0.0	0.0	71.4	28.6		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.1	42.9		0.0	0.0	0.0	0.0	40.0	60.0		
PHF	0.000	0.000	0.000	0.000	0.625	0.500	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.375	0.438	0.000	0.000	0.000	0.000	0.500	0.250	0.313	0.792
Entering Leg	0	0	0	0	5	2	7	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	2	3	5	19
Exiting Leg	7							0							7							5	19						
Total	14							0							14							10	38						

PDI File #: **228427 B**
 Location: **N: Baker Avenue S: Baker Avenue**
 Location: **E: driveway W: #300 Baker Ave driveway**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	5	0	0	5	0	0	0	0	0	0	11	5	0	16	2	0	0	0	2	23
7:15 AM	0	7	0	0	7	0	0	0	0	0	0	35	19	0	54	2	0	0	0	2	63
7:30 AM	1	7	0	0	8	0	0	0	0	0	0	33	19	0	52	1	0	0	0	1	61
7:45 AM	1	11	0	0	12	0	0	0	0	0	0	47	28	0	75	3	0	0	0	3	90
Total	2	30	0	0	32	0	0	0	0	0	0	126	71	0	197	8	0	0	0	8	237
8:00 AM	0	14	0	0	14	0	0	0	0	0	0	47	15	0	62	6	0	0	0	6	82
8:15 AM	1	27	0	0	28	0	0	0	0	0	0	63	19	0	82	5	0	1	0	6	116
8:30 AM	1	18	1	0	20	0	0	1	0	1	0	33	23	0	56	12	0	2	0	14	91
8:45 AM	1	20	0	0	21	0	0	1	0	1	0	45	34	0	79	6	0	1	0	7	108
Total	3	79	1	0	83	0	0	2	0	2	0	188	91	0	279	29	0	4	0	33	397
Grand Total	5	109	1	0	115	0	0	2	0	2	0	314	162	0	476	37	0	4	0	41	634
Approach %	4.3	94.8	0.9	0.0		0.0	0.0	100.0	0.0		0.0	66.0	34.0	0.0		90.2	0.0	9.8	0.0		
Total %	0.8	17.2	0.2	0.0	18.1	0.0	0.0	0.3	0.0	0.3	0.0	49.5	25.6	0.0	75.1	5.8	0.0	0.6	0.0	6.5	
Exiting Leg Total	318					1					148					167					634
Cars	5	107	0	0	112	0	0	0	0	0	0	307	162	0	469	37	0	4	0	41	622
% Cars	100.0	98.2	0.0	0.0	97.4	0.0	0.0	0.0	0.0	0.0	0.0	97.8	100.0	0.0	98.5	100.0	0.0	100.0	0.0	100.0	98.1
Exiting Leg Total	311					0					144					167					622
Heavy Vehicles	0	2	1	0	3	0	0	2	0	2	0	7	0	0	7	0	0	0	0	0	12
% Heavy Vehicles	0.0	1.8	100.0	0.0	2.6	0.0	0.0	100.0	0.0	100.0	0.0	2.2	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.9
Exiting Leg Total	7					1					4					0					12

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	14	0	0	14	0	0	0	0	0	0	47	15	0	62	6	0	0	0	6	82
8:15 AM	1	27	0	0	28	0	0	0	0	0	0	63	19	0	82	5	0	1	0	6	116
8:30 AM	1	18	1	0	20	0	0	1	0	1	0	33	23	0	56	12	0	2	0	14	91
8:45 AM	1	20	0	0	21	0	0	1	0	1	0	45	34	0	79	6	0	1	0	7	108
Total Volume	3	79	1	0	83	0	0	2	0	2	0	188	91	0	279	29	0	4	0	33	397
% Approach Total	3.6	95.2	1.2	0.0		0.0	0.0	100.0	0.0		0.0	67.4	32.6	0.0		87.9	0.0	12.1	0.0		
PHF	0.750	0.731	0.250	0.000	0.741	0.000	0.000	0.500	0.000	0.500	0.000	0.746	0.669	0.000	0.851	0.604	0.000	0.500	0.000	0.589	0.856
Cars	3	79	0	0	82	0	0	0	0	0	0	182	91	0	273	29	0	4	0	33	388
Cars %	100.0	100.0	0.0	0.0	98.8	0.0	0.0	0.0	0.0	0.0	0.0	96.8	100.0	0.0	97.8	100.0	0.0	100.0	0.0	100.0	97.7
Heavy Vehicles	0	0	1	0	1	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	9
Heavy Vehicles %	0.0	0.0	100.0	0.0	1.2	0.0	0.0	100.0	0.0	100.0	0.0	3.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	2.3
Cars Enter Leg	3	79	0	0	82	0	0	0	0	0	0	182	91	0	273	29	0	4	0	33	388
Heavy Enter Leg	0	0	1	0	1	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	9
Total Entering Leg	3	79	1	0	83	0	0	2	0	2	0	188	91	0	279	29	0	4	0	33	397
Cars Exiting Leg	186					0					108					94					388
Heavy Exiting Leg	6					1					2					0					9
Total Exiting Leg	192					1					110					94					397

PDI File #: **228427 B**
 Location: **N: Baker Avenue S: Baker Avenue**
 Location: **E: driveway W: #300 Baker Ave driveway**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	5	0	0	5	0	0	0	0	0	0	11	5	0	16	2	0	0	0	2	23
7:15 AM	0	7	0	0	7	0	0	0	0	0	0	34	19	0	53	2	0	0	0	2	62
7:30 AM	1	7	0	0	8	0	0	0	0	0	0	33	19	0	52	1	0	0	0	1	61
7:45 AM	1	9	0	0	10	0	0	0	0	0	0	47	28	0	75	3	0	0	0	3	88
Total	2	28	0	0	30	0	0	0	0	0	0	125	71	0	196	8	0	0	0	8	234
8:00 AM	0	14	0	0	14	0	0	0	0	0	0	45	15	0	60	6	0	0	0	6	80
8:15 AM	1	27	0	0	28	0	0	0	0	0	0	62	19	0	81	5	0	1	0	6	115
8:30 AM	1	18	0	0	19	0	0	0	0	0	0	32	23	0	55	12	0	2	0	14	88
8:45 AM	1	20	0	0	21	0	0	0	0	0	0	43	34	0	77	6	0	1	0	7	105
Total	3	79	0	0	82	0	0	0	0	0	0	182	91	0	273	29	0	4	0	33	388
Grand Total	5	107	0	0	112	0	0	0	0	0	0	307	162	0	469	37	0	4	0	41	622
Approach %	4.5	95.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	65.5	34.5	0.0		90.2	0.0	9.8	0.0		
Total %	0.8	17.2	0.0	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	49.4	26.0	0.0	75.4	5.9	0.0	0.6	0.0	6.6	
Exiting Leg Total	311					0					144					167					622

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	14	0	0	14	0	0	0	0	0	0	45	15	0	60	6	0	0	0	6	80
8:15 AM	1	27	0	0	28	0	0	0	0	0	0	62	19	0	81	5	0	1	0	6	115
8:30 AM	1	18	0	0	19	0	0	0	0	0	0	32	23	0	55	12	0	2	0	14	88
8:45 AM	1	20	0	0	21	0	0	0	0	0	0	43	34	0	77	6	0	1	0	7	105
Total Volume	3	79	0	0	82	0	0	0	0	0	0	182	91	0	273	29	0	4	0	33	388
% Approach Total	3.7	96.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	66.7	33.3	0.0		87.9	0.0	12.1	0.0		
PHF	0.750	0.731	0.000	0.000	0.732	0.000	0.000	0.000	0.000	0.000	0.000	0.734	0.669	0.000	0.843	0.604	0.000	0.500	0.000	0.589	0.843
Entering Leg	3	79	0	0	82	0	0	0	0	0	0	182	91	0	273	29	0	4	0	33	388
Exiting Leg	186					0					108					94					388
Total	268					0					381					127					776

PDI File #: **228427 B**
 Location: **N: Baker Avenue S: Baker Avenue**
 Location: **E: driveway W: #300 Baker Ave driveway**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
8:30 AM	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	0
Grand Total	0	2	1	0	3	0	0	2	0	2	0	7	0	0	7	0	0	0	0	0	0
Approach %	0.0	66.7	33.3	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	16.7	8.3	0.0	25.0	0.0	0.0	16.7	0.0	16.7	0.0	58.3	0.0	0.0	58.3	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	7					1					4					0					12
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
% Buses	0.0	50.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	1					0					1					0					2
Single-Unit Trucks	0	1	0	0	1	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0
% Single-Unit	0.0	50.0	0.0	0.0	33.3	0.0	0.0	50.0	0.0	50.0	0.0	71.4	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	5					0					2					0					7
Articulated Trucks	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0
% Articulated	0.0	0.0	100.0	0.0	33.3	0.0	0.0	50.0	0.0	50.0	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	1					1					1					0					3

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
8:30 AM	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0
Total Volume	0	0	1	0	1	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	0
% Approach Total	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.500	0.000	0.500	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.750
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	83.3	0.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	66.7
Articulated Trucks	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0
Articulated %	0.0	0.0	100.0	0.0	100.0	0.0	0.0	50.0	0.0	50.0	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	33.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0
Articulated Trucks	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0
Total Entering Leg	0	0	1	0	1	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	0
Buses	0					0					0					0					0
Single-Unit Trucks	5					0					1					0					6
Articulated Trucks	1					1					1					0					3
Total Exiting Leg	6					1					2					0					9

PDI File #: **228427 B**
 Location: **N: Baker Avenue S: Baker Avenue**
 Location: **E: driveway W: #300 Baker Ave driveway**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total						1					0					1					0	2				

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg						1					0					1					0	2				
Total						2					0					2					0	4				

PDI File #: **228427 B**
 Location: **N: Baker Avenue S: Baker Avenue**
 Location: **E: driveway W: #300 Baker Ave driveway**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	6
Grand Total	0	1	0	0	1	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	7
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	14.3	0.0	0.0	14.3	0.0	0.0	14.3	0.0	14.3	0.0	71.4	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	5					0					2					0					7

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	6
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	6
Exiting Leg	5					0					1					0					6
Total	5					1					6					0					12

PDI File #: **228427 B**
 Location: **N: Baker Avenue S: Baker Avenue**
 Location: **E: driveway W: #300 Baker Ave driveway**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.0	0.0	100.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	33.3	0.0	33.3	0.0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					1					1					0					3					

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
% Approach Total	0.0	0.0	100.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	
Entering Leg	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Exiting Leg	1					1					1					0					3					
Total	2					2					2					0					6					

PDI File #: **228427 B**
 Location: **N: Baker Avenue S: Baker Avenue**
 Location: **E: driveway W: #300 Baker Ave driveway**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Baker Avenue							driveway							Baker Avenue							#300 Baker Ave driveway							Total				
	from North							from East							from South							from West											
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0							0							0							0							0				

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Baker Avenue							driveway							Baker Avenue							#300 Baker Ave driveway							Total				
	from North							from East							from South							from West											
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0				
Total	0							0							0							0							0				

PDI File #: **228427 B**
 Location: **N: Baker Avenue S: Baker Avenue**
 Location: **E: driveway W: #300 Baker Ave driveway**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Baker Avenue							driveway							Baker Avenue							#300 Baker Ave driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2	2	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0	100	100	
Exiting Leg Total	0							0							0							2							2

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Baker Avenue							driveway							Baker Avenue							#300 Baker Ave driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.500	0.500		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2		
Exiting Leg	0							0							0							2							2
Total	0							0							0							4							4

PDI File #: **228427 B**
 Location: **N: Baker Avenue S: Baker Avenue**
 Location: **E: driveway W: #300 Baker Ave driveway**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	36	0	0	38	0	0	0	0	0	0	22	9	0	31	29	0	1	0	30	99
4:15 PM	0	32	0	0	32	0	0	0	0	0	0	17	1	0	18	24	0	0	0	24	74
4:30 PM	1	47	0	0	48	0	0	0	0	0	0	19	11	0	30	31	0	0	0	31	109
4:45 PM	1	35	0	0	36	0	0	0	0	0	0	20	8	0	28	14	0	0	0	14	78
Total	4	150	0	0	154	0	0	0	0	0	0	78	29	0	107	98	0	1	0	99	360
5:00 PM	1	30	0	0	31	0	0	0	0	0	0	9	2	0	11	27	0	0	0	27	69
5:15 PM	0	38	0	0	38	0	0	0	0	0	0	15	9	0	24	15	0	0	0	15	77
5:30 PM	0	21	0	0	21	0	0	0	0	0	0	13	4	0	17	17	0	1	0	18	56
5:45 PM	0	14	0	0	14	0	0	0	0	0	0	4	4	0	8	9	0	1	0	10	32
Total	1	103	0	0	104	0	0	0	0	0	0	41	19	0	60	68	0	2	0	70	234
Grand Total	5	253	0	0	258	0	0	0	0	0	0	119	48	0	167	166	0	3	0	169	594
Approach %	1.9	98.1	0.0	0.0		0.0	0.0	0.0	0.0		0.0	71.3	28.7	0.0		98.2	0.0	1.8	0.0		
Total %	0.8	42.6	0.0	0.0	43.4	0.0	0.0	0.0	0.0	0.0	0.0	20.0	8.1	0.0	28.1	27.9	0.0	0.5	0.0	28.5	
Exiting Leg Total					122					0					419					53	594
Cars	5	250	0	0	255	0	0	0	0	0	0	118	48	0	166	165	0	2	0	167	588
% Cars	100.0	98.8	0.0	0.0	98.8	0.0	0.0	0.0	0.0	0.0	0.0	99.2	100.0	0.0	99.4	99.4	0.0	66.7	0.0	98.8	99.0
Exiting Leg Total					120					0					415					53	588
Heavy Vehicles	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	6
% Heavy Vehicles	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.6	0.6	0.0	33.3	0.0	1.2	1.0
Exiting Leg Total					2					0					4					0	6

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	36	0	0	38	0	0	0	0	0	0	22	9	0	31	29	0	1	0	30	99
4:15 PM	0	32	0	0	32	0	0	0	0	0	0	17	1	0	18	24	0	0	0	24	74
4:30 PM	1	47	0	0	48	0	0	0	0	0	0	19	11	0	30	31	0	0	0	31	109
4:45 PM	1	35	0	0	36	0	0	0	0	0	0	20	8	0	28	14	0	0	0	14	78
Total Volume	4	150	0	0	154	0	0	0	0	0	0	78	29	0	107	98	0	1	0	99	360
% Approach Total	2.6	97.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	72.9	27.1	0.0		99.0	0.0	1.0	0.0		
PHF	0.500	0.798	0.000	0.000	0.802	0.000	0.000	0.000	0.000	0.000	0.000	0.886	0.659	0.000	0.863	0.790	0.000	0.250	0.000	0.798	0.826
Cars	4	147	0	0	151	0	0	0	0	0	0	78	29	0	107	97	0	1	0	98	356
Cars %	100.0	98.0	0.0	0.0	98.1	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	99.0	0.0	100.0	0.0	99.0	98.9
Heavy Vehicles	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
Heavy Vehicles %	0.0	2.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	1.1
Cars Enter Leg	4	147	0	0	151	0	0	0	0	0	0	78	29	0	107	97	0	1	0	98	356
Heavy Enter Leg	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
Total Entering Leg	4	150	0	0	154	0	0	0	0	0	0	78	29	0	107	98	0	1	0	99	360
Cars Exiting Leg					79					0					244					33	356
Heavy Exiting Leg					0					0					4					0	4
Total Exiting Leg					79					0					248					33	360

PDI File #: **228427 B**
 Location: **N: Baker Avenue S: Baker Avenue**
 Location: **E: driveway W: #300 Baker Ave driveway**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	2	34	0	0	36	0	0	0	0	0	0	22	9	0	31	28	0	1	0	29	96	
4:15 PM	0	31	0	0	31	0	0	0	0	0	0	17	1	0	18	24	0	0	0	24	73	
4:30 PM	1	47	0	0	48	0	0	0	0	0	0	19	11	0	30	31	0	0	0	31	109	
4:45 PM	1	35	0	0	36	0	0	0	0	0	0	20	8	0	28	14	0	0	0	14	78	
Total	4	147	0	0	151	0	0	0	0	0	0	78	29	0	107	97	0	1	0	98	356	
5:00 PM	1	30	0	0	31	0	0	0	0	0	0	9	2	0	11	27	0	0	0	27	69	
5:15 PM	0	38	0	0	38	0	0	0	0	0	0	14	9	0	23	15	0	0	0	15	76	
5:30 PM	0	21	0	0	21	0	0	0	0	0	0	13	4	0	17	17	0	1	0	18	56	
5:45 PM	0	14	0	0	14	0	0	0	0	0	0	4	4	0	8	9	0	0	0	9	31	
Total	1	103	0	0	104	0	0	0	0	0	0	40	19	0	59	68	0	1	0	69	232	
Grand Total	5	250	0	0	255	0	0	0	0	0	0	118	48	0	166	165	0	2	0	167	588	
Approach %	2.0	98.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	71.1	28.9	0.0		98.8	0.0	1.2	0.0			
Total %	0.9	42.5	0.0	0.0	43.4	0.0	0.0	0.0	0.0	0.0	0.0	20.1	8.2	0.0	28.2	28.1	0.0	0.3	0.0		28.4	
Exiting Leg Total					120					0					415						53	588

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	34	0	0	36	0	0	0	0	0	0	22	9	0	31	28	0	1	0	29	96
4:15 PM	0	31	0	0	31	0	0	0	0	0	0	17	1	0	18	24	0	0	0	24	73
4:30 PM	1	47	0	0	48	0	0	0	0	0	0	19	11	0	30	31	0	0	0	31	109
4:45 PM	1	35	0	0	36	0	0	0	0	0	0	20	8	0	28	14	0	0	0	14	78
Total Volume	4	147	0	0	151	0	0	0	0	0	0	78	29	0	107	97	0	1	0	98	356
% Approach Total	2.6	97.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	72.9	27.1	0.0		99.0	0.0	1.0	0.0		
PHF	0.500	0.782	0.000	0.000	0.786	0.000	0.000	0.000	0.000	0.000	0.000	0.886	0.659	0.000	0.863	0.782	0.000	0.250	0.000	0.790	0.817
Entering Leg	4	147	0	0	151	0	0	0	0	0	0	78	29	0	107	97	0	1	0	98	356
Exiting Leg					79					0					244					33	356
Total					230					0					351					131	712

PDI File #: **228427 B**
 Location: **N: Baker Avenue S: Baker Avenue**
 Location: **E: driveway W: #300 Baker Ave driveway**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Grand Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	6
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	16.7	0.0	16.7	0.0	33.3	
Exiting Leg Total	2					0					4					0					6
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
% Buses	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	50.0	33.3
Exiting Leg Total	0					0					2					0					2
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
% Single-Unit	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	50.0	66.7
Exiting Leg Total	2					0					2					0					4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.333
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Buses %	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	50.0
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Single-Unit %	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
Buses	0					0					2					0					2
Single-Unit Trucks	0					0					2					0					2
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	0					0					4					0					4

PDI File #: **228427 B**
 Location: **N: Baker Avenue S: Baker Avenue**
 Location: **E: driveway W: #300 Baker Ave driveway**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	
Exiting Leg Total	0					0					2					0					2

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Exiting Leg	0					0					2					0					2
Total	1					0					2					1					4

PDI File #: **228427 B**
 Location: **N: Baker Avenue S: Baker Avenue**
 Location: **E: driveway W: #300 Baker Ave driveway**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	2
Grand Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	4
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	0.0	25.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	25.0						
Exiting Leg Total						2					0					2					0	4				

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	
Entering Leg	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg						0					2					0					2					
Total						2					0					2					0	4				

PDI File #: **228427 B**
 Location: **N: Baker Avenue S: Baker Avenue**
 Location: **E: driveway W: #300 Baker Ave driveway**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Baker Avenue					driveway					Baker Avenue					#300 Baker Ave driveway					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0	
Total	0					0					0					0					0	

PDI File #: **228427 B**
 Location: **N: Baker Avenue S: Baker Avenue**
 Location: **E: driveway W: #300 Baker Ave driveway**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Baker Avenue							driveway							Baker Avenue							#300 Baker Ave driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	5			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	5			
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	80					
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	80	100				
Exiting Leg Total	0							0							0							5							5

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Baker Avenue							driveway							Baker Avenue							#300 Baker Ave driveway							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1			
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	5			
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	80.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.625	0.625			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	5			
Exiting Leg	0							0							0							5							5
Total	0							0							0							10							10

PDI File #: **228427 C**
 Location: **N: Elm Street S: Baker Avenue Extension**
 Location: **E: Concord Turnpike (Route 2) W: Concord Turnpike (Route 2)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	20	3	0	23	19	240	0	0	259	0	1	1	0	2	43	351	79	0	473	757
7:15 AM	0	29	1	0	30	21	268	0	0	289	2	3	4	0	9	39	353	91	0	483	811
7:30 AM	0	27	1	0	28	21	276	0	0	297	1	6	4	0	11	74	318	104	0	496	832
7:45 AM	0	33	2	0	35	23	265	0	0	288	3	6	15	0	24	78	327	95	0	500	847
Total	0	109	7	0	116	84	1049	0	0	1133	6	16	24	0	46	234	1349	369	0	1952	3247
8:00 AM	0	33	3	0	36	24	236	0	0	260	4	6	26	0	36	54	322	80	1	457	789
8:15 AM	0	32	3	0	35	20	246	0	0	266	7	7	26	0	40	59	322	78	0	459	800
8:30 AM	0	32	6	0	38	22	239	0	0	261	10	5	20	0	35	50	317	52	0	419	753
8:45 AM	0	27	3	0	30	20	225	0	0	245	3	10	21	0	34	43	362	67	0	472	781
Total	0	124	15	0	139	86	946	0	0	1032	24	28	93	0	145	206	1323	277	1	1807	3123
Grand Total	0	233	22	0	255	170	1995	0	0	2165	30	44	117	0	191	440	2672	646	1	3759	6370
Approach %	0.0	91.4	8.6	0.0		7.9	92.1	0.0	0.0		15.7	23.0	61.3	0.0		11.7	71.1	17.2	0.0		
Total %	0.0	3.7	0.3	0.0	4.0	2.7	31.3	0.0	0.0	34.0	0.5	0.7	1.8	0.0	3.0	6.9	41.9	10.1	0.0	59.0	
Exiting Leg Total	860					2724					673					2113					6370
Cars	0	231	19	0	250	167	1898	0	0	2065	30	41	114	0	185	435	2555	632	1	3623	6123
% Cars	0.0	99.1	86.4	0.0	98.0	98.2	95.1	0.0	0.0	95.4	100.0	93.2	97.4	0.0	96.9	98.9	95.6	97.8	100.0	96.4	96.1
Exiting Leg Total	840					2604					666					2013					6123
Heavy Vehicles	0	2	3	0	5	3	97	0	0	100	0	3	3	0	6	5	117	14	0	136	247
% Heavy Vehicles	0.0	0.9	13.6	0.0	2.0	1.8	4.9	0.0	0.0	4.6	0.0	6.8	2.6	0.0	3.1	1.1	4.4	2.2	0.0	3.6	3.9
Exiting Leg Total	20					120					7					100					247

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	29	1	0	30	21	268	0	0	289	2	3	4	0	9	39	353	91	0	483	811
7:30 AM	0	27	1	0	28	21	276	0	0	297	1	6	4	0	11	74	318	104	0	496	832
7:45 AM	0	33	2	0	35	23	265	0	0	288	3	6	15	0	24	78	327	95	0	500	847
8:00 AM	0	33	3	0	36	24	236	0	0	260	4	6	26	0	36	54	322	80	1	457	789
Total Volume	0	122	7	0	129	89	1045	0	0	1134	10	21	49	0	80	245	1320	370	1	1936	3279
% Approach Total	0.0	94.6	5.4	0.0		7.8	92.2	0.0	0.0		12.5	26.3	61.3	0.0		12.7	68.2	19.1	0.1		
PHF	0.000	0.924	0.583	0.000	0.896	0.927	0.947	0.000	0.000	0.955	0.625	0.875	0.471	0.000	0.556	0.785	0.935	0.889	0.250	0.968	0.968
Cars	0	121	6	0	127	88	997	0	0	1085	10	19	46	0	75	242	1267	363	1	1873	3160
Cars %	0.0	99.2	85.7	0.0	98.4	98.9	95.4	0.0	0.0	95.7	100.0	90.5	93.9	0.0	93.8	98.8	96.0	98.1	100.0	96.7	96.4
Heavy Vehicles	0	1	1	0	2	1	48	0	0	49	0	2	3	0	5	3	53	7	0	63	119
Heavy Vehicles %	0.0	0.8	14.3	0.0	1.6	1.1	4.6	0.0	0.0	4.3	0.0	9.5	6.1	0.0	6.3	1.2	4.0	1.9	0.0	3.3	3.6
Cars Enter Leg	0	121	6	0	127	88	997	0	0	1085	10	19	46	0	75	242	1267	363	1	1873	3160
Heavy Enter Leg	0	1	1	0	2	1	48	0	0	49	0	2	3	0	5	3	53	7	0	63	119
Total Entering Leg	0	122	7	0	129	89	1045	0	0	1134	10	21	49	0	80	245	1320	370	1	1936	3279
Cars Exiting Leg	470					1283					363					1044					3160
Heavy Exiting Leg	10					54					4					51					119
Total Exiting Leg	480					1337					367					1095					3279

PDI File #: **228427 C**
 Location: **N: Elm Street S: Baker Avenue Extension**
 Location: **E: Concord Turnpike (Route 2) W: Concord Turnpike (Route 2)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	19	2	0	21	19	232	0	0	251	0	1	1	0	2	43	339	75	0	457	731
7:15 AM	0	29	1	0	30	21	262	0	0	283	2	2	4	0	8	39	346	90	0	475	796
7:30 AM	0	26	1	0	27	21	266	0	0	287	1	6	4	0	11	73	309	102	0	484	809
7:45 AM	0	33	2	0	35	23	245	0	0	268	3	6	14	0	23	78	306	93	0	477	803
Total	0	107	6	0	113	84	1005	0	0	1089	6	15	23	0	44	233	1300	360	0	1893	3139
8:00 AM	0	33	2	0	35	23	224	0	0	247	4	5	24	0	33	52	306	78	1	437	752
8:15 AM	0	32	2	0	34	18	231	0	0	249	7	7	26	0	40	59	303	76	0	438	761
8:30 AM	0	32	6	0	38	22	228	0	0	250	10	5	20	0	35	49	300	52	0	401	724
8:45 AM	0	27	3	0	30	20	210	0	0	230	3	9	21	0	33	42	346	66	0	454	747
Total	0	124	13	0	137	83	893	0	0	976	24	26	91	0	141	202	1255	272	1	1730	2984
Grand Total	0	231	19	0	250	167	1898	0	0	2065	30	41	114	0	185	435	2555	632	1	3623	6123
Approach %	0.0	92.4	7.6	0.0		8.1	91.9	0.0	0.0		16.2	22.2	61.6	0.0		12.0	70.5	17.4	0.0		
Total %	0.0	3.8	0.3	0.0	4.1	2.7	31.0	0.0	0.0	33.7	0.5	0.7	1.9	0.0	3.0	7.1	41.7	10.3	0.0	59.2	
Exiting Leg Total	840					2604					666					2013					6123

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	29	1	0	30	21	262	0	0	283	2	2	4	0	8	39	346	90	0	475	796
7:30 AM	0	26	1	0	27	21	266	0	0	287	1	6	4	0	11	73	309	102	0	484	809
7:45 AM	0	33	2	0	35	23	245	0	0	268	3	6	14	0	23	78	306	93	0	477	803
8:00 AM	0	33	2	0	35	23	224	0	0	247	4	5	24	0	33	52	306	78	1	437	752
Total Volume	0	121	6	0	127	88	997	0	0	1085	10	19	46	0	75	242	1267	363	1	1873	3160
% Approach Total	0.0	95.3	4.7	0.0		8.1	91.9	0.0	0.0		13.3	25.3	61.3	0.0		12.9	67.6	19.4	0.1		
PHF	0.000	0.917	0.750	0.000	0.907	0.957	0.937	0.000	0.000	0.945	0.625	0.792	0.479	0.000	0.568	0.776	0.915	0.890	0.250	0.967	0.977
Entering Leg	0	121	6	0	127	88	997	0	0	1085	10	19	46	0	75	242	1267	363	1	1873	3160
Exiting Leg	470					1283					363					1044					3160
Total	597					2368					438					2917					6320

PDI File #: **228427 C**
 Location: **N: Elm Street S: Baker Avenue Extension**
 Location: **E: Concord Turnpike (Route 2) W: Concord Turnpike (Route 2)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	1	0	2	0	8	0	0	8	0	0	0	0	0	0	12	4	0	16	26
7:15 AM	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	0	7	1	0	8	15
7:30 AM	0	1	0	0	1	0	10	0	0	10	0	0	0	0	0	1	9	2	0	12	23
7:45 AM	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	0	21	2	0	23	44
Total	0	2	1	0	3	0	44	0	0	44	0	1	1	0	2	1	49	9	0	59	108
8:00 AM	0	0	1	0	1	1	12	0	0	13	0	1	2	0	3	2	16	2	0	20	37
8:15 AM	0	0	1	0	1	2	15	0	0	17	0	0	0	0	0	0	19	2	0	21	39
8:30 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	1	17	0	0	18	29
8:45 AM	0	0	0	0	0	0	15	0	0	15	0	1	0	0	1	1	16	1	0	18	34
Total	0	0	2	0	2	3	53	0	0	56	0	2	2	0	4	4	68	5	0	77	139
Grand Total	0	2	3	0	5	3	97	0	0	100	0	3	3	0	6	5	117	14	0	136	247
Approach %	0.0	40.0	60.0	0.0		3.0	97.0	0.0	0.0		0.0	50.0	50.0	0.0		3.7	86.0	10.3	0.0		
Total %	0.0	0.8	1.2	0.0	2.0	1.2	39.3	0.0	0.0	40.5	0.0	1.2	1.2	0.0	2.4	2.0	47.4	5.7	0.0	55.1	
Exiting Leg Total	20					120					7					100					247
Buses	0	0	0	0	0	0	7	0	0	7	0	1	2	0	3	4	6	2	0	12	22
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	7.0	0.0	33.3	66.7	0.0	50.0	80.0	5.1	14.3	0.0	8.8	8.9
Exiting Leg Total	3					6					4					9					22
Single-Unit Trucks	0	2	3	0	5	2	64	0	0	66	0	2	1	0	3	1	84	12	0	97	171
% Single-Unit	0.0	100.0	100.0	0.0	100.0	66.7	66.0	0.0	0.0	66.0	0.0	66.7	33.3	0.0	50.0	20.0	71.8	85.7	0.0	71.3	69.2
Exiting Leg Total	16					87					3					65					171
Articulated Trucks	0	0	0	0	0	1	26	0	0	27	0	0	0	0	0	0	27	0	0	27	54
% Articulated	0.0	0.0	0.0	0.0	0.0	33.3	26.8	0.0	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0.0	0.0	19.9	21.9
Exiting Leg Total	1					27					0					26					54

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	0	21	2	0	23	44
8:00 AM	0	0	1	0	1	1	12	0	0	13	0	1	2	0	3	2	16	2	0	20	37
8:15 AM	0	0	1	0	1	2	15	0	0	17	0	0	0	0	0	0	19	2	0	21	39
8:30 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	1	17	0	0	18	29
Total Volume	0	0	2	0	2	3	58	0	0	61	0	1	3	0	4	3	73	6	0	82	149
% Approach Total	0.0	0.0	100.0	0.0		4.9	95.1	0.0	0.0		0.0	25.0	75.0	0.0		3.7	89.0	7.3	0.0		
PHF	0.000	0.000	0.500	0.000	0.500	0.375	0.725	0.000	0.000	0.763	0.000	0.250	0.375	0.000	0.333	0.375	0.869	0.750	0.000	0.891	0.847
Buses	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	3	4	0	0	7	14
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0	8.2	0.0	0.0	66.7	0.0	50.0	100.0	5.5	0.0	0.0	8.5	9.4
Single-Unit Trucks	0	0	2	0	2	2	33	0	0	35	0	1	1	0	2	0	58	6	0	64	103
Single-Unit %	0.0	0.0	100.0	0.0	100.0	66.7	56.9	0.0	0.0	57.4	0.0	100.0	33.3	0.0	50.0	0.0	79.5	100.0	0.0	78.0	69.1
Articulated Trucks	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	0	11	0	0	11	32
Articulated %	0.0	0.0	0.0	0.0	0.0	33.3	34.5	0.0	0.0	34.4	0.0	0.0	0.0	0.0	0.0	0.0	15.1	0.0	0.0	13.4	21.5
Buses	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	3	4	0	0	7	14
Single-Unit Trucks	0	0	2	0	2	2	33	0	0	35	0	1	1	0	2	0	58	6	0	64	103
Articulated Trucks	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	0	11	0	0	11	32
Total Entering Leg	0	0	2	0	2	3	58	0	0	61	0	1	3	0	4	3	73	6	0	82	149
Buses	0					4					3					7					14
Single-Unit Trucks	9					60					0					34					103
Articulated Trucks	1					11					0					20					32
Total Exiting Leg	10					75					3					61					149

PDI File #: **228427 C**
 Location: **N: Elm Street S: Baker Avenue Extension**
 Location: **E: Concord Turnpike (Route 2) W: Concord Turnpike (Route 2)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Total	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	2	2	0	4	10
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	2	1	0	0	3	6
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
Total	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4	4	0	0	8	12
Grand Total	0	0	0	0	0	0	7	0	0	7	0	1	2	0	3	4	6	2	0	12	22
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	33.3	50.0	16.7	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	31.8	0.0	0.0	31.8	0.0	4.5	9.1	0.0	13.6	18.2	27.3	9.1	0.0	54.5	
Exiting Leg Total	3					6					4					9					22

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	2	1	0	0	3	6
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
Total Volume	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	3	4	0	0	7	14
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	42.9	57.1	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.250	0.000	0.250	0.375	0.500	0.000	0.000	0.583	0.583
Entering Leg	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	3	4	0	0	7	14
Exiting Leg	0					4					3					7					14
Total	0					9					5					14					28

PDI File #: **228427 C**
 Location: **N: Elm Street S: Baker Avenue Extension**
 Location: **E: Concord Turnpike (Route 2) W: Concord Turnpike (Route 2)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	1	0	2	0	6	0	0	6	0	0	0	0	0	0	7	2	0	9	17
7:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	1	0	5	9
7:30 AM	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	1	6	2	0	9	18
7:45 AM	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	0	16	2	0	18	31
Total	0	2	1	0	3	0	30	0	0	30	0	0	1	0	1	1	33	7	0	41	75
8:00 AM	0	0	1	0	1	1	6	0	0	7	0	1	0	0	1	0	14	2	0	16	25
8:15 AM	0	0	1	0	1	1	9	0	0	10	0	0	0	0	0	0	15	2	0	17	28
8:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	13	0	0	13	19
8:45 AM	0	0	0	0	0	0	13	0	0	13	0	1	0	0	1	0	9	1	0	10	24
Total	0	0	2	0	2	2	34	0	0	36	0	2	0	0	2	0	51	5	0	56	96
Grand Total	0	2	3	0	5	2	64	0	0	66	0	2	1	0	3	1	84	12	0	97	171
Approach %	0.0	40.0	60.0	0.0		3.0	97.0	0.0	0.0		0.0	66.7	33.3	0.0		1.0	86.6	12.4	0.0		
Total %	0.0	1.2	1.8	0.0	2.9	1.2	37.4	0.0	0.0	38.6	0.0	1.2	0.6	0.0	1.8	0.6	49.1	7.0	0.0	56.7	
Exiting Leg Total	16					87					3					65					171

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	0	16	2	0	18	31
7:45 AM	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	0	16	2	0	18	31
8:00 AM	0	0	1	0	1	1	6	0	0	7	0	1	0	0	1	0	14	2	0	16	25
8:15 AM	0	0	1	0	1	1	9	0	0	10	0	0	0	0	0	0	15	2	0	17	28
8:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	13	0	0	13	19
Total Volume	0	0	2	0	2	2	33	0	0	35	0	1	1	0	2	0	58	6	0	64	103
% Approach Total	0.0	0.0	100.0	0.0		5.7	94.3	0.0	0.0		0.0	50.0	50.0	0.0		0.0	90.6	9.4	0.0		
PHF	0.000	0.000	0.500	0.000	0.500	0.500	0.688	0.000	0.000	0.729	0.000	0.250	0.250	0.000	0.500	0.000	0.906	0.750	0.000	0.889	0.831
Entering Leg	0	0	2	0	2	2	33	0	0	35	0	1	1	0	2	0	58	6	0	64	103
Exiting Leg	9					60					0					34					103
Total	11					95					2					98					206

PDI File #: **228427 C**
 Location: **N: Elm Street S: Baker Avenue Extension**
 Location: **E: Concord Turnpike (Route 2) W: Concord Turnpike (Route 2)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
7:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	14	0	0	14	23
8:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
8:15 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	10
8:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
Total	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	0	13	0	0	13	31
Grand Total	0	0	0	0	0	1	26	0	0	27	0	0	0	0	0	0	27	0	0	27	54
Approach %	0.0	0.0	0.0	0.0	0.0	3.7	96.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	1.9	48.1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	
Exiting Leg Total						1											0	26	54		

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
7:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
8:00 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	10
8:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
Total Volume	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	0	11	0	0	11	32
% Approach Total	0.0	0.0	0.0	0.0	0.0	4.8	95.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.250	1.000	0.000	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.000	0.000	0.688	0.800
Entering Leg	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	0	11	0	0	11	32
Exiting Leg						1											0	20	32		
Total						1											0	31	64		

PDI File #: **228427 C**
 Location: **N: Elm Street S: Baker Avenue Extension**
 Location: **E: Concord Turnpike (Route 2) W: Concord Turnpike (Route 2)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Elm Street							Concord Turnpike (Route 2)							Baker Avenue Extension							Concord Turnpike (Route 2)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Elm Street							Concord Turnpike (Route 2)							Baker Avenue Extension							Concord Turnpike (Route 2)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **228427 C**
 Location: **N: Elm Street S: Baker Avenue Extension**
 Location: **E: Concord Turnpike (Route 2) W: Concord Turnpike (Route 2)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Elm Street							Concord Turnpike (Route 2)							Baker Avenue Extension							Concord Turnpike (Route 2)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Elm Street							Concord Turnpike (Route 2)							Baker Avenue Extension							Concord Turnpike (Route 2)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: 228427 C
 Location: N: Elm Street S: Baker Avenue Extension
 Location: E: Concord Turnpike (Route 2) W: Concord Turnpike (Route 2)
 City, State: Concord, MA
 Client: VHB/ A. Domogala
 Site Code: 81839.22
 Count Date: Thursday, February 17, 2022
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Cars and Heavy Vehicles (Combined)

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	13	8	0	21	13	255	0	0	268	11	13	56	0	80	8	215	29	0	252	621
4:15 PM	0	10	2	0	12	9	251	0	0	260	14	12	46	0	72	18	274	22	0	314	658
4:30 PM	2	16	4	0	22	3	262	0	0	265	14	12	57	1	84	8	301	26	0	335	706
4:45 PM	0	9	3	0	12	9	263	0	0	272	12	15	41	0	68	13	252	26	0	291	643
Total	2	48	17	0	67	34	1031	0	0	1065	51	52	200	1	304	47	1042	103	0	1192	2628
5:00 PM	0	8	0	0	8	11	286	0	0	297	16	15	64	0	95	11	252	49	0	312	712
5:15 PM	0	11	3	0	14	6	283	0	0	289	10	17	47	0	74	17	275	41	0	333	710
5:30 PM	1	6	5	0	12	4	303	0	0	307	18	5	27	0	50	9	278	47	0	334	703
5:45 PM	0	8	8	0	16	7	384	0	0	391	4	8	15	0	27	4	248	38	0	290	724
Total	1	33	16	0	50	28	1256	0	0	1284	48	45	153	0	246	41	1053	175	0	1269	2849
Grand Total	3	81	33	0	117	62	2287	0	0	2349	99	97	353	1	550	88	2095	278	0	2461	5477
Approach %	2.6	69.2	28.2	0.0		2.6	97.4	0.0	0.0		18.0	17.6	64.2	0.2		3.6	85.1	11.3	0.0		
Total %	0.1	1.5	0.6	0.0	2.1	1.1	41.8	0.0	0.0	42.9	1.8	1.8	6.4	0.0	10.0	1.6	38.3	5.1	0.0	44.9	
Exiting Leg Total	437					2227					170					2643					5477
Cars	3	79	32	0	114	62	2252	0	0	2314	99	96	353	1	549	88	2049	276	0	2413	5390
% Cars	100.0	97.5	97.0	0.0	97.4	100.0	98.5	0.0	0.0	98.5	100.0	99.0	100.0	100.0	99.8	100.0	97.8	99.3	0.0	98.0	98.4
Exiting Leg Total	434					2180					168					2608					5390
Heavy Vehicles	0	2	1	0	3	0	35	0	0	35	0	1	0	0	1	0	46	2	0	48	87
% Heavy Vehicles	0.0	2.5	3.0	0.0	2.6	0.0	1.5	0.0	0.0	1.5	0.0	1.0	0.0	0.2	0.0	0.0	2.2	0.7	0.0	2.0	1.6
Exiting Leg Total	3					47					2					35					87

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	0	8	0	0	8	11	286	0	0	297	16	15	64	0	95	11	252	49	0	312	712
5:15 PM	0	11	3	0	14	6	283	0	0	289	10	17	47	0	74	17	275	41	0	333	710
5:30 PM	1	6	5	0	12	4	303	0	0	307	18	5	27	0	50	9	278	47	0	334	703
5:45 PM	0	8	8	0	16	7	384	0	0	391	4	8	15	0	27	4	248	38	0	290	724
Total Volume	1	33	16	0	50	28	1256	0	0	1284	48	45	153	0	246	41	1053	175	0	1269	2849
% Approach Total	2.0	66.0	32.0	0.0		2.2	97.8	0.0	0.0		19.5	18.3	62.2	0.0		3.2	83.0	13.8	0.0		
PHF	0.250	0.750	0.500	0.000	0.781	0.636	0.818	0.000	0.000	0.821	0.667	0.662	0.598	0.000	0.647	0.603	0.947	0.893	0.000	0.950	0.984
Cars	1	33	16	0	50	28	1243	0	0	1271	48	44	153	0	245	41	1033	174	0	1248	2814
Cars %	100.0	100.0	100.0	0.0	100.0	100.0	99.0	0.0	0.0	99.0	100.0	97.8	100.0	0.0	99.6	100.0	98.1	99.4	0.0	98.3	98.8
Heavy Vehicles	0	0	0	0	0	0	13	0	0	13	0	1	0	0	1	0	20	1	0	21	35
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	2.2	0.0	0.4	0.0	0.0	1.9	0.6	0.0	1.7	1.2
Cars Enter Leg	1	33	16	0	50	28	1243	0	0	1271	48	44	153	0	245	41	1033	174	0	1248	2814
Heavy Enter Leg	0	0	0	0	0	0	13	0	0	13	0	1	0	0	1	0	20	1	0	21	35
Total Entering Leg	1	33	16	0	50	28	1256	0	0	1284	48	45	153	0	246	41	1053	175	0	1269	2849
Cars Exiting Leg	246					1097					74					1397					2814
Heavy Exiting Leg	2					20					0					13					35
Total Exiting Leg	248					1117					74					1410					2849

PDI File #: **228427 C**
 Location: **N: Elm Street S: Baker Avenue Extension**
 Location: **E: Concord Turnpike (Route 2) W: Concord Turnpike (Route 2)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	11	7	0	18	13	246	0	0	259	11	13	56	0	80	8	206	29	0	243	600
4:15 PM	0	10	2	0	12	9	246	0	0	255	14	12	46	0	72	18	268	22	0	308	647
4:30 PM	2	16	4	0	22	3	259	0	0	262	14	12	57	1	84	8	295	25	0	328	696
4:45 PM	0	9	3	0	12	9	258	0	0	267	12	15	41	0	68	13	247	26	0	286	633
Total	2	46	16	0	64	34	1009	0	0	1043	51	52	200	1	304	47	1016	102	0	1165	2576
5:00 PM	0	8	0	0	8	11	283	0	0	294	16	15	64	0	95	11	245	48	0	304	701
5:15 PM	0	11	3	0	14	6	280	0	0	286	10	17	47	0	74	17	274	41	0	332	706
5:30 PM	1	6	5	0	12	4	301	0	0	305	18	4	27	0	49	9	272	47	0	328	694
5:45 PM	0	8	8	0	16	7	379	0	0	386	4	8	15	0	27	4	242	38	0	284	713
Total	1	33	16	0	50	28	1243	0	0	1271	48	44	153	0	245	41	1033	174	0	1248	2814
Grand Total	3	79	32	0	114	62	2252	0	0	2314	99	96	353	1	549	88	2049	276	0	2413	5390
Approach %	2.6	69.3	28.1	0.0		2.7	97.3	0.0	0.0		18.0	17.5	64.3	0.2		3.6	84.9	11.4	0.0		
Total %	0.1	1.5	0.6	0.0	2.1	1.2	41.8	0.0	0.0	42.9	1.8	1.8	6.5	0.0	10.2	1.6	38.0	5.1	0.0	44.8	
Exiting Leg Total	434					2180					168					2608					5390

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	0	8	0	0	8	11	283	0	0	294	16	15	64	0	95	11	245	48	0	304	701
5:15 PM	0	11	3	0	14	6	280	0	0	286	10	17	47	0	74	17	274	41	0	332	706
5:30 PM	1	6	5	0	12	4	301	0	0	305	18	4	27	0	49	9	272	47	0	328	694
5:45 PM	0	8	8	0	16	7	379	0	0	386	4	8	15	0	27	4	242	38	0	284	713
Total Volume	1	33	16	0	50	28	1243	0	0	1271	48	44	153	0	245	41	1033	174	0	1248	2814
% Approach Total	2.0	66.0	32.0	0.0		2.2	97.8	0.0	0.0		19.6	18.0	62.4	0.0		3.3	82.8	13.9	0.0		
PHF	0.250	0.750	0.500	0.000	0.781	0.636	0.820	0.000	0.000	0.823	0.667	0.647	0.598	0.000	0.645	0.603	0.943	0.906	0.000	0.940	0.987
Entering Leg	1	33	16	0	50	28	1243	0	0	1271	48	44	153	0	245	41	1033	174	0	1248	2814
Exiting Leg	246					1097					74					1397					2814
Total	296					2368					319					2645					5628

PDI File #: **228427 C**
 Location: **N: Elm Street S: Baker Avenue Extension**
 Location: **E: Concord Turnpike (Route 2) W: Concord Turnpike (Route 2)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	1	0	3	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	21
4:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11
4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	1	0	7	10
4:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
Total	0	2	1	0	3	0	22	0	0	22	0	0	0	0	0	0	26	1	0	27	52
5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	1	0	8	11
5:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
5:30 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	6	0	0	6	9
5:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11
Total	0	0	0	0	0	0	13	0	0	13	0	1	0	0	1	0	20	1	0	21	35
Grand Total	0	2	1	0	3	0	35	0	0	35	0	1	0	0	1	0	46	2	0	48	87
Approach %	0.0	66.7	33.3	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	95.8	4.2	0.0		
Total %	0.0	2.3	1.1	0.0	3.4	0.0	40.2	0.0	0.0	40.2	0.0	1.1	0.0	0.0	1.1	0.0	52.9	2.3	0.0	55.2	
Exiting Leg Total	3					47					2					35					87
Buses	0	1	1	0	2	0	4	0	0	4	0	1	0	0	1	0	5	1	0	6	13
% Buses	0.0	50.0	100.0	0.0	66.7	0.0	11.4	0.0	0.0	11.4	0.0	100.0	0.0	0.0	100.0	0.0	10.9	50.0	0.0	12.5	14.9
Exiting Leg Total	2					6					1					4					13
Single-Unit Trucks	0	1	0	0	1	0	26	0	0	26	0	0	0	0	0	0	33	1	0	34	61
% Single-Unit	0.0	50.0	0.0	0.0	33.3	0.0	74.3	0.0	0.0	74.3	0.0	0.0	0.0	0.0	0.0	0.0	71.7	50.0	0.0	70.8	70.1
Exiting Leg Total	1					33					1					26					61
Articulated Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	13
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	17.4	0.0	0.0	16.7	14.9
Exiting Leg Total	0					8					0					5					13

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	2	1	0	3	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	21
4:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11
4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	1	0	7	10
4:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
Total Volume	0	2	1	0	3	0	22	0	0	22	0	0	0	0	0	0	26	1	0	27	52
% Approach Total	0.0	66.7	33.3	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	96.3	3.7	0.0		
PHF	0.000	0.250	0.250	0.000	0.250	0.000	0.611	0.000	0.000	0.611	0.000	0.000	0.000	0.000	0.000	0.000	0.722	0.250	0.000	0.750	0.619
Buses	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6
Buses %	0.0	50.0	100.0	0.0	66.7	0.0	4.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	11.5	0.0	0.0	11.1	11.5
Single-Unit Trucks	0	1	0	0	1	0	16	0	0	16	0	0	0	0	0	0	19	1	0	20	37
Single-Unit %	0.0	50.0	0.0	0.0	33.3	0.0	72.7	0.0	0.0	72.7	0.0	0.0	0.0	0.0	0.0	0.0	73.1	100.0	0.0	74.1	71.2
Articulated Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	22.7	0.0	0.0	22.7	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	14.8	17.3
Buses	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6
Single-Unit Trucks	0	1	0	0	1	0	16	0	0	16	0	0	0	0	0	0	19	1	0	20	37
Articulated Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
Total Entering Leg	0	2	1	0	3	0	22	0	0	22	0	0	0	0	0	0	26	1	0	27	52
Buses	0					4					1					1					6
Single-Unit Trucks	1					19					1					16					37
Articulated Trucks	0					4					0					5					9
Total Exiting Leg	1					27					2					22					52

PDI File #: **228427 C**
 Location: **N: Elm Street S: Baker Avenue Extension**
 Location: **E: Concord Turnpike (Route 2) W: Concord Turnpike (Route 2)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	2	1	0	3	7
Grand Total	0	1	1	0	2	0	4	0	0	4	0	1	0	0	1	0	5	1	0	6	13
Approach %	0.0	50.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	83.3	16.7	0.0		
Total %	0.0	7.7	7.7	0.0	15.4	0.0	30.8	0.0	0.0	30.8	0.0	7.7	0.0	0.0	7.7	0.0	38.5	7.7	0.0	46.2	
Exiting Leg Total	2					6					1					4					13

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	2	1	0	3	7
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	66.7	33.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.375	0.583
Entering Leg	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	2	1	0	3	7
Exiting Leg	2					2					0					3					7
Total	2					5					1					6					14

PDI File #: **228427 C**
 Location: **N: Elm Street S: Baker Avenue Extension**
 Location: **E: Concord Turnpike (Route 2) W: Concord Turnpike (Route 2)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	13
4:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	1	0	6	7
4:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
Total	0	1	0	0	1	0	16	0	0	16	0	0	0	0	0	0	19	1	0	20	37
5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8
5:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
5:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
Total	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	14	0	0	14	24
Grand Total	0	1	0	0	1	0	26	0	0	26	0	0	0	0	0	0	33	1	0	34	61
Approach %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	97.1	2.9	0.0		
Total %	0.0	1.6	0.0	0.0	1.6	0.0	42.6	0.0	0.0	42.6	0.0	0.0	0.0	0.0	0.0	0.0	54.1	1.6	0.0	55.7	
Exiting Leg Total	1					33					1					26					61

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	13
4:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	1	0	6	7
4:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
Total Volume	0	1	0	0	1	0	16	0	0	16	0	0	0	0	0	0	19	1	0	20	37
% Approach Total	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	95.0	5.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.667	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.792	0.250	0.000	0.833	0.712
Entering Leg	0	1	0	0	1	0	16	0	0	16	0	0	0	0	0	0	19	1	0	20	37
Exiting Leg	1					19					1					16					37
Total	2					35					1					36					74

PDI File #: **228427 C**
 Location: **N: Elm Street S: Baker Avenue Extension**
 Location: **E: Concord Turnpike (Route 2) W: Concord Turnpike (Route 2)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Grand Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	13
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	38.5	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	0.0	61.5	0.0	0.0	61.5	
Exiting Leg Total	0					8					0					5					13

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Elm Street					Concord Turnpike (Route 2)					Baker Avenue Extension					Concord Turnpike (Route 2)					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000	1.000	0.563
Entering Leg	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
Exiting Leg	0					4					0					5					9
Total	0					9					0					9					18

PDI File #: 228427 C
 Location: N: Elm Street S: Baker Avenue Extension
 Location: E: Concord Turnpike (Route 2) W: Concord Turnpike (Route 2)
 City, State: Concord, MA
 Client: VHB/ A. Domogala
 Site Code: 81839.22
 Count Date: Thursday, February 17, 2022
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Elm Street							Concord Turnpike (Route 2)							Baker Avenue Extension							Concord Turnpike (Route 2)							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0			
Total %	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	1							0							1							0	2							

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Elm Street							Concord Turnpike (Route 2)							Baker Avenue Extension							Concord Turnpike (Route 2)							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Exiting Leg	1							0							0							0	1							
Total	1							0							1							0	2							

PDI File #: **228427 C**
 Location: **N: Elm Street S: Baker Avenue Extension**
 Location: **E: Concord Turnpike (Route 2) W: Concord Turnpike (Route 2)**
 City, State: **Concord, MA**
 Client: **VHB/ A. Domogala**
 Site Code: **81839.22**
 Count Date: **Thursday, February 17, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Elm Street							Concord Turnpike (Route 2)							Baker Avenue Extension							Concord Turnpike (Route 2)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

	Elm Street							Concord Turnpike (Route 2)							Baker Avenue Extension							Concord Turnpike (Route 2)							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

NOVO Riverside Commons – 292 & 294 Baker Avenue, Concord, Massachusetts
Ref: 15630.00
August 7, 2023



Count Adjustments

Volume by Hour by Day for 2/1/2022 - 2/28/2022
Criteria: Location ID = 403, From 1/1/1900 To 12/31/2049 12:00:00 AM

District : County : Middlesex Community : Concord Collection Type : HPMS
Roadbed : ML Location : ELM STREET Route : 2
Location ID : 403 Lane Direction : 2-WAY

2/2022																												Tues-Thurs Average		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27		28	Total
12-1A	413	535	243	248	270	395	403	232	205	258	262	389	395	269	233	226	237	257	405	467	264	234	225	251	349	220	397	228	8,510	287
1-2A	392	298	117	134	134	200	171	108	131	108	139	227	191	130	127	114	120	123	241	215	142	129	94	129	177	129	221	133	4,574	168
2-3A	419	235	95	115	134	144	175	79	89	101	101	148	159	105	110	76	117	116	134	147	97	93	75	98	145	108	170	114	3,699	147
3-4A	353	276	178	153	115	138	344	124	149	164	152	146	133	166	170	166	183	180	204	131	178	188	171	173	171	128	145	173	4,952	196
4-5A	750	489	429	374	212	173	534	397	417	401	408	203	140	451	463	445	428	385	214	144	227	458	399	389	273	198	132	495	10,028	469
5-6A	1,821	1,682	1,510	1,079	467	338	1,701	1,491	1,610	1,568	1,462	510	252	1,378	1,676	1,621	1,619	1,358	485	283	723	1,594	1,528	1,528	498	507	266	1,565	32,120	1,622
6-7A	2,737	2,750	2,534	1,784	1,037	855	2,633	2,458	2,482	2,656	2,530	1,064	674	2,339	2,719	2,838	2,630	2,366	947	687	1,572	2,571	2,607	2,558	780	1,101	759	2,691	55,359	2,645
7-8A	3,262	3,217	3,136	1,837	1,288	1,204	3,180	3,119	3,116	3,181	3,143	1,446	934	2,943	3,312	3,246	3,160	2,972	1,363	894	1,757	3,187	3,077	3,144	765	1,444	953	3,191	67,471	3,194
8-9A	3,165	3,116	3,046	1,475	1,642	1,429	2,935	3,026	3,252	3,011	3,547	1,801	1,197	3,045	3,204	3,199	3,112	2,995	1,804	1,258	1,941	3,031	3,087	3,149	649	1,797	1,363	3,088	69,364	3,126
9-10A	2,701	2,637	2,694	1,276	1,987	1,825	2,456	2,686	2,860	2,905	2,744	2,210	1,525	2,641	2,881	2,820	2,883	2,681	2,223	1,647	2,263	2,751	2,703	2,767	599	2,170	1,693	2,689	65,917	2,785
10-11A	2,356	2,520	2,348	1,316	2,352	2,241	2,285	2,287	2,517	2,540	2,703	2,678	1,845	2,385	2,456	2,448	2,381	2,573	2,604	2,156	2,504	2,531	2,711	2,919	459	2,362	2,172	2,371	65,020	2,428
11-12A	2,410	2,435	2,421	1,277	2,589	2,501	2,277	2,328	2,571	2,620	2,762	2,949	2,207	2,274	2,404	2,391	2,517	2,688	2,790	2,551	2,646	2,542	2,696	2,896	510	2,607	2,535	2,368	67,762	2,455
12-1P	2,421	2,639	2,516	1,366	2,636	2,722	2,325	2,432	2,644	2,665	2,768	3,131	2,589	2,237	2,475	2,492	2,549	2,877	2,953	2,642	2,703	2,642	2,816	3,058	574	2,745	2,922	2,456	70,995	2,537
1-2P	2,561	2,669	2,623	1,336	2,733	2,665	2,420	2,520	2,765	2,610	3,031	3,124	2,586	2,545	2,611	2,678	2,582	2,936	2,861	2,688	2,731	2,664	2,990	3,028	681	2,800	2,785	2,499	72,722	2,624
2-3P	3,062	3,252	3,153	1,727	2,793	2,707	2,881	3,107	3,224	3,240	3,337	3,179	2,417	3,055	3,134	3,112	3,128	3,294	2,829	2,516	2,996	2,958	3,250	3,427	904	2,736	2,804	3,072	81,294	3,157
3-4P	3,541	3,411	3,278	1,599	2,543	2,802	2,896	3,242	3,374	3,380	3,610	3,130	2,522	3,373	3,340	3,329	3,445	3,505	2,661	2,576	3,090	3,195	3,407	3,584	911	2,623	2,794	3,354	84,515	3,371
4-5P	3,309	3,384	3,203	1,604	2,537	2,706	3,075	3,362	3,224	3,296	3,599	2,998	2,408	3,336	3,333	3,554	3,295	3,605	2,626	2,490	2,940	3,186	3,408	3,523	992	2,668	2,588	3,435	83,684	3,329
5-6P	3,495	3,514	3,370	1,449	2,473	2,598	3,166	3,495	3,629	3,414	3,773	2,806	2,254	3,028	3,405	3,686	3,432	3,774	2,474	2,410	2,820	3,105	3,542	3,641	1,048	2,707	2,474	3,222	84,204	3,493
6-7P	2,505	2,871	3,078	1,336	2,286	2,085	2,177	2,590	3,092	3,068	3,155	2,359	1,792	2,444	2,585	2,708	2,815	3,253	2,198	1,944	2,204	2,389	2,755	3,277	1,015	2,119	2,075	2,476	68,651	2,812
7-8P	1,827	1,762	1,953	1,218	1,759	1,758	1,592	1,755	1,822	1,797	2,080	1,649	1,130	1,680	1,857	1,808	1,834	2,177	1,522	1,522	1,585	1,531	1,897	2,267	780	1,651	1,536	1,562	47,311	1,824
8-9P	1,448	1,484	1,380	777	1,435	1,395	1,154	1,323	1,378	1,363	1,406	1,447	934	1,341	1,441	1,250	1,327	1,371	1,219	1,237	1,206	1,182	1,313	1,690	632	1,324	1,242	1,246	35,945	1,377
9-10P	1,163	1,107	1,046	745	1,279	960	924	919	1,089	1,019	1,180	1,166	742	1,016	1,072	994	1,023	1,081	1,024	900	857	1,050	989	1,321	486	1,142	822	915	28,031	1,048
10-11P	998	940	696	488	1,124	749	571	729	796	839	940	980	841	630	739	835	790	970	928	667	643	743	765	953	484	1,036	610	702	22,186	818
11-12P	793	514	468	395	703	573	391	454	487	513	700	687	623	504	445	517	497	640	709	482	412	417	499	634	375	762	400	498	15,092	521
Total:	47902	47737	45515	25108	36528	35163	42666	44263	46923	46717	49532	40427	30490	43315	46192	46553	46104	48177	37418	32654	38501	44371	47004	50404	14257	37084	33858	44543	1,149,406	46434

included in Tues-Thurs average
excluded from Tues-Thurs average

Volume by Hour by Day for 2/1/2023 - 2/28/2023
Criteria: Location ID = 403, From 1/1/1900 To 12/31/2049 12:00:00 AM

District :
Roadbed : ML
Location ID : 403

County : Middlesex
Location : ELM STREET
Lane Direction : 2-WAY

Community : Concord
Route : 2

Collection Type : HPMS

2/2023																
	1	2	3	4	5	6	7	8	9	10	11	12	15	16	17	Total
12-1A	242	243	410	376	378	218	238	224	260	282	513	400	253	218	231	4,486
1-2A	103	144	200	210	229	136	111	143	108	157	377	235	130	113	110	2,506
2-3A	104	95	178	119	130	81	111	95	88	108	385	173	96	94	115	1,972
3-4A	165	154	248	121	145	157	140	147	146	175	168	150	149	149	153	2,367
4-5A	421	456	497	181	128	489	460	449	430	421	233	156	359	343	327	5,350
5-6A	1,775	1,665	1,494	423	333	1,667	1,732	1,602	1,624	1,517	536	272	947	994	877	17,458
6-7A	2,472	2,584	2,624	860	841	2,656	2,675	2,632	2,645	2,586	1,223	770	1,658	1,738	1,614	29,578
7-8A	3,178	3,149	3,318	1,037	1,154	3,158	3,071	3,170	3,163	2,964	1,502	987	2,207	2,228	1,982	36,268
8-9A	3,185	3,267	2,870	1,267	1,529	3,130	3,164	3,258	3,286	3,096	1,866	1,348	2,264	2,272	2,115	37,917
9-10A	2,921	2,827	2,407	1,603	1,877	2,683	2,796	2,917	2,865	2,772	2,187	1,809	2,085	2,034	1,944	35,727
10-11A	2,566	2,589	2,299	1,937	2,332	2,406	2,462	2,511	2,882	2,501	2,521	2,178	1,852	1,849	1,778	34,663
11-12A	2,639	2,575	2,417	1,997	2,701	2,347	2,477	2,521	2,458	2,703	2,763	2,521	1,911	1,870	1,977	35,877
12-1P	2,714	2,745	2,482	2,297	3,012	2,374	2,850	2,631	2,680	2,704	2,975	2,807	1,930	1,963	2,102	38,266
1-2P	2,783	2,715	2,709	2,297	3,077	2,495	3,349	2,843	2,685	3,066	3,065	2,874	2,019	2,071	2,146	40,194
2-3P	3,115	3,186	3,112	2,369	2,992	2,969	3,899	3,249	3,307	3,199	2,996	2,754	2,317	2,427	2,390	44,281
3-4P	3,301	3,332	3,244	2,485	3,036	3,217	3,962	3,408	3,271	3,355	2,884	2,575	2,430	2,446	2,422	45,368
4-5P	3,376	3,666	3,310	2,381	2,964	3,389	3,850	3,345	3,281	3,315	2,925	2,788	2,444	2,349	2,406	45,789
5-6P	3,445	4,090	3,005	2,303	2,633	3,179	3,878	3,509	3,497	3,560	2,625	2,531	2,517	2,575	2,587	45,934
6-7P	3,378	4,040	2,434	1,929	2,245	2,374	3,684	3,054	2,820	2,984	2,217	1,906	2,227	2,152	2,160	39,604
7-8P	1,985	2,035	1,670	1,547	1,694	1,679	2,297	1,992	1,983	2,029	1,763	1,157	1,459	1,477	1,461	26,228
8-9P	1,585	1,671	1,266	1,273	1,380	1,241	1,497	1,471	1,398	1,490	1,474	937	1,121	1,178	1,023	20,005
9-10P	1,122	1,213	1,059	1,075	923	850	1,005	1,093	1,044	1,234	1,262	941	869	993	847	15,530
10-11P	902	915	903	1,165	613	671	693	881	783	1,107	1,101	1,022	696	683	822	12,957
11-12P	553	619	604	682	474	404	449	677	552	810	764	673	476	450	602	8,789
Total:	48030	49975	44760	31934	36820	43970	50850	47822	47256	48135	40325	33964	34416	34666	34191	627,114

Tues-Thurs Average
241
122
99
150
443
1,680
2,602
3,146
3,232
2,865
2,602
2,534
2,724
2,875
3,351
3,455
3,504
3,684
3,395
2,058
1,524
1,095
835
570
48787

included in Tues-Thurs average
excluded from Tues-Thurs average

Volume Comparison - 2022 v. 2023

Concord Turnpike (Route 2) east of Reformatory Circle

Time Period	Volume	Difference	Adjustment Factor	Notes
DAILY				
February 2023, Tues-Thurs	48,787			Does not include dates past 2/9 due to lack of acceptable data
February 2022, Tues-Thurs	46,434	-5%	1.05	Does not include 2/22-2/24 due to vacation week
February 2022, Count Day	46,104	-5%	1.06	
AM PEAK (7-9 AM)				
February 2023, Tues-Thurs	6,378			Does not include dates past 2/9 due to lack of acceptable data
February 2022, Tues-Thurs	6,320	-1%	1.01	Does not include 2/22-2/24 due to vacation week
February 2022, Count Day	6,272	-2%	1.02	
PM PEAK (4-6 PM)				
February 2023, Tues-Thurs	7,187			Does not include dates past 2/9 due to lack of acceptable data
February 2022, Tues-Thurs	6,822	-5%	1.05	Does not include 2/22-2/24 due to vacation week
February 2022, Count Day	6,727	-6%	1.07	

Source: MassDOT MS2 Portal

Massachusetts Highway Department
Statewide Traffic Data Collection
2019 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.22	1.14	1.12	1.06	1.00	0.96	0.87	0.85	0.96	0.99	1.04	1.12	0.85
R2	0.95	0.96	0.98	0.97	0.97	0.93	0.97	0.94	0.96	0.90	0.92	0.93	0.96
R3	1.15	1.06	1.07	1.00	0.89	0.88	0.89	0.89	0.95	0.92	1.02	1.01	0.97
R4-R7	1.09	1.09	1.11	1.02	0.96	0.92	0.89	0.89	0.99	0.98	1.09	1.13	0.98
U1-Boston	1.03	1.01	0.98	0.94	0.94	0.92	0.95	0.93	0.94	0.94	0.97	1.04	0.96
U1-Essex	1.09	1.06	1.03	0.99	0.94	0.90	0.88	0.86	0.93	0.94	0.99	1.06	0.93
U1-Southeast	1.06	1.05	1.01	0.97	0.95	0.93	0.93	0.90	0.94	0.94	0.98	1.04	0.98
U1-West	1.19	1.14	1.09	0.95	0.92	0.89	0.89	0.86	0.91	0.95	0.97	1.07	0.84
U1-Worcester	1.02	1.04	0.97	0.94	0.93	0.91	0.95	0.91	0.93	0.92	0.95	1.10	0.88
U2	1.01	1.00	0.94	0.93	0.91	0.89	0.93	0.90	0.90	0.91	0.94	1.02	0.99
U3	1.06	1.03	0.98	0.94	0.93	0.91	0.95	0.91	0.92	0.93	0.97	1.00	0.98
U4-U7	1.01	1.00	0.95	0.92	0.88	0.86	0.92	0.91	0.92	0.94	0.99	1.04	0.99
Rec - East	1.04	1.16	1.12	0.98	0.92	0.88	0.77	0.81	0.94	1.02	1.08	1.12	0.99
Rec - West	1.30	1.23	1.32	1.18	0.95	0.82	0.70	0.69	0.97	0.96	1.16	1.15	0.98

Round off:

0-999 = 10

>1000 = 100

U = Urban

R = Rural

1 - Interstate

2 - Freeway and Expressway

3 - Other Principal Arterial

4 - Minor Arterial

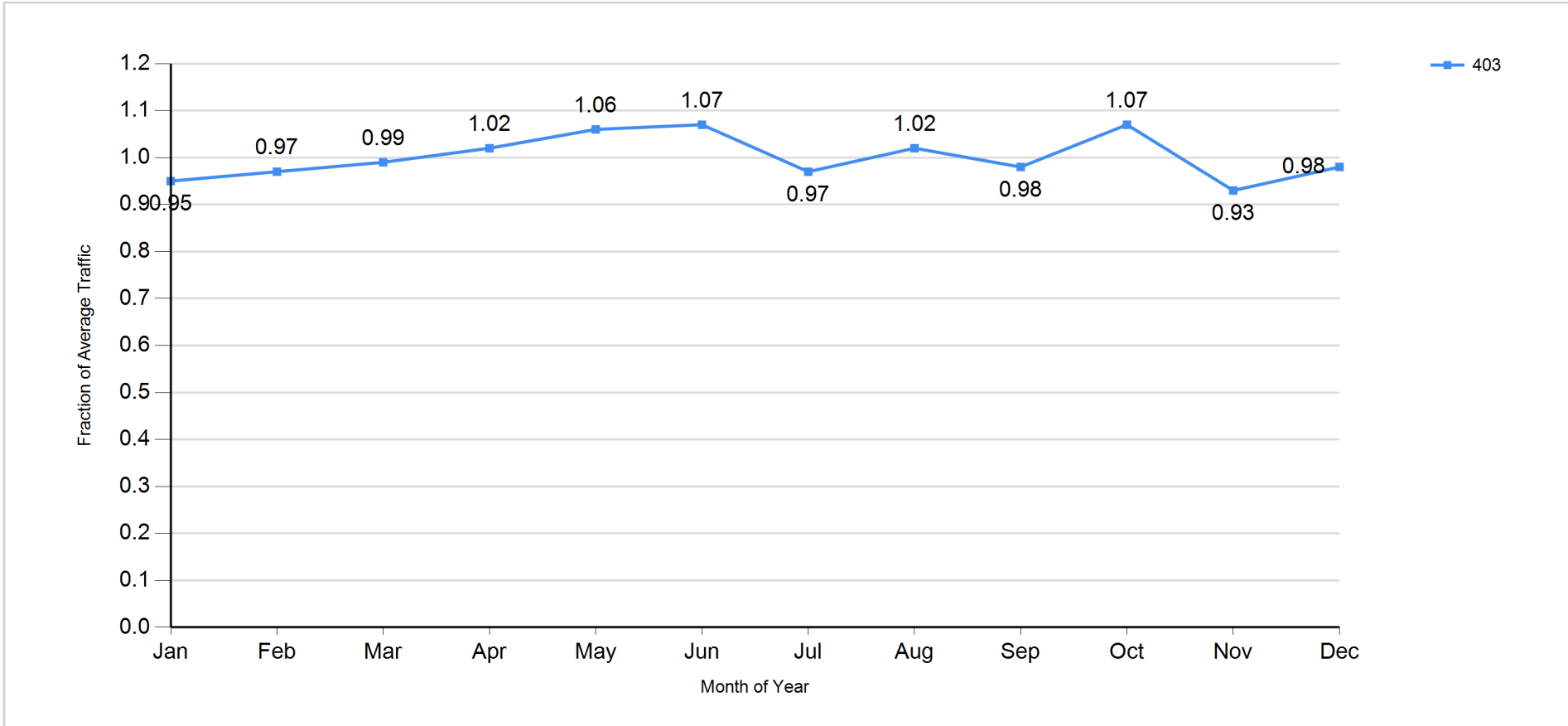
5 - Major Collector

6 - Minor Collector

7 - Local Road and Street

<p>Recreational - East Group - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.</p>
<p>Recreational - West Group - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113,1114,1116,2196,2197 and 2198.</p>

Traffic Pattern by Month for 1/1/2018 - 12/31/2018
Criteria: Location ID = 403, From 1/1/1900 To 12/31/2049 12:00:00 AM



Note: 2018 data shown because no 2019 data available for September through December

Massachusetts Highway Department

Traffic Pattern by Month for 1/1/2018 - 12/31/2018
Criteria: Location ID = 403, From 1/1/1900 To 12/31/2049 12:00:00 AM

Factor Group	Station	Weight	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
U3	403	1	0.947	0.967	0.994	1.020	1.063	1.073	0.971	1.022	0.981	1.068	0.930	0.978
Average of Weighted Factors			0.947	0.967	0.994	1.020	1.063	1.073	0.971	1.022	0.981	1.068	0.930	0.978

NOVO Riverside Commons – 292 & 294 Baker Avenue, Concord, Massachusetts
Ref: 15630.00
August 7, 2023



MBTA Fitchburg Line Schedule

FITCHBURG LINE

SPRING/SUMMER SCHEDULE Effective May 22, 2023

Monday to Friday

Inbound to Boston

ZONE	STATION	TRAIN #	AM								PM								
			400	402	404	406	408	410	412	414	416	418	420	422	424	426	428	430	432
	Bikes Allowed																		
8	Wachusett		4:25	5:25	6:25	7:25	8:25	9:25	10:25	11:25	-	1:25	-	3:25	4:25	5:25	6:25	7:25	9:25
8	Fitchburg		4:33	5:33	6:33	7:33	8:33	9:33	10:33	11:33	-	1:33	-	3:33	4:33	5:33	6:33	7:33	9:33
8	North Leominster		4:40	5:40	6:40	7:40	8:40	9:40	10:40	11:40	-	1:40	-	3:40	4:40	5:40	6:40	7:40	9:40
8	Shirley		4:48	5:48	6:48	7:48	8:48	f 9:48	f 10:48	f 11:48	-	f 1:48	-	f 3:48	f 4:48	f 5:48	f 6:48	f 7:48	9:48
8	Ayer		4:53	5:53	6:53	7:53	8:53	9:53	10:53	11:53	-	1:53	-	3:53	4:53	5:53	6:53	7:53	9:53
7	Littleton/Route 495		5:01	6:01	7:01	8:01	9:01	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01	8:01	10:01
6	South Acton		5:07	6:07	7:07	8:07	9:07	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:07	6:07	7:07	8:07	10:07
5	West Concord		5:11	6:11	7:11	8:11	9:11	f 10:11	f 11:11	f 12:11	f 1:11	f 2:11	f 3:11	f 4:11	f 5:11	f 6:11	f 7:11	f 8:11	10:11
5	Concord		5:15	6:16	7:16	8:15	9:15	f 10:15	f 11:15	f 12:15	f 1:15	f 2:15	f 3:15	f 4:15	f 5:15	f 6:15	f 7:15	f 8:15	10:15
4	Lincoln		5:21	6:22	7:22	8:21	9:21	f 10:21	f 11:21	f 12:21	f 1:21	f 2:21	f 3:21	f 4:21	f 5:21	f 6:21	f 7:21	f 8:21	10:21
3	Kendal Green		5:27	6:28	7:28	8:27	9:27	f 10:27	f 11:27	f 12:27	f 1:27	f 2:27	f 3:27	f 4:27	f 5:27	f 6:27	f 7:27	f 8:27	10:27
2	Brandeis/Roberts		5:30	6:32	7:32	8:31	9:30	f 10:30	f 11:30	f 12:30	f 1:30	f 2:30	f 3:30	f 4:30	f 5:30	f 6:30	f 7:30	f 8:30	10:30
2	Waltham		5:34	6:36	7:36	8:35	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:34	7:34	8:34	10:34
1	Waverley		5:39	6:41	7:41	8:40	9:39	f 10:39	f 11:39	f 12:39	f 1:39	f 2:39	f 3:39	f 4:39	f 5:39	f 6:39	f 7:39	f 8:39	10:39
1	Belmont		5:41	6:43	7:44	8:42	9:41	f 10:41	f 11:41	f 12:41	f 1:41	f 2:41	f 3:41	f 4:41	f 5:41	f 6:41	f 7:41	f 8:41	10:41
1A	Porter Square		5:47	6:49	7:50	8:48	9:47	10:47	11:47	12:47	1:47	2:47	3:47	4:47	5:47	6:47	7:47	8:47	10:47
1A	North Station		6:02	7:04	8:05	9:03	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01	8:01	9:01	11:01

Monday to Friday

Outbound from Boston

ZONE	STATION	TRAIN #	AM								PM								
			401	403	405	407	409	411	413	415	417	419	421	423	425	427	429	431	433
	Bikes Allowed																		
1A	North Station		5:30	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:50	10:50
1A	Porter Square		5:40	6:40	7:40	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40	7:40	9:00	11:00
1	Belmont		f 5:45	f 6:45	f 7:45	f 8:45	f 9:45	f 10:45	f 11:45	f 12:45	f 1:45	f 2:45	3:45	4:45	5:45	6:45	f 7:45	f 9:05	11:05
1	Waverley		f 5:47	f 6:47	f 7:47	f 8:47	f 9:47	f 10:47	f 11:47	f 12:47	f 1:47	f 2:47	3:47	4:47	5:47	6:47	f 7:47	f 9:07	11:07
2	Waltham		5:52	6:52	7:52	8:52	9:52	10:52	11:52	12:52	1:52	2:52	3:52	4:52	5:52	6:52	7:52	9:12	11:12
2	Brandeis/Roberts		f 5:55	f 6:55	f 7:55	f 8:55	f 9:55	f 10:55	f 11:55	f 12:55	f 1:55	f 2:55	3:55	4:55	5:55	6:55	7:55	f 9:15	11:15
3	Kendal Green		f 5:59	f 6:59	f 7:59	f 8:59	f 9:59	f 10:59	f 11:59	f 12:59	f 1:59	f 2:59	3:59	4:59	6:00	6:59	7:59	f 9:19	11:19
4	Lincoln		f 6:04	f 7:04	f 8:04	f 9:04	f 10:04	f 11:04	f 12:04	f 1:04	f 2:04	f 3:04	4:04	5:04	6:05	7:04	8:04	f 9:24	11:24
5	Concord		f 6:09	f 7:09	f 8:09	f 9:09	f 10:09	f 11:09	f 12:09	f 1:09	f 2:09	f 3:09	4:09	5:09	6:10	7:09	8:09	f 9:29	11:29
5	West Concord		f 6:13	f 7:13	f 8:13	f 9:13	f 10:13	f 11:13	f 12:13	f 1:13	f 2:13	f 3:13	4:13	5:14	6:15	7:13	8:13	f 9:33	11:33
6	South Acton		6:18	7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:19	6:20	7:18	8:18	9:38	11:38
7	Littleton/Route 495		6:25	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:27	6:28	7:25	8:25	9:45	11:45
8	Ayer		f 6:33	f 7:33	f 8:33	f 9:33	f 10:33	f 11:33	-	f 1:33	-	f 3:33	4:33	5:35	6:36	7:33	8:33	f 9:53	11:53
8	Shirley		f 6:38	f 7:38	f 8:38	f 9:38	f 10:38	f 11:38	-	f 1:38	-	f 3:38	4:38	5:40	6:41	7:38	f 8:38	f 9:58	11:58
8	North Leominster		6:47	7:47	8:47	9:47	10:47	11:47	-	1:47	-	3:47	4:47	5:49	6:50	7:47	8:47	10:07	12:07
8	Fitchburg		L 6:57	L 7:57	L 8:57	L 9:57	L 10:57	L 11:57	-	L 1:57	-	L 3:57	L 4:57	L 6:00	L 7:01	L 7:57	L 8:57	L 10:17	L 12:17
8	Wachusett		7:07	8:07	9:07	10:07	11:07	12:07	-	2:07	-	4:07	5:08	6:10	7:12	8:08	9:07	10:27	12:27

Times in purple with "f" indicate a flag stop: Passengers must tell the conductor that they wish to leave. Passengers waiting to board must be visible on the platform for the train to stop.

Times in blue indicate an early departure (L stop): The train may leave ahead of schedule at these stops.

Bikes: Bicycles are allowed on trains with the bicycle symbol shown below the train number.

High level platform and bridge plate available.
Visit [mbta.com/accessibility](https://www.mbta.com/accessibility) for more information.

Keep in Mind:

This schedule will be effective from May 22, 2023 and will replace the schedule of December 12, 2022.

Holiday Service

On Monday, May 29th (Memorial Day), Tuesday, July 4th (Independence Day) and Monday, September 4th (Labor Day), all lines will operate on a weekend schedule.

On Monday, June 19th (Juneteenth), Monday, July 3rd (Day before Independence Day), and Monday, October 9th (Columbus Day), all lines will operate on a regular weekday schedule.

For all holiday schedules, please check [MBTA.com/holidays](https://www.mbta.com/holidays) or call 617-222-3200.

Weekend

Inbound to Boston

ZONE	STATION	SATURDAY TRAIN #	AM						PM									
			1400	1402	1404	1406	1408	1410	1412	1414	1416	1418	1420	1422				
	Bikes Allowed																	
8	Wachusett		5:00	7:30	10:00	12:00	2:00	4:00	6:00	9:00								
8	Fitchburg		5:08	7:38	10:08	12:08	2:08	4:08	6:08	9:08								
8	North Leominster		5:15	7:45	10:15	12:15	2:15	4:15	6:15	9:15								
8	Shirley		f 5:23	f 7:53	f 10:23	f 12:23	f 2:23	f 4:23	f 6:23	9:23								
8	Ayer		5:28	7:58	10:28	12:28	2:28	4:28	6:28	9:28								
7	Littleton/Rte495		5:36	8:06	10:36	12:36	2:36	4:36	6:36	9:36								
6	South Acton		5:42	8:12	10:42	12:42	2:42	4:42	6:42	9:42								
5	West Concord		f 5:46	f 8:16	f 10:46	f 12:46	f 2:46	f 4:46	f 6:46	9:46								
5	Concord		f 5:50	f 8:20	f 10:50	f 12:50	f 2:50	f 4:50	f 6:50	9:50								
4	Lincoln		f 5:56	f 8:26	f 10:56	f 12:56	f 2:56	f 4:56	f 6:56	9:56								
3	Kendal Green		f 6:02	f 8:32	f 11:02	f 1:02	f 3:02	f 5:02	f 7:02	10:02								
2	Brandeis/Roberts		f 6:05	f 8:35	f 11:05	f 1:05	f 3:05	f 5:05	f 7:05	10:05								
2	Waltham		6:09	8:39	11:09	1:09	3:09	5:09	7:09	10:09								
1	Waverley		f 6:14	f 8:44	f 11:14	f 1:14	f 3:14	f 5:14	f 7:14	10:14								
1	Belmont		f 6:16	f 8:46	f 11:16	f 1:16	f 3:16	f 5:16	f 7:16	10:16								
1A	Porter Square		6:22	8:52	11:22	1:22	3:22	5:22	7:22	10:22								
1A	North Station		6:36	9:06	11:36	1:36	3:36	5:36	7:36	10:36								

NOVO Riverside Commons – 292 & 294 Baker Avenue, Concord, Massachusetts
Ref: 15630.00
August 7, 2023



Crash Data



INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Concord

COUNT DATE : Feb 2022 (adjusted to 2023)

DISTRICT : 4

UNSIGNALIZED :

SIGNALIZED : 0.73

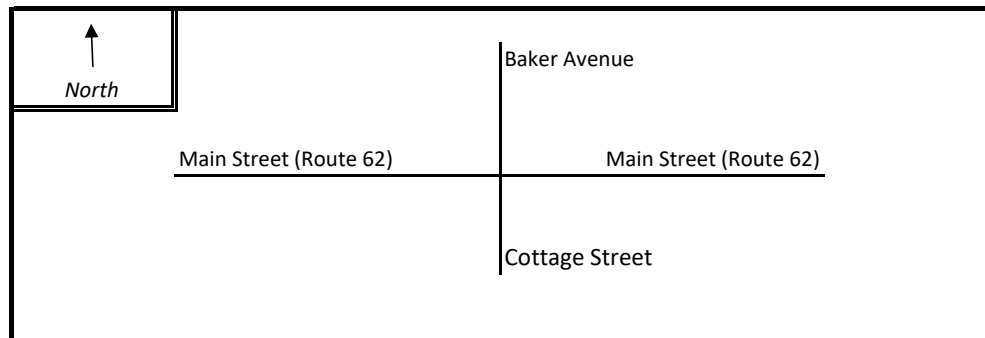
~ INTERSECTION DATA ~

MAJOR STREET : Main Street (Route 62)

MINOR STREET(S) : Baker Avenue

Cottage Street

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	525	710	210	295		1,740

" K " FACTOR : INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

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

CRASH RATE CALCULATION :

0.68

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : MassDOT Crash Data (2015-2019)
 Project Title & Date: 15630.00 292 & 294 Baker Avenue

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Concord

COUNT DATE : Feb 2022 (adjusted to 2023)

DISTRICT : 4

UNSIGNALIZED : X
0.57

SIGNALIZED : 0.73

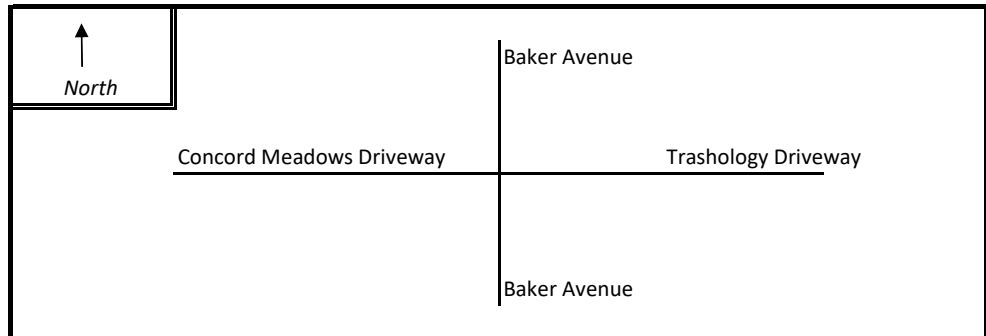
~ INTERSECTION DATA ~

MAJOR STREET : Baker Avenue

MINOR STREET(S) : Concord Meadows Driveway

Trashology Driveway

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	85		100	170		355

" K " FACTOR : 0.090

INTERSECTION ADT (V) =
 TOTAL DAILY APPROACH VOLUME : 3,944

TOTAL # OF CRASHES : 2

OF YEARS : 5

AVERAGE # OF CRASHES PER YEAR (A) : 0.40

CRASH RATE CALCULATION : 0.28

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : MassDOT Crash Data (2015-2019)
 Project Title & Date: 15630.00 292 & 294 Baker Avenue



INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Concord

COUNT DATE : Feb 2022 (adjusted to 2023)

DISTRICT : 4

UNSIGNALIZED :

SIGNALIZED : 0.73

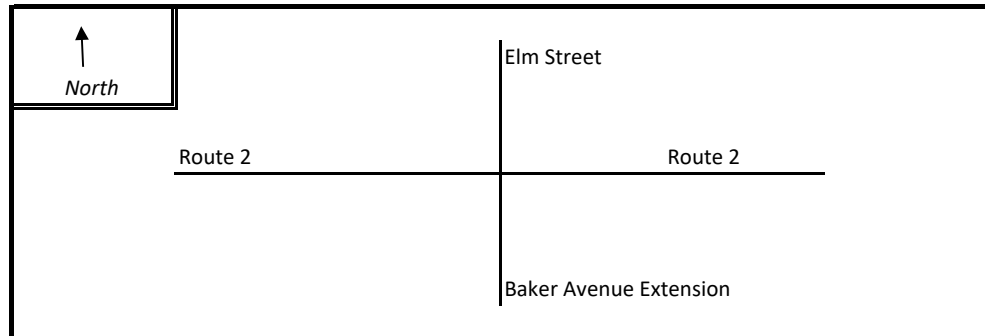
~ INTERSECTION DATA ~

MAJOR STREET : Concord Turnpike (Route 2)

MINOR STREET(S) : Baker Avenue Extension

Elm Street

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	1,400	1,235	350	60		3,045

" K " FACTOR :

INTERSECTION ADT (V) =
TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :

OF YEARS :

AVERAGE # OF CRASHES PER YEAR (A) :

CRASH RATE CALCULATION :

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : MassDOT Crash Data (2015-2019)
Project Title & Date: 15630.00 292 & 294 Baker Avenue

MassDOT Crash Data 2015-2020

Crash Number	City Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest	Age of Driver - Oldest	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Non-Motorist Type (All Persons)	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report IDs	Most Harmful Event (All Vehicles)	Street Number	Roadway	Near Intersection Roadway
4001179	CONCORD	01/29/2015	Property damage only (none injured)	6:11 PM	No injury	2	Local police	25-34	45-54	D1: (No improper driving) / D2: (Visibility obstructed)	Dark - lighted roadway	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: W	Cloudy	15-1520-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		OLD BRIDGE RD / MAIN ST Rte 62 E / CREST ST	
4005121	CONCORD	02/05/2015	Non-fatal injury	9:29 AM	Non-fatal injury - Possible	2	Local police	25-34	55-64	D1: (No improper driving) / D2: (No improper driving)	Daylight	Rear-end		Snow	0	1	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: N / V2: N	Snow	15-1833-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		MAIN ST / OLD BRIDGE RD	
4016561	CONCORD	02/27/2015	Non-fatal injury	12:42 PM	Non-fatal injury - Non-incapacitating	2	Local police	21-24	55-64	D1: (Disregarded traffic signs, signals, road markings),(Failed to yield right of way)	Daylight	Angle		Dry	0	1	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: N / V2: E	Clear	15-3130-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		MAIN ST / COTTAGE ST	
4036104	CONCORD	04/17/2015	Non-fatal injury	5:44 PM	Non-fatal injury - Non-incapacitating	2	Local police	35-44	35-44	D1: (Disregarded traffic signs, signals, road markings),(Inattention) / D2: (No improper driving)	Daylight	Angle		Dry	0	2	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: S	Clear	15-6485-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		MAIN ST / COTTAGE ST / BAKER AVE	
4053657	CONCORD	06/15/2015	Non-fatal injury	8:14 AM	Non-fatal injury - Possible	2	Local police	25-34	35-44	D1: (Other improper action) / D2: (No improper driving)	Daylight	Rear-end		Wet	0	1	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1: N / V2: N	Rain	15-10933-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		COTTAGE ST / MAIN ST	
4077752	CONCORD	08/24/2015	Property damage only (none injured)	10:31 AM	No injury	2	Local police	55-64	55-64	D1: (No improper driving) / D2: (Distracted)	Daylight	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: W	Cloudy	15-16287-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		MAIN ST / BAKER AVE	
4099113	CONCORD	10/07/2015	Property damage only (none injured)	12:17 PM	No injury	2	Local police	25-34	55-64	D1: (Failed to yield right of way) / D2: (No improper driving)	Daylight	Head-on		Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1: S / V2: W	Clear	15-19716-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	1135	MAIN ST	
4099121	CONCORD	10/14/2015	Non-fatal injury	10:29 AM	Non-fatal injury - Possible	2	Local police	35-44	55-64	D1: (No improper driving) / D2: (Other improper action)	Daylight	Angle		Dry	0	1	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: N / V2: W	Clear	15-20283-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		MAIN ST / BAKER AVE	
4104561	CONCORD	10/28/2015	Property damage only (none injured)	7:57 AM	No injury	2	Local police	16-17	35-44	D1: (No improper driving) / D2: (No improper driving)	Daylight	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Turning left	V1:(Truck/trailer) / V2:(Passenger car)	V1: E / V2: W	Cloudy	15-21497-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	1134	MAIN STREET	BAKER AVENUE
4200310	CONCORD	06/02/2016	Property damage only (none injured)	2:44 PM	No injury	2	Local police	25-34	35-44	D1: (Other improper action) / D2: (No improper driving)	Daylight	Rear-end		Dry	0	0	V1: Backing / V2: Slowing or stopped in traffic	V1:(Single-unit truck (2-axle, 6-tires)) / V2:(Passenger car)	V1: E / V2: E	Clear	16-12103-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		MAIN ST / BAKER AVE	
4259565	CONCORD	10/05/2016	Property damage only (none injured)	3:42 PM	No injury	2	Local police	18-20	21-24	D1: (No improper driving) / D2: (Over-correcting/over-steering)	Daylight	Rear-end		Dry	0	0	V1: Turning left / V2: Turning right	V1:(Truck/trailer) / V2:(Passenger car)	V1: S / V2: S	Clear	16-22370-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		MAIN ST / COTTAGE ST	
4435201	CONCORD	09/27/2017	Property damage only (none injured)	10:19 AM	No injury	2	Local police	25-34	55-64	D1: (No improper driving) / D2: (Followed too closely)	Daylight	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: W	Clear	17-25114-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	1134	MAIN ST	
4442455	CONCORD	10/07/2017	Property damage only (none injured)	2:21 PM	No injury	1	Local police	21-24	21-24	D1: (No improper driving)	Daylight	Sideswipe, same direction		Dry	0	0	V1: Parked	V1:(Passenger car)	V1: S	Clear	17-26069-AC	V1:(Collision with motor vehicle in traffic)	1135	MAIN ST	
4518950	CONCORD	03/22/2018	Property damage only (none injured)	7:24 AM	No injury	2	Local police	45-54	65-74	D1: (No improper driving) / D2: (Disregarded traffic signs, signals, road markings)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: E	Clear	18-7178-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		COTTAGE ST / MAIN ST	
4542341	CONCORD	05/07/2018	Property damage only (none injured)	7:05 AM	No injury	2	Local police	45-54	65-74	D1: (Inattention) / D2: (No improper driving)	Daylight	Rear-end		Dry	0	0	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: E	Clear	18-11299-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		MAIN STREET / COTTAGE STREET	
4578781	CONCORD	07/31/2018	Property damage only (none injured)	8:07 AM	No injury	2	Local police	35-44	65-74	D1: (No improper driving) / D2: (Unknown)	Daylight	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: E	Clear	18-19322-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	1120	MAIN ST	
4657856	CONCORD	09/16/2018	Property damage only (none injured)	9:41 AM	No injury	2	Local police	25-34	35-44	D1: (No improper driving) / D2: (Glare)	Daylight	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: E	Clear	18-23767-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		MAIN ST / COTTAGE ST	

MassDOT Crash Data 2015-2020

Crash Number	City Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest Known	Age of Driver - Oldest Known	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Non-Motorist Type (All Persons)	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report IDs	Most Harmful Event (All Vehicles)	Street Number	Roadway	Near Intersection Roadway
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Main Street (Route 62) at Baker Avenue (continued)

4658025	CONCORD	12/11/2018	Property damage only (none injured)	5:25 PM	No injury	2	Local police	35-44	65-74	D1: (Visibility obstructed) / D2: (Visibility obstructed)	Dark - lighted roadway	Sideswipe, opposite direction		Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1: N / V2: S	Clear	18-31751-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	1135	MAIN STREET Rte 62 E	COTTAGE STREET
4658030	CONCORD	12/18/2018	Non-fatal injury	10:54 AM	Non-fatal injury - Possible	2	Local police	55-64	75-84	D1: (No improper driving) / D2: (Failed to yield right of way)	Daylight	Angle		Dry	0	1	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: W	Clear	18-32415-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		COTTAGE STREET / MAIN STREET Rte SR62 E / BAKER AVENUE	
4673113	CONCORD	01/22/2019	Non-fatal injury	4:08 PM	Non-fatal injury - Non-incapacitating	2	Local police	45-54	65-74	D1: (No improper driving) / D2: (Visibility obstructed),(Failed to yield right of way)	Daylight	Angle		Dry	0	2	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: N	Clear	19-2077-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	1112	MAIN ST	OLD BRIDGE RD
4673635	CONCORD	03/01/2019	Property damage only (none injured)	6:17 PM	No injury	2	Local police	25-34	55-64	D1: (Unknown) / D2: (Unknown)	Dark - lighted roadway	Angle		Dry	0	0	V1: Entering traffic lane / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: N	Clear	19-5496-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		MAIN ST Rte 62 / OLD BRIDGE RD	
4719377	CONCORD	05/21/2019	Property damage only (none injured)	8:14 AM	No Apparent Injury (O)	3	Local police	35-44	45-54	D1: (No improper driving) / D2: (No improper driving) / D3: (Inattention)	Daylight	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car) / V3:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E / V3: E	Clear	19-12678-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		MAIN ST / OLD BRIDGE RD	
4745565	CONCORD	08/06/2019	Property damage only (none injured)	5:14 PM	No Apparent Injury (O)	2	Local police	21-24	25-34	D1: (Other improper action) / D2: (No improper driving)	Daylight	Sideswipe, same direction		Dry	0	0	V1: Changing lanes / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: N / V2: N	Clear	19-19924-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		MAIN ST / BAKER AVE	
4786319	CONCORD	11/07/2019	Non-fatal injury	5:34 PM	Suspected Minor Injury (B)	3	Local police	16-17	45-54	D1: (No improper driving) / D2: (No improper driving) / D3: (Disregarded traffic signs, signals, road markings)	Dusk	Front to Rear		Wet	0	1	V1: Travelling straight ahead / V2: Travelling straight ahead / V3: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car)	V1: N / V2: N / V3: N	Rain	19-28733-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		MAIN STREET Rte SR62 E	OLD BRIDGE ROAD
4837401	CONCORD	03/09/2020	Property damage only (none injured)	3:45 PM	No Apparent Injury (O)	1	Local police	65-74	65-74	D1: (Made an improper turn)	Daylight	Single vehicle crash		Dry	0	0	V1: Turning left	V1:(Passenger car)	V1: E	Clear	20-7081-AC	V1:(Collision with highway traffic sign post)	1135	MAIN ST	BAKER AVE
4854791	CONCORD	06/01/2020	Property damage only (none injured)	5:19 PM	No Apparent Injury (O)	2	Local police	35-44	55-64	D1: (No improper driving) / D2: (Other improper action)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1: S / V2: W	Clear	20-15798-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		MAIN ST / BAKER AVE	
4876899	CONCORD	07/31/2020	Property damage only (none injured)	10:38 AM	No Apparent Injury (O)	2	Local police	25-34	55-64	D1: (No improper driving) / D2: (No improper driving)	Daylight	Front to Front		Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: N	Clear	20-22843-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		MAIN ST / BAKER AVE	
4906129	CONCORD	11/02/2020	Property damage only (none injured)	10:30 AM	No Apparent Injury (O)	3	Local police	21-24	55-64	D1: (No improper driving) / D2: (No improper driving) / D3: (Inattention)	Daylight	Rear-end		Dry	0	0	V1: Turning left / V2: Slowing or stopped in traffic / V3: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car)	V1: W / V2: W / V3: W	Cloudy	20-33527-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		MAIN ST / COTTAGE ST / BAKER AVE	
4928623	CONCORD	12/17/2020	Property damage only (none injured)	1:52 PM	No Apparent Injury (O)	2	Local police	25-34	45-54	D1: (No improper driving) / D2: (Failed to yield right of way)	Daylight	Angle		Snow	0	0	V1: Travelling straight ahead / V2: Entering traffic lane	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: W	Snow	20-38218-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		MAIN ST / OLD BRIDGE RD	

Baker Avenue at Concord Meadows Driveway

4578777	CONCORD	07/24/2018	Non-fatal injury	2:52 PM	Non-fatal injury - Possible	2	Local police	25-34	75-84	D1: (No improper driving) / D2: (Inattention)	Daylight	Angle		Dry	0	1	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: N	Clear	18-18719-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	300	BAKER AVE	
4673645	CONCORD	01/09/2019	Non-fatal injury	8:47 AM	Non-fatal injury - Possible	2	Local police	35-44	45-54	D1: (No improper driving) / D2: (No improper driving)	Daylight	Rear-end		Dry	0	2	V1: Turning left / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: N / V2: N	Clear	19-921-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	300	BAKER AVENUE	

MassDOT Crash Data 2015-2020

Crash Number	City Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest	Age of Driver - Oldest	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Non-Motorist Type (All Persons)	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report IDs	Most Harmful Event (All Vehicles)	Street Number	Roadway	Near Intersection Roadway
4000088	CONCORD	01/15/2015	Non-fatal injury	7:15 AM	Non-fatal injury - Non-incapacitating	2	State police	25-34	35-44	D1: (Followed too closely) / D2: (No improper driving)	Daylight	Rear-end		Dry	0	1	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: E	Not Reported	2015-0A3-000525	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte 2 E	BAKER AVENUE EXTENSION
4031071	CONCORD	04/11/2015	Property damage only (none injured)	9:15 AM	No injury	2	State police	21-24	45-54	D1: (Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: E	Clear	2015-0A3-003495	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2A E / BAKER AVENUE EXTENSION	
4051032	CONCORD	06/05/2015	Property damage only (none injured)	4:35 PM	No injury	2	Local police	18-20	45-54	D1: (Failure to keep in proper lane or running off road) / D2: (No improper driving)	Daylight	Sideswipe, same direction		Dry	0	0	V1: Changing lanes / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: E	Clear	15-10209-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	0	CONCORD TPKE	
4073693	CONCORD	08/14/2015	Non-fatal injury	8:05 AM	Non-fatal injury - Non-incapacitating	2	State police	16-17	35-44	D1: (Inattention) / D2: (No improper driving)	Daylight	Rear-end		Dry	0	2	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: E	Clear	2015-0A3-007839	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E	
4073694	CONCORD	08/14/2015	Non-fatal injury	8:30 AM	Non-fatal injury - Non-incapacitating	2	State police	25-34	45-54	D1: (Distracted) / D2: (No improper driving)	Daylight	Rear-end		Dry	0	4	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: W	Clear	2015-0A3-007840	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 W / BAKER AVENUE EXTENSION / ELM STREET	
4077753	CONCORD	08/25/2015	Property damage only (none injured)	9:44 AM	No injury	2	Local police	25-34	45-54	D1: (Unknown) / D2: (Unknown)	Daylight	Sideswipe, same direction		Dry	0	0	V1: Travelling straight ahead / V2: Turning right	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E	Clear	15-16367-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	0	CONCORD TPKE	
4178205	CONCORD	04/11/2016	Non-fatal injury	8:57 PM	Non-fatal injury - Non-incapacitating	3	State police	25-34	45-54	D1: (No improper driving) / D2: (No improper driving) / D3: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner)	Dark - roadway not lighted	Sideswipe, same direction		Dry	0	3	V1: Travelling straight ahead / V2: Slowing or stopped in traffic / V3: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car) / V3:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: W / V3: W	Cloudy	2016-0A3-003564	vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte 2 W	BAKER AVENUE EXTENSION
4182143	CONCORD	04/27/2016	Non-fatal injury	2:46 PM	Non-fatal injury - Non-incapacitating	3	State police	21-24	55-64	D1: (No improper driving)	Daylight	Rear-end		Dry	0	1	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car) / V3:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: W / V3: W	Clear	2016-0A3-004081	vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte 2 W	BAKER AVENUE EXTENSION
4264654	CONCORD	10/12/2016	Property damage only (none injured)	3:43 PM	No injury	2	State police	55-64	55-64	D1: (No improper driving) / D2: (Failure to keep in proper lane or running off road)	Daylight	Sideswipe, same direction		Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E	Clear	2016-0A3-008944	vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte 2 E	BAKER AVENUE EXTENSION
4287670	CONCORD	11/10/2016	Property damage only (none injured)	6:53 AM	No injury	4	State police	45-54	55-64	D1: (Followed too closely) / D2: (No improper driving) / D3: (No improper driving) / D4: (No improper driving)	Daylight	Rear-to-rear		Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead / V3: Travelling straight ahead / V4: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car) / V3:(Light truck(van, mini-van, pickup, sport utility)) / V4:(Passenger car)	V1: E / V2: E / V3: E / V4: E	Clear	2016-0A3-009727	vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic) / V4:(Collision with motor vehicle in traffic)		CONCORD Rte 2 E	BAKER AVENUE EXTENSION
4311502	CONCORD	12/19/2016	Property damage only (none injured)	5:15 PM	No injury	3	State police	18-20	35-44	D1: (Followed too closely) / D2: (No improper driving) / D3: (No improper driving)	Dark - roadway not lighted	Rear-end		Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead / V3: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car)	V1: W / V2: W / V3: W	Clear	2016-0A3-010833	vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte 2 W	BAKER AVENUE EXTENSION
4321964	CONCORD	01/26/2017	Non-fatal injury	8:45 AM	Non-fatal injury - Non-incapacitating	3	State police	25-34	65-74	D1: (No improper driving) / D2: (Inattention) / D3: (No improper driving)	Daylight	Sideswipe, same direction		Dry	0	1	V1: Slowing or stopped in traffic / V2: Travelling straight ahead / V3: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility)) / V3:(Passenger car)	V1: W / V2: W / V3: W	Cloudy	2017-0A3-000752	vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 W / BAKER AVENUE EXTENSION / ELM STREET	
4321971	CONCORD	01/31/2017	Property damage only (none injured)	8:00 AM	No injury	3	State police	25-34	65-74	D1: (No improper driving) / D2: (No improper driving) / D3: (Followed too closely)	Daylight	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility)) / V3:(Passenger car)	V1: E / V2: E / V3: E	Clear	2017-0A3-000885	vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte 2 E	BAKER AVENUE EXTENSION
4325409	CONCORD	02/06/2017	Non-fatal injury	3:30 PM	Non-fatal injury - Non-incapacitating	2	State police	55-64	65-74	D1: (Made an improper turn) / D2: (No improper driving)	Daylight	Head-on		Dry	0	1	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: E	Clear	2017-0A3-001063	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2A E / BAKER AVENUE EXTENSION	

MassDOT Crash Data 2015-2020

Crash Number	City Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest	Age of Driver - Oldest	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Non-Motorist Type (All Persons)	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report IDs	Most Harmful Event (All Vehicles)	Street Number	Roadway	Near Intersection Roadway
4332598	CONCORD	02/28/2017	Non-fatal injury	8:31 PM	Non-fatal injury - Non-incapacitating	2	Local police	45-54	55-64	D1: (No improper driving) / D2: (Inattention),(Over-correcting/over-steering)	Dark - roadway not lighted	Rear-end		Dry	0	2	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: W	Clear	17-5237-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	1800	CONCORD TPKE Rte 2 W	BAKER AVE EXT
4337544	CONCORD	03/09/2017	Non-fatal injury	2:00 PM	Non-fatal injury - Non-incapacitating	2	State police	35-44	>84	D1: (No improper driving) / D2: (Followed too closely)	Daylight	Rear-end		Dry	0	1	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: W	Clear	2017-0A3-001998	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte 2 W	BAKER AVENUE EXTENSION
4339366	CONCORD	03/07/2017	Non-fatal injury	3:51 PM	Non-fatal injury - Incapacitating	2	State police	25-34	55-64	D1: (No improper driving) / D2: (Made an improper turn)	Daylight	Angle		Dry	0	2	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: W	Clear	2017-0A3-001939	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2A E / BAKER AVENUE EXTENSION	
4346837	CONCORD	03/20/2017	Property damage only (none injured)	8:44 PM	No injury	2	State police	25-34	45-54	D1: (No improper driving) / D2: (Followed too closely)	Dark - roadway not lighted	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: W / V2: W	Cloudy	2017-0A3-002327	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 W / BAKER AVENUE EXTENSION	
4378365	CONCORD	05/26/2017	Property damage only (none injured)	9:40 AM	No injury	2	State police	18-20	25-34	D1: (Failed to yield right of way) / D2: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: S	Clear	2017-0A3-004372	V1:(Collision with motor vehicle in traffic) / V2:(Collision with light pole or other post/support)		CONCORD TURNPIKE Rte SR2 W / BAKER AVENUE EXTENSION	
4378375	CONCORD	06/14/2017	Non-fatal injury	3:53 PM	Non-fatal injury - Non-incapacitating	2	State police	35-44	65-74	D1: (Followed too closely) / D2: (No improper driving)	Daylight	Rear-end		Dry	0	1	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: W	Clear	2017-0A3-004990	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte 2 W	BAKER AVENUE EXTENSION
4398849	CONCORD	07/26/2017	Property damage only (none injured)	8:28 PM	No injury	2	State police	25-34	35-44	D1: (No improper driving) / D2: (Followed too closely)	Dark - lighted roadway	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: W / V2: W	Clear	2017-0A3-006229	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte 2 W	BAKER AVENUE EXTENSION
4410153	CONCORD	07/25/2017	Non-fatal injury	8:45 PM	Non-fatal injury - Non-incapacitating	2	State police	65-74	75-84	D1: (Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	Dark - lighted roadway	Angle		Dry	0	1	V1: Turning left / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: W	Clear	2017-0A3-006204	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte 2 W	BAKER AVENUE EXTENSION
4411574	CONCORD	07/28/2017	Property damage only (none injured)	6:50 AM	No injury	3	State police	25-34	55-64	D1: (Driving too fast for conditions) / D2: (Driving too fast for conditions) / D3: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Changing lanes / V2: Travelling straight ahead / V3: Slowing or stopped in traffic	V2:(Light truck(van, mini-van, pickup, sport utility)) / V3:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: W / V3: W	Clear	2017-0A3-006270	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 W / BAKER AVENUE EXTENSION	
4415346	CONCORD	08/24/2017	Non-fatal injury	10:52 PM	Non-fatal injury - Possible	1	State police	35-44	35-44	D1: (Fatigued/asleep)	Dark - lighted roadway	Single vehicle crash		Dry	0	1	V1: Not reported	V1:(Light truck(van, mini-van, pickup, sport utility))	V1: W	Clear	2017-0A3-007157	V1:(Invalid Code Specified)		CONCORD TURNPIKE Rte 2 W	BAKER AVENUE EXTENSION Rte BAKER
4448793	CONCORD	11/03/2017	Property damage only (none injured)	10:43 PM	No injury	1	State police	35-44	35-44	D1: (No improper driving)	Dark - roadway not lighted	Single vehicle crash		Dry	0	0	V1: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility))	V1: W	Cloudy	2017-0A3-009716	V1:(Collision with animal - deer)		CONCORD TURNPIKE Rte 2 W	BAKER AVENUE EXTENSION
4456216	CONCORD	11/15/2017	Property damage only (none injured)	11:20 AM	No injury	2	State police	35-44	55-64		Daylight	Sideswipe, same direction		Dry	0	0	V1: Leaving traffic lane / V2: Leaving traffic lane	V1:(Single unit truck (2 axle, 6-tires)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: W	Clear	2017-0A3-010237	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		Rte 2 W	BAKER AVENUE EXTENSION
4467335	CONCORD	11/28/2017	Property damage only (none injured)	10:49 PM	No injury	3	Local police	21-24	35-44	D1: (No improper driving) / D2: (No improper driving) / D3: (Inattention)	Dark - roadway not lighted	Sideswipe, same direction		Dry	0	0	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Travelling straight ahead	V1:(Passenger car) / V2:(Other e.g. farm equipment) / V3:(Passenger car)	V1: W / V2: W / V3: W	Clear	17-30581-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 W / ELM STREET / BAKER AVENUE EXTENSION	
4477150	CONCORD	12/19/2017	Property damage only (none injured)	6:07 PM	No injury	3	State police	25-34	75-84	D1: (No improper driving) / D2: (No improper driving) / D3: (Followed too closely)	Dark - roadway not lighted	Rear-end		Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead / V3: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car) / V3:(Passenger car)	V1: E / V2: E / V3: E	Cloudy	2017-0A3-011565	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		Rte 2 E	BAKER AVENUE EXTENSION
4497934	CONCORD	02/06/2018	Property damage only (none injured)	4:47 PM	No injury	2	Local police	25-34	75-84	D1: (No improper driving) / D2: (Inattention)	Dusk	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: W	Clear	18-3089-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)	0	CONCORD TPKE	BARRETT'S MILL RD
4518399	CONCORD	03/15/2018	Property damage only (none injured)	10:10 AM	No injury	2	State police	35-44	65-74	D1: (Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: E	Cloudy	2018-0A3-002457	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte 2 E	BAKER AVENUE EXTENSION

MassDOT Crash Data 2015-2020

Crash Number	City Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest	Age of Driver - Oldest	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Non-Motorist Type (All Persons)	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report IDs	Most Harmful Event (All Vehicles)	Street Number	Roadway	Near Intersection Roadway
4535358	CONCORD	05/04/2018	Property damage only (none injured)	3:10 PM	No injury	2	State police	21-24	35-44	D1: (Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: S / V2: E	Clear	2018-0A3-003941	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		BAKER AVENUE EXTENSION	CONCORD TURNPIKE
4557667	CONCORD	06/18/2018	Property damage only (none injured)	6:45 PM	No injury	2	State police	21-24	45-54	D1: (Failure to keep in proper lane or running off road)	Daylight	Sideswipe, opposite direction		Wet	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: E	Rain	2018-0A3-005524	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION	
4558654	CONCORD	06/08/2018	Non-fatal injury	2:30 PM	Non-fatal injury - Non-incapacitating	2	State police	18-20	55-64	D1: (Made an improper turn) / D2: (No improper driving)	Daylight	Angle		Dry	0	1	V1: Turning left / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E	Cloudy	2018-0A3-005224	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION	
4559172	CONCORD	06/22/2018	Property damage only (none injured)	11:00 AM	No injury	3	State police	35-44	65-74	D1: (Followed too closely) / D2: (No improper driving) / D3: (No improper driving)	Daylight	Rear-end		Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead / V3: Travelling straight ahead	V1:(van, pickup, sport utility) / V2:(Passenger car) / V3:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E / V3: E	Clear	2018-0A3-005655	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION	
4598799	CONCORD	09/13/2018	Property damage only (none injured)	2:20 PM	No injury	2	State police	45-54	65-74	D1: (Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Turning left / V2: Travelling straight ahead	V1:(van, pickup, sport utility) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: E	Cloudy	2018-0A3-008513	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION	
4606851	CONCORD	10/09/2018	Property damage only (none injured)	8:00 AM	No injury	3	State police	25-34	35-44	D1: (No improper driving) / D2: (No improper driving) / D3: (Inattention)	Daylight	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic / V3: Travelling straight ahead	V1:(van, pickup, sport utility) / V2:(Passenger car) / V3:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E / V3: E	Clear	2018-0A3-009337	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION	
4620747	CONCORD	11/01/2018	Property damage only (none injured)	3:55 PM	No injury	2	State police	25-34	75-84	D1: (Other improper action) / D2: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: S / V2: E	Clear	2018-0A3-010216	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION	
4642589	CONCORD	12/20/2018	Non-fatal injury	6:57 AM	Non-fatal injury - Non-incapacitating	2	State police	45-54	45-54	D1: (Disregarded traffic signs, signals, road markings) / D2: (No improper driving)	Daylight	Angle		Dry	0	1	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(van, pickup, sport utility) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: S	Clear	2018-0A3-012165	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION / ELM STREET	
4650055	CONCORD	01/09/2019	Non-fatal injury	9:05 AM	Non-fatal injury - Non-incapacitating	2	State police	35-44	45-54	D1: (No improper driving) / D2: (Other improper action)	Daylight	Rear-end		Wet	0	1	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E	Clear	2019-0A3-000308	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION	
4679202	CONCORD	03/14/2019	Property damage only (none injured)	5:00 PM	No Apparent Injury (O)	2	State police	18-20	55-64	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) / D2: (No improper driving)	Daylight	Rear-end		Dry	0	0	V1: Changing lanes / V2: Slowing or stopped in traffic	V1:(Motorcycle) / V2:(Passenger car)	V1: W / V2: W	Clear	2019-0A3-002487	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 W / BAKER AVENUE EXTENSION / ELM STREET	
4689595	CONCORD	04/03/2019	Non-fatal injury	3:28 PM	Possible Injury (C)	2	State police	35-44	65-74	D1: (Made an improper turn) / D2: (No improper driving)	Daylight	Angle		Dry	0	2	V1: Turning left / V2: Travelling straight ahead	V1:(van, pickup, sport utility) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: S / V2: E	Clear	2019-0A3-003123	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 W / BAKER AVENUE EXTENSION	
4711956	CONCORD	05/20/2019	Non-fatal injury	11:25 AM	Suspected Minor Injury (B)	2	State police	25-34	45-54	D1: (No improper driving) / D2: (Made an improper turn)	Daylight	Angle		Dry	0	3	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: S	Clear	2019-0A3-004720	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION	
4728538	CONCORD	07/23/2019	Property damage only (none injured)	3:27 PM	No Apparent Injury (O)	2	State police	25-34	65-74	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) / D2: (No improper driving)	Daylight	Rear-end			0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: W	Cloudy	2019-0A3-006981	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 W / BAKER AVENUE EXTENSION	BAKER AVENUE
4736414	CONCORD	08/07/2019	Non-fatal injury	1:05 PM	Suspected Minor Injury (B)	2	State police	35-44	45-54	D1: (No improper driving) / D2: (Disregarded traffic signs, signals, road markings)	Daylight	Angle		Dry	0	1	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1: E / V2: S	Clear	2019-0A3-007476	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION	
4772511	CONCORD	11/05/2019	Non-fatal injury	5:12 PM	Possible Injury (C)	2	State police	25-34	25-34	D1: (No improper driving) / D2: (Failed to yield right of way)	Dusk	Angle		Wet	0	1	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(van, pickup, sport utility) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: S	Cloudy	2019-0A3-010349	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION	

MassDOT Crash Data 2015-2020

Crash Number	City Town Name	Crash Date	Crash Severity	Crash Time	Max Injury Severity Reported	Number of Vehicles	Police Agency Type	Age of Driver - Youngest	Age of Driver - Oldest	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Non-Motorist Type (All Persons)	Road Surface Condition	Total Fatalities	Total Non-Fatal Injuries	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All Vehicles)	Weather Conditions	Crash Report IDs	Most Harmful Event (All Vehicles)	Street Number	Roadway	Near Intersection Roadway
4788932	CONCORD	12/14/2019	Property damage only (none injured)	12:10 AM	No Apparent Injury (O)	2	State police	25-34	35-44	D1: (No improper driving) / D2: (No improper driving)	Dark - lighted roadway	Rear-end		Wet	0	0	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: W	Cloudy/Rain	2019-0A3-011707	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 W / ELM STREET	
4789538	CONCORD	12/07/2019	Property damage only (none injured)	7:50 AM	No Apparent Injury (O)	2	State police	21-24	75-84	D1: (Followed too closely) / D2: (No improper driving)	Daylight	Rear-end		Dry	0	0	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E	Clear	2019-0A3-011503	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION	BAKER AVENUE EXTENSION
4789544	CONCORD	12/09/2019	Property damage only (none injured)	3:35 PM	No Apparent Injury (O)	2	State police	45-54	55-64		Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: N / V2: E	Cloudy	2019-0A3-011553	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION	Rte BAKER
4789557	CONCORD	12/17/2019	Property damage only (none injured)	6:19 AM	No Apparent Injury (O)	3	State police	25-34	65-74	D1: (Driving too fast for conditions) / D2: (No improper driving) / D3: (No improper driving)	Dark - roadway not lighted	Rear-end		Snow	0	0	V1: Travelling straight ahead / V2: Slowing or stopped in traffic / V3: Slowing or stopped in traffic	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility)) / V3:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E / V3: E	Snow	2019-0A3-011804	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION	
4799089	CONCORD	12/28/2019	Property damage only (none injured)	11:39 PM	No Apparent Injury (O)	2	State police	35-44	55-64	D1: (No improper driving) / D2: (Inattention)	Dark - roadway not lighted	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: W / V2: W	Clear	2019-0A3-012162	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD Rte SR2 W / BAKER AVENUE EXTENSION	
4799121	CONCORD	01/05/2020	Non-fatal injury	5:55 PM	Possible Injury (C)	2	State police	18-20	25-34	D1: (Made an improper turn) / D2: (No improper driving)	Dusk	Angle		Dry	0	2	V1: Turning left / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: E	Clear	2020-0A3-000160	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION	
4807068	CONCORD	01/09/2020	Property damage only (none injured)	3:28 PM	No Apparent Injury (O)	3	State police	25-34	45-54	D1: (Disregarded traffic signs, signals, road markings) / D2: (No improper driving) / D3: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Travelling straight ahead / V2: Travelling straight ahead / V3: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car) / V3:(Light truck(van, mini-van, pickup, sport utility)) / V3:(Passenger car)	V1: S / V2: E / V3: N	Clear	2020-0A3-000259	vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with light pole or other post/support)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION / ELM STREET	
4814887	CONCORD	01/30/2020	Property damage only (none injured)	1:00 PM	No Apparent Injury (O)	2	State police	35-44	75-84	D1: (Failed to yield right of way) / D2: (No improper driving)	Daylight	Head-on		Dry	0	0	V1: Turning left / V2: Travelling straight ahead	V1:(Bus (seats for 16 or more, including driver)) / V2:(Passenger car)	V1: S / V2: N	Clear	2020-0A3-000907	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION	
4826553	CONCORD	01/09/2020	Non-fatal injury	10:49 AM	Suspected Minor Injury (B)	3	Local police	45-54	65-74	D1: (Made an improper turn) / D2: (No improper driving) / D3: (No improper driving)	Daylight	Head-on		Dry	0	3	V1: Turning left / V2: Travelling straight ahead / V3: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Passenger car) / V3:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: E / V3: N	Clear	20-914-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic) / V3:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 W / BAKER AVENUE EXTENSION	
4828587	CONCORD	01/31/2020	Property damage only (none injured)	10:18 AM	No Apparent Injury (O)	2	State police	35-44	75-84	D1: (Failed to yield right of way) / D2: (No improper driving)	Daylight	Angle		Dry	0	0	V1: Turning left / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: N / V2: S	Clear	2020-0A3-000939	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 W / BAKER AVENUE EXTENSION / ELM STREET	
4872505	CONCORD	08/03/2020	Property damage only (none injured)	4:50 AM	No Apparent Injury (O)	2	State police	25-34	25-34	D2: (Other improper action)	Dark - roadway not lighted	Rear-end		Dry	0	0	V1: Travelling straight ahead / V2: Parked	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: E / V2: E	Clear	2020-0A3-007582	V1:(Collision with parked motor vehicle) / V2:(Collision with motor vehicle in traffic)		CONCORD Rte SR2 E / ELM STREET	ELM STREET
4876802	CONCORD	08/12/2020	Property damage only (none injured)	5:27 PM	No Apparent Injury (O)	2	Local police	65-74	75-84	D1: (No improper driving) / D2: (Physical impairment)	Daylight	Rear-end		Dry	0	0	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: E / V2: E	Clear	20-24249-AC	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD TURNPIKE Rte SR2 E / BAKER AVENUE EXTENSION	
4880714	CONCORD	08/13/2020	Property damage only (none injured)	4:45 PM	No Apparent Injury (O)	2	State police	25-34	65-74	D1: (Other improper action) / D2: (No improper driving)	Daylight	Rear-end		Dry	0	0	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: W / V2: W	Clear	2020-0A3-007874	V1:(Collision with motor vehicle in traffic) / V2:(Collision with motor vehicle in traffic)		CONCORD Rte SR2 W / BAKER AVENUE EXTENSION	BAKER AVENUE EXTENSION

NOVO Riverside Commons – 292 & 294 Baker Avenue, Concord, Massachusetts
Ref: 15630.00
August 7, 2023

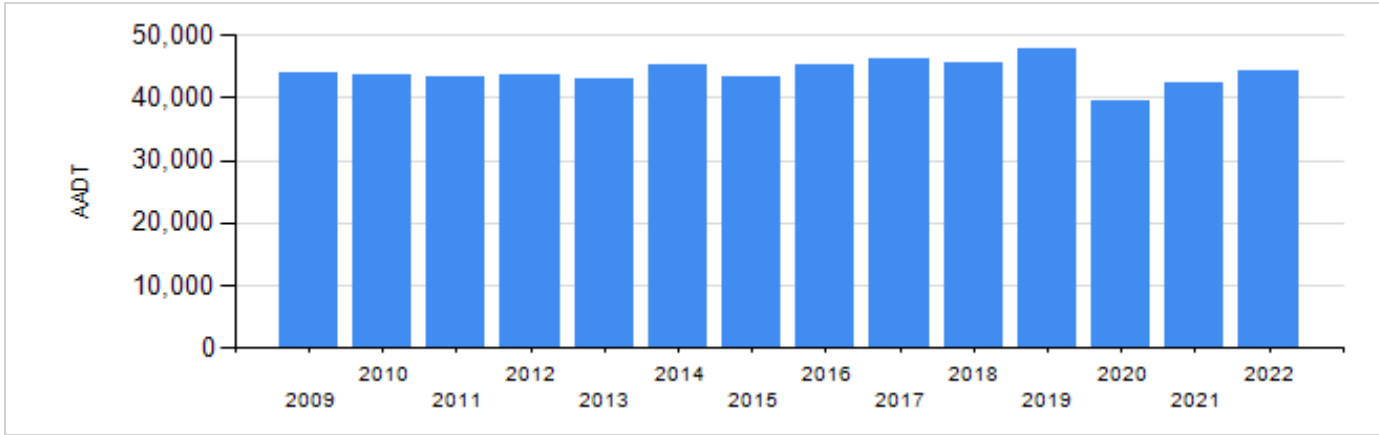


Historical Traffic Growth



AADT by Year Comparison for 1/1/2009 - 12/31/2022
Criteria: Location ID = 403, From 1/1/1900 To 12/31/2049 12:00:00 AM

District: Location ID: 403
County: Middlesex **Located On:** ELM STREET **LRS ID:** SR2 EB
Community: Concord **At:** REFORMATORY CIRCLE **LRS Point:** 121.2132



Year	AADT	% Change YOY
2009	44,145	1.1%
2010	43,592	-1.3%
2011	43,434	-0.4%
2012	43,615	0.4%
2013	42,945	-1.5%
2014	45,307	5.5%
2015	43,202	-4.6%
2016	45,131	4.5%
2017	46,307	2.6%
2018	45,632	-1.5%
2019	47,823	4.8%
2020	39,406	-17.6%
2021	42,380	7.5%
2022	44,364	4.7%

0.8% 2009-2019

0.2% 2012-2022

NOTE: Red text means percent change is >20%

NOVO Riverside Commons – 292 & 294 Baker Avenue, Concord, Massachusetts
Ref: 15630.00
August 7, 2023



Background Developments

BACKGROUND DEVELOPMENT ASSUMPTIONS

Project Name: 292 & 294 Baker Avenue
 Project No: 15630.00
 Location: Concord, MA
 Date: July 2023

INTERSECTION	MOVEMENT	BACKGROUND DEVELOPMENTS								TOTAL BACKGROUND DEVELOPMENTS	
		794 ELM ST		13B COMMONWEALTH AVE - RESIDENTIAL		13B COMMONWEALTH AVE - RETAIL		166 COMMONWEALTH AVE		AM	PM
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1. Baker Avenue/Cottage Street at Route 62 (Main Street) Main Street (Route 62) Main Street (Route 62) Cottage Street Baker Avenue	EB L			2	6	1	1	1	1	4	8
	EB T										
	EB R										
	WB L			2	6		1	1	5	3	12
	WB T										
	WB R										
	NB L										
	NB T										
	NB R										
	SB L										
SB T											
SB R											
2. Baker Avenue at Site Driveway/Trashology Drive Site Driveway (300 Baker Avenue) Trashology Drive Baker Avenue Baker Avenue	EB L										
	EB T										
	EB R										
	WB L										
	WB T										
	WB R										
	NB L										
	NB T										
	NB R										
	SB L										
SB T											
SB R											
3. Elm Street/ Baker Avenue Extension at Concord Turnpike (Route 2) Concord Turnpike (Route 2) Concord Turnpike (Route 2) Baker Avenue Extension Elm Street	EB L	63	22							63	22
	EB T	-55	-19							-55	-19
	EB R										
	WB T	-50	-17							-50	-17
	WB R	57	19							57	19
	NB L										
	NB T										
	NB R										
	SB L	60	21							60	21
	SB T										

NOVO Riverside Commons – 292 & 294 Baker Avenue, Concord, Massachusetts
Ref: 15630.00
August 7, 2023



Trip Generation

TRIP GENERATION SUMMARY

292 & 294 Baker Avenue
 Concord, MA
 15630.00

LUC SIZE	Full Build					
	Residential ¹					
	Gross Trips	Person Trips ²	Vehicle Trips ³	Transit Trips	Walk/Bike Trips	WFH Trips
		1.18	1.00			
Weekday Daily						
Enter	456	538	430	54	-	54
Exit	<u>456</u>	<u>538</u>	<u>430</u>	<u>54</u>	<u>-</u>	<u>54</u>
Total	912	1,076	860	108	-	108
Weekday Morning Peak Hour						
Enter	18	21	17	2	-	2
Exit	<u>59</u>	<u>70</u>	<u>56</u>	<u>7</u>	<u>-</u>	<u>7</u>
Total	77	91	73	9	-	9
Weekday Evening Peak Hour						
Enter	48	57	46	6	-	6
Exit	<u>31</u>	<u>37</u>	<u>30</u>	<u>4</u>	<u>-</u>	<u>4</u>
Total	79	94	76	10	-	10

¹ Trip generation estimate based on ITE LUC 220 (Multifamily Housing (Mid-Rise)), using fitted curve equations.

² VOR rates for person trips based on Summary of Travel Trends, 2017 National Household Travel Survey, USDOT FHWA.

³ Residential VOR rates based on US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates, Census Tract 3611, Census Block Group :

ITE TRIP GENERATION WORKSHEET
(11th Edition)

LANDUSE: Multifamily Housing (Mid-Rise) - Not Close to Rail Transit: 4-10 stories
LANDUSE CODE: 221 Independent Variable --- Number of Dwelling Units
SETTING/LOCATION: General Urban/Suburban
JOB NAME: 292 & 294 Baker Avenue 201 units
JOB NUMBER: 15630.00

WEEKDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	11	0.93	4.54	3.76	5.40	201	60	330	50%	50%
AM PEAK OF GENERATOR	23	0.89	0.35	0.13	0.53	226	21	1,168	26%	74%
PM PEAK OF GENERATOR	22	0.93	0.39	0.19	0.60	221	21	1,168	60%	40%
AM PEAK (ADJACENT ST)	30	0.91	0.37	0.15	0.53	173	26	490	23%	77%
PM PEAK (ADJACENT ST)	31	0.91	0.39	0.19	0.57	169	26	490	61%	39%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	913	457	457	912	456	456
AM PEAK OF GENERATOR	70	18	52	70	18	52
PM PEAK OF GENERATOR	78	47	31	80	48	32
AM PEAK (ADJACENT ST)	74	17	57	77	18	59
PM PEAK (ADJACENT ST)	78	48	31	79	48	31

SATURDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	5	0.91	4.57	4.03	5.31	250	140	330	50%	50%
PEAK OF GENERATOR	5	0.92	0.39	0.34	0.43	250	140	330	51%	49%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	920	460	460	922	461	461
PEAK OF GENERATOR	78	40	38	81	41	40

SUNDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	5	0.85	3.77	3.06	4.24	250	140	330	50%	50%
PEAK OF GENERATOR	5	0.79	0.32	0.26	0.42	250	140	330	55%	45%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	758	379	379	748	374	374
PEAK OF GENERATOR	64	35	29	70	38	31

MODE SHARE & VOR ASSUMPTIONS

292 & 294 Baker Avenue
 Concord, MA
 15630.00

MODE SHARE

Mode Share	Full Build Mode Splits	
	Residential ¹	
Drive	80%	
Transit	10%	
Walk / Bike	0%	
<u>WFH</u>	<u>10%</u>	
Total	100%	


¹ Based on US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates, Census Tract 3611, Census Block Group 3.

VOR

	ITE Raw Vehicle Trips to Person Trips ¹	Local Person Trips to Vehicle Trips ²
Residents	1.18	1.00

¹ Based on Summary of Travel Trends, 2017 National Household Travel Survey, USDOT FHA, Table 16.

² Residential VOR based on US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates, Census Tract 3611, Census Block Group 3.

MEANS OF TRANSPORTATION TO WORK	
	
Note: The table shown may have been modified by user selections. Some information may be missing.	
DATA NOTES	
TABLE ID:	B08301
SURVEY/PROGRAM:	American Community Survey
VINTAGE:	2020
DATASET:	ACSDT5Y2020
PRODUCT:	ACS 5-Year Estimates Detailed Tables
UNIVERSE:	Workers 16 years and over
FTP URL:	None
API URL:	https://api.census.gov/data/2020/acs/acs5
USER SELECTIONS	
TABLES	B08301
GEOS	Block Group 3; Census Tract 3611; Middlesex County; Massachusetts
EXCLUDED COLUMNS	None
APPLIED FILTERS	None
APPLIED SORTS	None
PIVOT & GROUPING	
PIVOT COLUMNS	None
PIVOT MODE	Off
ROW GROUPS	None
VALUE COLUMNS	None
WEB ADDRESS	https://data.census.gov/table?q=b08301&g=1500000US250173611003&tid=ACSDT5Y2020.B08301
TABLE NOTES	<p>Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2020, the 2020 Census provides the official counts of the population and housing units for the nation, states, counties, cities, and towns. For 2016 to 2019, the Population Estimates Program provides estimates of the population for the nation, states, counties, cities, and towns and intercensal housing unit estimates for the nation, states, and counties.</p> <p>Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.</p> <p>Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.</p> <p>Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates</p> <p>Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not</p> <p>Workers include members of the Armed Forces and civilians who were at work last week.</p> <p>2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.</p> <p>The 2016-2020 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.</p> <p>Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.</p>

	<p>Explanation of Symbols:- The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution.N The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area. (X) The estimate or margin of error is not applicable or not available.median- The median falls in the lowest interval of an open-ended distribution (for example "2,500-")median+ The median falls in the highest interval of an open-ended distribution (for example "250,000+").** The margin of error could not be computed because there were an insufficient number of sample observations.*** The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.**** A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the</p>
COLUMN NOTES	None

Table: ACSDT5Y2020.B08301

	Block Group 3, Census Tract 3611, Middlesex County, Massachusetts		
Label	Estimate	Margin of Error	
Total:	397	±148	
Car, truck, or van:	303	±157	
Drove alone	303	±157	
Carpooled:	0	±13	
In 2-person carpool	0	±13	
In 3-person carpool	0	±13	
In 4-person carpool	0	±13	
In 5- or 6-person carpool	0	±13	
In 7-or-more-person carpool	0	±13	
Public transportation (excluding taxicab):	41	±54	
Bus	0	±13	
Subway or elevated rail	0	±13	
Long-distance train or commuter rail	41	±54	
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±13	
Ferryboat	0	±13	
Taxicab	0	±13	
Motorcycle	0	±13	
Bicycle	0	±13	
Walked	0	±13	
Other means	0	±13	
Worked from home	53	±54	
Residential Mode Split Calculation	Estimate	Percentage	Final Mode Split
Auto	303	76%	80%
Transit	41	10%	10%
Bike/Walk	0	0%	0%
WFH	53	13%	10%
Total	397	100%	100%
VOR Calculation	Estimate	Percentage	VOR
1	303	100%	1.00
2	0	0%	
3	0	0%	
4	0	0%	
5 to 6	0	0%	
7	0	0%	
Total	303	100%	

ITE TRIP GENERATION WORKSHEET
 (11th Edition, 2021)

LANDUSE: Research & Development Center Trip Type --- Vehicle
LANDUSE CODE: 760 Independent Variable --- 1,000 Sq. Feet Gross Floor Area
SETTING/LOCATION: General Urban/Suburban
JOB NAME: 292 & 294 Baker Avenue (By-Right) **FLOOR AREA (KSF):** 90
JOB NUMBER: 15630.00

WEEKDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	22	0.89	11.08	3.48	24.95	179	22	705	50%	50%
AM PEAK (ADJACENT ST)	39	0.70	1.03	0.17	3.73	173	10	800	82%	18%
PM PEAK (ADJACENT ST)	39	0.70	0.98	0.13	4.13	173	10	800	16%	84%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	997	499	499	1,121	560	560
AM PEAK (ADJACENT ST)	93	76	17	105	86	19
PM PEAK (ADJACENT ST)	88	14	74	101	16	85

SATURDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	19	0.68	1.91	0.18	6.96	165	22	650	50%	50%
PEAK OF GENERATOR	13	0.65	0.24	0.08	0.71	146	46	608	Not Available	

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	172	86	86	222	111	111
PEAK OF GENERATOR	22	--	--	26	--	--

SUNDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	19	--	1.18	0.13	4.18	165	22	650	50%	50%
PEAK OF GENERATOR	13	--	0.16	0.05	0.64	146	46	608	Not Available	

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	106	53	53	--	--	--
PEAK OF GENERATOR	14	--	--	--	--	--

NOVO Riverside Commons – 292 & 294 Baker Avenue, Concord, Massachusetts
Ref: 15630.00
August 7, 2023



Trip Distribution

Trip Distribution Calculations

Journey to Work		Count	Percent of Total	Cumulative Total	Total of Residence					Cumulative Total				
Home	Work				Route 2 (west)	Cottage St (south)	Route 62 (west)	Route 62 (east)	Total	Route 2 (west)	Cottage St (south)	Route 62 (west)	Route 62 (east)	Total
Concord town, Middlesex County, Massachusetts	Concord town, Middlesex County, Massachusetts	2,530	35.7%	35.7%			40%	60%	100%	0.0%	0.0%	14.3%	21.4%	35.7%
Concord town, Middlesex County, Massachusetts	Boston city, Suffolk County, Massachusetts	1,250	17.6%	53.4%				100%	100%	0.0%	0.0%	0.0%	17.6%	17.6%
Concord town, Middlesex County, Massachusetts	Waltham city, Middlesex County, Massachusetts	600	8.5%	61.8%				100%	100%	0.0%	0.0%	0.0%	8.5%	8.5%
Concord town, Middlesex County, Massachusetts	Cambridge city, Middlesex County, Massachusetts	520	7.3%	69.2%				100%	100%	0.0%	0.0%	0.0%	7.3%	7.3%
Concord town, Middlesex County, Massachusetts	Acton town, Middlesex County, Massachusetts	240	3.4%	72.5%	100%				100%	3.4%	0.0%	0.0%	0.0%	3.4%
Concord town, Middlesex County, Massachusetts	Burlington town, Middlesex County, Massachusetts	215	3.0%	75.6%				100%	100%	0.0%	0.0%	0.0%	3.0%	3.0%
Concord town, Middlesex County, Massachusetts	Lexington town, Middlesex County, Massachusetts	215	3.0%	78.6%				100%	100%	0.0%	0.0%	0.0%	3.0%	3.0%
Concord town, Middlesex County, Massachusetts	Newton city, Middlesex County, Massachusetts	145	2.0%	80.7%				100%	100%	0.0%	0.0%	0.0%	2.0%	2.0%
Concord town, Middlesex County, Massachusetts	Bedford town, Middlesex County, Massachusetts	115	1.6%	82.3%				100%	100%	0.0%	0.0%	0.0%	1.6%	1.6%
Concord town, Middlesex County, Massachusetts	Natick town, Middlesex County, Massachusetts	115	1.6%	83.9%		25%		75%	100%	0.0%	0.4%	0.0%	1.2%	1.6%
Concord town, Middlesex County, Massachusetts	Wellesley town, Norfolk County, Massachusetts	100	1.4%	85.3%				100%	100%	0.0%	0.0%	0.0%	1.4%	1.4%
Concord town, Middlesex County, Massachusetts	Sudbury town, Middlesex County, Massachusetts	95	1.3%	86.7%		100%			100%	0.0%	1.3%	0.0%	0.0%	1.3%
Concord town, Middlesex County, Massachusetts	Arlington town, Middlesex County, Massachusetts	85	1.2%	87.9%				100%	100%	0.0%	0.0%	0.0%	1.2%	1.2%
Concord town, Middlesex County, Massachusetts	Watertown Town city, Middlesex County, Massachusetts	80	1.1%	89.0%				100%	100%	0.0%	0.0%	0.0%	1.1%	1.1%
Concord town, Middlesex County, Massachusetts	Billerica town, Middlesex County, Massachusetts	75	1.1%	90.0%				100%	100%	0.0%	0.0%	0.0%	1.1%	1.1%
Concord town, Middlesex County, Massachusetts	Chelmsford town, Middlesex County, Massachusetts	70	1.0%	91.0%	100%				100%	1.0%	0.0%	0.0%	0.0%	1.0%
Concord town, Middlesex County, Massachusetts	Westford town, Middlesex County, Massachusetts	70	1.0%	92.0%	100%				100%	1.0%	0.0%	0.0%	0.0%	1.0%
Concord town, Middlesex County, Massachusetts	Carlisle town, Middlesex County, Massachusetts	60	0.8%	92.9%	75%		25%		100%	0.6%	0.0%	0.0%	0.2%	0.8%
Concord town, Middlesex County, Massachusetts	Framingham town, Middlesex County, Massachusetts	60	0.8%	93.7%		100%			100%	0.0%	0.8%	0.0%	0.0%	0.8%
Concord town, Middlesex County, Massachusetts	Hudson town, Middlesex County, Massachusetts	60	0.8%	94.6%			100%		100%	0.0%	0.0%	0.8%	0.0%	0.8%
Concord town, Middlesex County, Massachusetts	Lincoln town, Middlesex County, Massachusetts	60	0.8%	95.4%				100%	100%	0.0%	0.0%	0.0%	0.8%	0.8%
Concord town, Middlesex County, Massachusetts	Maynard town, Middlesex County, Massachusetts	60	0.8%	96.3%				100%	100%	0.0%	0.0%	0.8%	0.0%	0.8%
Concord town, Middlesex County, Massachusetts	Wayland town, Middlesex County, Massachusetts	50	0.7%	97.0%		25%		75%	100%	0.0%	0.2%	0.0%	0.5%	0.7%
Concord town, Middlesex County, Massachusetts	Tewksbury town, Middlesex County, Massachusetts	45	0.6%	97.6%	75%			25%	100%	0.5%	0.0%	0.0%	0.2%	0.6%
Concord town, Middlesex County, Massachusetts	Needham town, Norfolk County, Massachusetts	45	0.6%	98.2%				100%	100%	0.0%	0.0%	0.0%	0.6%	0.6%
Concord town, Middlesex County, Massachusetts	Nashua city, Hillsborough County, New Hampshire	45	0.6%	98.9%	100%				100%	0.6%	0.0%	0.0%	0.0%	0.6%
Concord town, Middlesex County, Massachusetts	Danvers town, Essex County, Massachusetts	40	0.6%	99.4%				100%	100%	0.0%	0.0%	0.0%	0.6%	0.6%
Concord town, Middlesex County, Massachusetts	Medford city, Middlesex County, Massachusetts	40	0.6%	100.0%				100%	100%	0.0%	0.0%	0.0%	0.6%	0.6%
										7%	3%	16%	74%	100%
										10%	5%	15%	70%	100%

Source: CTPP 2012-2016 Journey to Work data

NOVO Riverside Commons – 292 & 294 Baker Avenue, Concord, Massachusetts
Ref: 15630.00
August 7, 2023



Synchro Capacity Analyses

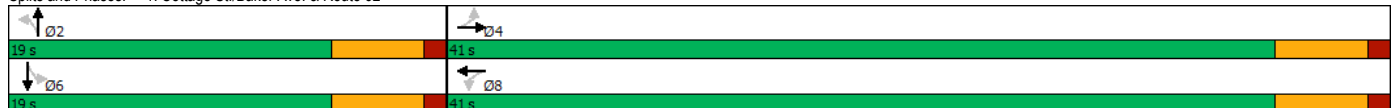


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔		↔	↔	
Traffic Volume (vph)	125	625	40	5	260	70	50	105	5	10	35	35
Future Volume (vph)	125	625	40	5	260	70	50	105	5	10	35	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	0		0	50		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1843	0	0	1758	0	0	1791	0	1805	1682	0
Flt Permitted	0.555				0.991			0.852		0.640		
Satd. Flow (perm)	1053	1843	0	0	1744	0	0	1549	0	1213	1682	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			40			3			59	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		634			1288			608			900	
Travel Time (s)		14.4			29.3			13.8			20.5	
Confl. Peds. (#/hr)	3					3			2	2		
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.73	0.73	0.73	0.59	0.59	0.59
Heavy Vehicles (%)	0%	2%	3%	40%	5%	0%	9%	1%	17%	0%	6%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	722	0	0	424	0	0	219	0	17	118	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		11.0	11.0		11.0	11.0	
Total Split (s)	41.0	41.0		41.0	41.0		19.0	19.0		19.0	19.0	
Total Split (%)	68.3%	68.3%		68.3%	68.3%		31.7%	31.7%		31.7%	31.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	28.0	28.0		28.0	28.0		11.8	11.8		11.4	11.4	
Actuated g/C Ratio	0.64	0.64		0.64	0.64		0.27	0.27		0.26	0.26	
v/c Ratio	0.20	0.61		0.37	0.37		0.52	0.52		0.05	0.24	
Control Delay	6.7	10.2		6.7	6.7		22.5	22.5		17.3	11.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.7	10.2		6.7	6.7		22.5	22.5		17.3	11.5	
LOS	A	B		A	A		C	C		B	B	
Approach Delay		9.7			6.7		22.5	22.5			12.2	
Approach LOS		A			A		C	C			B	
Queue Length 50th (ft)	17	127		53	53		50	50		3	12	
Queue Length 95th (ft)	43	247		89	89		101	101		12	27	
Internal Link Dist (ft)		554		1208	1208		528	528			820	
Turn Bay Length (ft)	75									50		
Base Capacity (vph)	834	1462		1390	1390		601	601		469	686	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.49		0.31	0.31		0.36	0.36		0.04	0.17	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 43.7
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 10.8
 Intersection Capacity Utilization 81.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 1: Cottage St./Baker Ave. & Route 62



Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	1	15	80	200	60	5
Future Vol, veh/h	1	15	80	200	60	5
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	83	83	55	55
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	1	22	96	241	109	9
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	549	116	120	0	-	0
Stage 1	116	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	500	942	1480	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	461	940	1478	-	-	-
Mov Cap-2 Maneuver	461	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	9.2	2.2	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1478	-	883	-	-	
HCM Lane V/C Ratio	0.065	-	0.027	-	-	
HCM Control Delay (s)	7.6	0	9.2	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	375	1355	280	0	1075	90	75	25	15	10	130	0
Future Volume (vph)	375	1355	280	0	1075	90	75	25	15	10	130	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		250	200		200	0		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3371	0	0	3406	1568	1736	1827	1615	1480	1881	0
Flt Permitted	0.950						0.548			0.734		
Satd. Flow (perm)	1770	3371	0	0	3406	1568	1001	1827	1615	1143	1881	0
Right Turn on Red			Yes		Yes		Yes		Yes			Yes
Satd. Flow (RTOR)		48				129			79			
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	476			2464			521			212		
Travel Time (s)	10.8			56.0			11.8			4.8		
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.69	0.69	0.69	0.93	0.93	0.93
Heavy Vehicles (%)	2%	5%	1%	0%	6%	3%	4%	4%	0%	22%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	391	1703	0	0	1144	96	109	36	22	11	140	0
Turn Type	Prot	NA			NA	Free	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases					Free		4		4		8	
Detector Phase	1	6			2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	6.0	10.0			10.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	11.0	26.0			26.0		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	30.0	80.0			50.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	27.3%	72.7%			45.5%		27.3%	27.3%	27.3%	27.3%	27.3%	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0			2.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	6.0			6.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None	None	None	None	
Act Effct Green (s)	29.3	82.8			48.5	110.0	16.2	16.2	16.2	16.2	16.2	
Actuated g/C Ratio	0.27	0.75			0.44	1.00	0.15	0.15	0.15	0.15	0.15	
v/c Ratio	0.83	0.67			0.76	0.06	0.74	0.13	0.07	0.07	0.51	
Control Delay	54.5	9.0			31.1	0.1	72.3	39.1	0.5	37.7	48.4	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	54.5	9.0			31.1	0.1	72.3	39.1	0.5	37.7	48.4	
LOS	D	A			C	A	E	D	A	D	D	
Approach Delay		17.5			28.7			55.7			47.6	
Approach LOS		B			C			E			D	
Queue Length 50th (ft)	250	257			368	0	75	22	0	7	92	
Queue Length 95th (ft)	#453	433			470	0	93	36	0	22	143	
Internal Link Dist (ft)		396			2384			441			132	
Turn Bay Length (ft)	350					250	200		200			
Base Capacity (vph)	471	2550			1502	1568	227	415	428	259	427	
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.83	0.67			0.76	0.06	0.48	0.09	0.05	0.04	0.33	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 30 (27%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 24.3 Intersection LOS: C
 Intersection Capacity Utilization 79.8% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Baker Ave. Ext. & Route 2



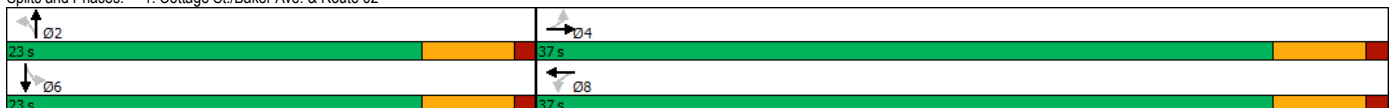


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕		↔	↕		↔	↕	
Traffic Volume (vph)	40	455	30	5	675	30	165	40	5	90	55	150
Future Volume (vph)	40	455	30	5	675	30	165	40	5	90	55	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	0		0	50		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1845	0	0	1887	0	0	1770	0	1805	1639	0
Flt Permitted	0.300				0.996			0.602		0.659		
Satd. Flow (perm)	569	1845	0	0	1879	0	0	1101	0	1252	1639	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			6			2			161	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		634			1288			608			900	
Travel Time (s)		14.4			29.3			13.8			20.5	
Confl. Peds. (#/hr)	4		5	5		4	7					7
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.82	0.82	0.82	0.88	0.88	0.88	0.81	0.81	0.81	0.87	0.87	0.87
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	3%	3%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	592	0	0	807	0	0	259	0	103	235	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		11.0	11.0		11.0	11.0	
Total Split (s)	37.0	37.0		37.0	37.0		23.0	23.0		23.0	23.0	
Total Split (%)	61.7%	61.7%		61.7%	61.7%		38.3%	38.3%		38.3%	38.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	27.3	27.3		27.3	27.3		15.9	15.9		15.9	15.9	
Actuated g/C Ratio	0.51	0.51		0.51	0.51		0.30	0.30		0.30	0.30	
v/c Ratio	0.17	0.63		0.84	0.84		0.79	0.79		0.28	0.39	
Control Delay	9.0	12.9		21.4	21.4		39.3	39.3		18.3	8.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.0	12.9		21.4	21.4		39.3	39.3		18.3	8.4	
LOS	A	B		C	C		D	D		B	A	
Approach Delay		12.6		21.4	21.4		39.3	39.3			11.4	
Approach LOS		B		C	C		D	D			B	
Queue Length 50th (ft)	8	131		214	214		84	84		28	19	
Queue Length 95th (ft)	22	186		#368	#368		#164	#164		60	61	
Internal Link Dist (ft)		554		1208	1208		528	528			820	
Turn Bay Length (ft)	75									50		
Base Capacity (vph)	352	1145		1165	1165		384	384		436	675	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.52		0.69	0.69		0.67	0.67		0.24	0.35	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 53.6
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 19.3
 Intersection Capacity Utilization 78.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Cottage St./Baker Ave. & Route 62



Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	85	30	70	165	5
Future Vol, veh/h	0	85	30	70	165	5
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	78	78	80	80
Heavy Vehicles, %	0	0	0	2	0	0
Mvmt Flow	0	121	38	90	206	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	378	212	215	0	0	
Stage 1	212	-	-	-	-	
Stage 2	166	-	-	-	-	
Critical Hdwy	6.4	6.2	4.1	-	-	
Critical Hdwy Stg 1	5.4	-	-	-	-	
Critical Hdwy Stg 2	5.4	-	-	-	-	
Follow-up Hdwy	3.5	3.3	2.2	-	-	
Pot Cap-1 Maneuver	628	833	1367	-	-	
Stage 1	828	-	-	-	-	
Stage 2	868	-	-	-	-	
Platoon blocked, %	-	-	-	-	-	
Mov Cap-1 Maneuver	607	831	1364	-	-	
Mov Cap-2 Maneuver	607	-	-	-	-	
Stage 1	802	-	-	-	-	
Stage 2	866	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	10.1	2.3	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1364	-	831	-	-	
HCM Lane V/C Ratio	0.028	-	0.146	-	-	
HCM Control Delay (s)	7.7	0	10.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗			↖↗	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	155	1190	55	0	1205	30	230	65	55	10	50	0
Future Volume (vph)	155	1190	55	0	1205	30	230	65	55	10	50	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		250	200		200	0		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3517	0	0	3574	1615	1805	1900	1615	1805	1900	0
Flt Permitted	0.950						0.706			0.707		
Satd. Flow (perm)	1787	3517	0	0	3574	1615	1341	1900	1594	1343	1900	0
Right Turn on Red			Yes		Yes		Yes		Yes			Yes
Satd. Flow (RTOR)		7				127			73			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		476			2464			521			212	
Travel Time (s)		10.8			56.0			11.8			4.8	
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.84	0.84	0.84	0.64	0.64	0.64
Heavy Vehicles (%)	1%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	1311	0	0	1268	32	274	77	65	16	78	0
Turn Type	Prot	NA			NA	Free	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6			2		4	4			8	
Permitted Phases						Free	4		4	8		
Detector Phase	1	6			2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	6.0	10.0			10.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	11.0	26.0			26.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	19.0	77.0			58.0		43.0	43.0	43.0	43.0	43.0	
Total Split (%)	15.8%	64.2%			48.3%		35.8%	35.8%	35.8%	35.8%	35.8%	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0			2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None	None	None	None	
Act Effct Green (s)	14.6	78.8			59.2	120.0	29.2	29.2	29.2	29.2	29.2	
Actuated g/C Ratio	0.12	0.66			0.49	1.00	0.24	0.24	0.24	0.24	0.24	
v/c Ratio	0.75	0.57			0.72	0.02	0.84	0.17	0.15	0.05	0.17	
Control Delay	72.2	13.4			28.4	0.0	64.7	34.4	6.6	31.6	34.5	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	72.2	13.4			28.4	0.0	64.7	34.4	6.6	31.6	34.5	
LOS	E	B			C	A	E	C	A	C	C	
Approach Delay		19.9			27.7			50.0			34.0	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)	121	271			413	0	202	47	0	10	48	
Queue Length 95th (ft)	#235	396			540	0	258	75	24	18	57	
Internal Link Dist (ft)		396			2384			441			132	
Turn Bay Length (ft)	350					250	200		200			
Base Capacity (vph)	226	2311			1762	1615	413	585	541	414	585	
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.72	0.57			0.72	0.02	0.66	0.13	0.12	0.04	0.13	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 27.2
 Intersection Capacity Utilization 75.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Baker Ave. Ext. & Route 2



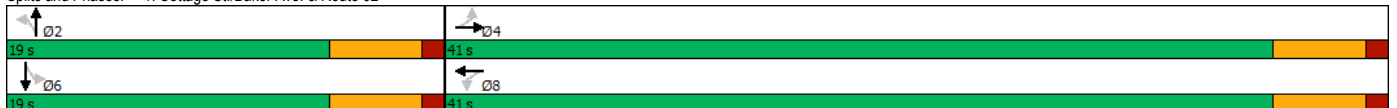


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔		↔	↔	
Traffic Volume (vph)	135	675	45	5	280	75	55	115	5	10	40	40
Future Volume (vph)	135	675	45	5	280	75	55	115	5	10	40	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	0		0	50		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1842	0	0	1759	0	0	1790	0	1805	1682	0
Flt Permitted	0.578				0.992			0.862		0.682		
Satd. Flow (perm)	1097	1842	0	0	1747	0	0	1568	0	1292	1682	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			40			2			43	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		634			1288			608			900	
Travel Time (s)		14.4			29.3			13.8			20.5	
Confl. Peds. (#/hr)	3					3			2	2		
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	3%	40%	5%	0%	9%	1%	17%	0%	6%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	783	0	0	391	0	0	190	0	11	86	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		11.0	11.0		11.0	11.0	
Total Split (s)	41.0	41.0		41.0	41.0		19.0	19.0		19.0	19.0	
Total Split (%)	68.3%	68.3%		68.3%	68.3%		31.7%	31.7%		31.7%	31.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	29.6	29.6		29.6	29.6		11.4	11.4		11.2	11.2	
Actuated g/C Ratio	0.66	0.66		0.66	0.66		0.25	0.25		0.25	0.25	
v/c Ratio	0.20	0.65		0.34	0.34		0.48	0.48		0.03	0.19	
Control Delay	6.4	10.6		6.1	6.1		22.9	22.9		17.8	12.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.4	10.6		6.1	6.1		22.9	22.9		17.8	12.0	
LOS	A	B		A	A		C	C		B	B	
Approach Delay		10.0			6.1		22.9	22.9			12.7	
Approach LOS		A			A		C	C			B	
Queue Length 50th (ft)	18	140		46	46		46	46		2	10	
Queue Length 95th (ft)	45	287		99	99		115	115		14	43	
Internal Link Dist (ft)		554		1208	1208		528	528			820	
Turn Bay Length (ft)	75									50		
Base Capacity (vph)	851	1431		1364	1364		586	586		482	655	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.17	0.55		0.29	0.29		0.32	0.32		0.02	0.13	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 45.1
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 10.7
 Intersection Capacity Utilization 86.5%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service E

Splits and Phases: 1: Cottage St./Baker Ave. & Route 62



Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	1	15	80	215	65	5
Future Vol, veh/h	1	15	80	215	65	5
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	1	16	87	234	71	5
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	484	76	78	0	-	0
Stage 1	76	-	-	-	-	-
Stage 2	408	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	545	991	1533	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	507	989	1530	-	-	-
Mov Cap-2 Maneuver	507	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	8.9	2	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1530	-	934	-	-	
HCM Lane V/C Ratio	0.057	-	0.019	-	-	
HCM Control Delay (s)	7.5	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-	

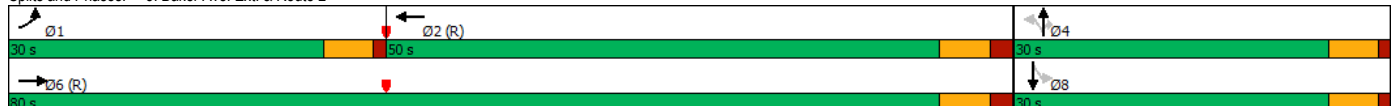


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	465	1400	300	0	1105	155	80	25	15	70	140	0
Future Volume (vph)	465	1400	300	0	1105	155	80	25	15	70	140	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		250	200		200	0		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3371	0	0	3406	1568	1736	1827	1615	1480	1881	0
Flt Permitted	0.950						0.492			0.740		
Satd. Flow (perm)	1770	3371	0	0	3406	1568	899	1827	1615	1152	1881	0
Right Turn on Red			Yes		Yes			Yes			Yes	
Satd. Flow (RTOR)		50				129			79			
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	476			2464			521			212		
Travel Time (s)	10.8			56.0			11.8			4.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	5%	1%	0%	6%	3%	4%	4%	0%	22%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	505	1848	0	0	1201	168	87	27	16	76	152	0
Turn Type	Prot	NA			NA	Free	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases						Free	4		4	8		
Detector Phase	1	6			2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	6.0	10.0			10.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	11.0	26.0			26.0		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	30.0	80.0			50.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	27.3%	72.7%			45.5%		27.3%	27.3%	27.3%	27.3%	27.3%	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0			2.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	6.0			6.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None	None	None	None	
Act Effct Green (s)	35.2	84.2			44.0	110.0	14.8	14.8	14.8	14.8	14.8	
Actuated g/C Ratio	0.32	0.77			0.40	1.00	0.13	0.13	0.13	0.13	0.13	
v/c Ratio	0.89	0.71			0.88	0.11	0.72	0.11	0.06	0.49	0.60	
Control Delay	56.7	9.2			39.6	0.1	75.8	40.2	0.4	53.5	53.9	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.7	9.2			39.6	0.1	75.8	40.2	0.4	53.5	53.9	
LOS	E	A			D	A	E	D	A	D	D	
Approach Delay		19.4			34.8			59.1			53.8	
Approach LOS		B			C			E			D	
Queue Length 50th (ft)	336	280			407	0	60	17	0	51	103	
Queue Length 95th (ft)	#610	476			#512	0	110	41	0	93	159	
Internal Link Dist (ft)		396			2384			441			132	
Turn Bay Length (ft)	350					250	200		200			
Base Capacity (vph)	565	2590			1362	1568	204	415	428	261	427	
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.89	0.71			0.88	0.11	0.43	0.07	0.04	0.29	0.36	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 30 (27%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 27.7 Intersection LOS: C
 Intersection Capacity Utilization 86.2% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Baker Ave. Ext. & Route 2





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕			↕			↕		↔	↕	
Traffic Volume (vph)	45	495	30	5	735	30	175	45	5	95	60	160
Future Volume (vph)	45	495	30	5	735	30	175	45	5	95	60	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	0		0	50		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1845	0	0	1889	0	0	1772	0	1805	1641	0
Flt Permitted	0.293				0.997			0.595		0.663		
Satd. Flow (perm)	556	1845	0	0	1883	0	0	1088	0	1260	1641	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			5			2			149	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		634			1288			608			900	
Travel Time (s)		14.4			29.3			13.8			20.5	
Confl. Peds. (#/hr)	4		5	5		4	7					7
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	3%	3%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	571	0	0	837	0	0	244	0	103	239	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		11.0	11.0		11.0	11.0	
Total Split (s)	37.0	37.0		37.0	37.0		23.0	23.0		23.0	23.0	
Total Split (%)	61.7%	61.7%		61.7%	61.7%		38.3%	38.3%		38.3%	38.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	27.6	27.6			27.6		15.4	15.4		15.4	15.4	
Actuated g/C Ratio	0.52	0.52			0.52		0.29	0.29		0.29	0.29	
v/c Ratio	0.17	0.60			0.86		0.77	0.77		0.28	0.41	
Control Delay	9.0	12.2			22.7		38.2	38.2		18.4	9.5	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	9.0	12.2			22.7		38.2	38.2		18.4	9.5	
LOS	A	B			C		D	D		B	A	
Approach Delay		12.0			22.7		38.2	38.2			12.2	
Approach LOS		B			C		D	D			B	
Queue Length 50th (ft)	8	124			229		78	78		28	24	
Queue Length 95th (ft)	24	208			#454		#184	#184		63	72	
Internal Link Dist (ft)		554			1208		528	528			820	
Turn Bay Length (ft)	75									50		
Base Capacity (vph)	345	1150			1172		381	381		441	670	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.14	0.50			0.71		0.64	0.64		0.23	0.36	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 53.4
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 19.5
 Intersection Capacity Utilization 82.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Cottage St./Baker Ave. & Route 62



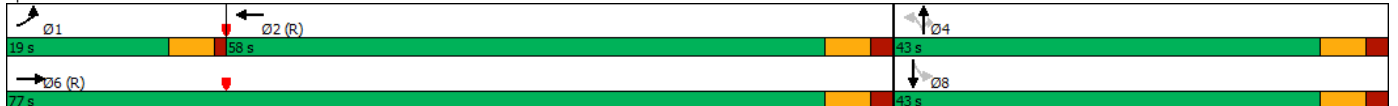
Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	85	30	75	175	5
Future Vol, veh/h	0	85	30	75	175	5
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	0	0
Mvmt Flow	0	92	33	82	190	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	344	196	198	0	-	0
Stage 1	196	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	657	850	1387	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	638	848	1384	-	-	-
Mov Cap-2 Maneuver	638	-	-	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.8	2.2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1384	-	848	-	-	
HCM Lane V/C Ratio	0.024	-	0.109	-	-	
HCM Control Delay (s)	7.7	0	9.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗			↖↗	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	190	1255	60	0	1275	50	245	70	60	30	55	0
Future Volume (vph)	190	1255	60	0	1275	50	245	70	60	30	55	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		250	200		200	0		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25			25		25			25			
Satd. Flow (prot)	1787	3518	0	0	3574	1615	1805	1900	1615	1805	1900	0
Flt Permitted	0.950						0.718			0.708		
Satd. Flow (perm)	1787	3518	0	0	3574	1615	1364	1900	1594	1345	1900	0
Right Turn on Red			Yes		Yes		Yes		Yes		Yes	
Satd. Flow (RTOR)		7				127			73			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		476			2464			521			212	
Travel Time (s)		10.8			56.0			11.8			4.8	
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	1429	0	0	1386	54	266	76	65	33	60	0
Turn Type	Prot	NA			NA	Free	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases						Free	4		4		8	
Detector Phase	1	6			2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	6.0	10.0			10.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	11.0	26.0			26.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	19.0	77.0			58.0		43.0	43.0	43.0	43.0	43.0	
Total Split (%)	15.8%	64.2%			48.3%		35.8%	35.8%	35.8%	35.8%	35.8%	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0			2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None	None	None	None	
Act Effct Green (s)	18.7	79.6			55.9	120.0	28.4	28.4	28.4	28.4	28.4	28.4
Actuated g/C Ratio	0.16	0.66			0.47	1.00	0.24	0.24	0.24	0.24	0.24	0.24
v/c Ratio	0.74	0.61			0.83	0.03	0.82	0.17	0.15	0.10	0.13	
Control Delay	66.0	13.9			34.5	0.0	63.2	34.9	6.7	33.4	34.1	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	66.0	13.9			34.5	0.0	63.2	34.9	6.7	33.4	34.1	
LOS	E	B			C	A	E	C	A	C	C	
Approach Delay		20.5			33.2			48.9			33.8	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	150	303			511	0	196	47	0	20	37	
Queue Length 95th (ft)	#320	455			#620	0	274	81	28	44	67	
Internal Link Dist (ft)		396			2384			441			132	
Turn Bay Length (ft)	350					250	200		200			
Base Capacity (vph)	278	2334			1663	1615	420	585	541	414	585	
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.74	0.61			0.83	0.03	0.63	0.13	0.12	0.08	0.10	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 29.2
 Intersection Capacity Utilization 80.2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Baker Ave. Ext. & Route 2



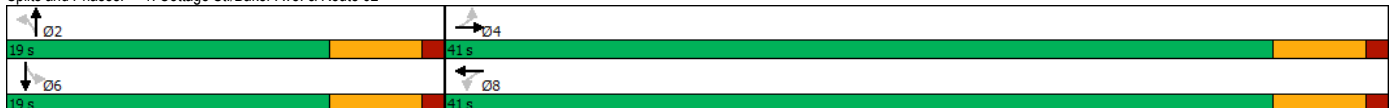


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔		↔	↔	
Traffic Volume (vph)	135	675	45	5	280	85	55	115	5	50	45	50
Future Volume (vph)	135	675	45	5	280	85	55	115	5	50	45	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	0		0	50		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1842	0	0	1755	0	0	1790	0	1805	1676	0
Flt Permitted	0.571				0.992			0.856		0.682		
Satd. Flow (perm)	1083	1842	0	0	1742	0	0	1557	0	1292	1676	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			45			2			54	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		634			1288			608			900	
Travel Time (s)		14.4			29.3			13.8			20.5	
Confl. Peds. (#/hr)	3					3			2	2		
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	3%	40%	5%	0%	9%	1%	17%	0%	6%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	783	0	0	401	0	0	190	0	54	103	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		11.0	11.0		11.0	11.0	
Total Split (s)	41.0	41.0		41.0	41.0		19.0	19.0		19.0	19.0	
Total Split (%)	68.3%	68.3%		68.3%	68.3%		31.7%	31.7%		31.7%	31.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	29.7	29.7		29.7	29.7		11.4	11.4		11.2	11.2	
Actuated g/C Ratio	0.66	0.66		0.66	0.66		0.25	0.25		0.25	0.25	
v/c Ratio	0.21	0.65		0.35	0.35		0.48	0.48		0.17	0.23	
Control Delay	6.5	10.6		6.1	6.1		23.0	23.0		19.1	11.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.5	10.6		6.1	6.1		23.0	23.0		19.1	11.7	
LOS	A	B		A	A		C	C		B	B	
Approach Delay		10.0			6.1		23.0	23.0			14.3	
Approach LOS		A			A		C	C			B	
Queue Length 50th (ft)	18	141		47	47		47	47		12	11	
Queue Length 95th (ft)	45	287		100	100		115	115		41	47	
Internal Link Dist (ft)		554		1208	1208		528	528			820	
Turn Bay Length (ft)	75									50		
Base Capacity (vph)	839	1429		1360	1360		582	582		482	659	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.18	0.55		0.29	0.29		0.33	0.33		0.11	0.16	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 45.2
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 10.9
 Intersection Capacity Utilization 87.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service E

Splits and Phases: 1: Cottage St./Baker Ave. & Route 62



Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	5	65	95	215	65	5
Future Vol, veh/h	5	65	95	215	65	5
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	5	71	103	234	71	5
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	516	76	78	0	-	0
Stage 1	76	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	523	991	1533	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	481	989	1530	-	-	-
Mov Cap-2 Maneuver	481	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	9.3	2.3	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1530	-	920	-	-	
HCM Lane V/C Ratio	0.067	-	0.083	-	-	
HCM Control Delay (s)	7.5	0	9.3	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-	

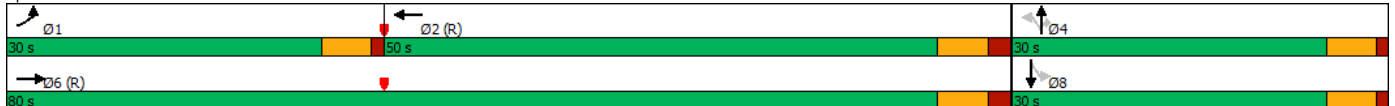


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	465	1400	300	0	1105	155	85	25	15	70	140	0
Future Volume (vph)	465	1400	300	0	1105	155	85	25	15	70	140	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		250	200		200	0		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25			25		25			25			25
Satd. Flow (prot)	1770	3371	0	0	3406	1568	1736	1827	1615	1480	1881	0
Flt Permitted	0.950						0.498			0.740		
Satd. Flow (perm)	1770	3371	0	0	3406	1568	910	1827	1615	1152	1881	0
Right Turn on Red			Yes		Yes			Yes		Yes		Yes
Satd. Flow (RTOR)		50				129			79			
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	476			2464			521			212		
Travel Time (s)	10.8			56.0			11.8			4.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	5%	1%	0%	6%	3%	4%	4%	0%	22%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	505	1848	0	0	1201	168	92	27	16	76	152	0
Turn Type	Prot	NA			NA	Free	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6			2			4		8		8
Permitted Phases					Free		4		4	8		
Detector Phase	1	6			2		4	4	4	8		8
Switch Phase												
Minimum Initial (s)	6.0	10.0			10.0		6.0	6.0	6.0	6.0		6.0
Minimum Split (s)	11.0	26.0			26.0		21.0	21.0	21.0	21.0		21.0
Total Split (s)	30.0	80.0			50.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	27.3%	72.7%			45.5%		27.3%	27.3%	27.3%	27.3%		27.3%
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	1.0	2.0			2.0		1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	6.0			6.0		5.0	5.0	5.0	5.0		5.0
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None	None	None		None
Act Effct Green (s)	34.8	83.8			44.0	110.0	15.2	15.2	15.2	15.2		15.2
Actuated g/C Ratio	0.32	0.76			0.40	1.00	0.14	0.14	0.14	0.14		0.14
v/c Ratio	0.90	0.72			0.88	0.11	0.74	0.11	0.05	0.48		0.59
Control Delay	58.4	9.4			39.6	0.1	75.9	39.7	0.3	52.3		52.7
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	58.4	9.4			39.6	0.1	75.9	39.7	0.3	52.3		52.7
LOS	E	A			D	A	E	D	A	D		D
Approach Delay		20.0			34.8			59.7				52.6
Approach LOS		B			C			E				D
Queue Length 50th (ft)	338	287			407	0	63	17	0	50		102
Queue Length 95th (ft)	#618	489			#512	0	114	40	0	92		157
Internal Link Dist (ft)		396			2384			441				132
Turn Bay Length (ft)	350					250	200		200			
Base Capacity (vph)	559	2580			1362	1568	206	415	428	261		427
Starvation Cap Reductn	0	0			0	0	0	0	0	0		0
Spillback Cap Reductn	0	0			0	0	0	0	0	0		0
Storage Cap Reductn	0	0			0	0	0	0	0	0		0
Reduced v/c Ratio	0.90	0.72			0.88	0.11	0.45	0.07	0.04	0.29		0.36

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 30 (27%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 28.1 Intersection LOS: C
 Intersection Capacity Utilization 86.2% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Baker Ave. Ext. & Route 2





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕		↔	↕		↔	↕	
Traffic Volume (vph)	50	495	30	5	735	60	175	45	5	115	60	165
Future Volume (vph)	50	495	30	5	735	60	175	45	5	115	60	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	0		0	50		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1845	0	0	1878	0	0	1772	0	1805	1638	0
Flt Permitted	0.282				0.997			0.582		0.663		
Satd. Flow (perm)	535	1845	0	0	1872	0	0	1064	0	1260	1638	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			10			2			149	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		634			1288			608			900	
Travel Time (s)		14.4			29.3			13.8			20.5	
Confl. Peds. (#/hr)	4		5	5		4	7					7
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	3%	3%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	571	0	0	869	0	0	244	0	125	244	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		11.0	11.0		11.0	11.0	
Total Split (s)	37.0	37.0		37.0	37.0		23.0	23.0		23.0	23.0	
Total Split (%)	61.7%	61.7%		61.7%	61.7%		38.3%	38.3%		38.3%	38.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	28.5	28.5		28.5	28.5		15.7	15.7		15.7	15.7	
Actuated g/C Ratio	0.52	0.52		0.52	0.52		0.29	0.29		0.29	0.29	
v/c Ratio	0.19	0.59		0.88	0.88		0.80	0.80		0.35	0.42	
Control Delay	9.4	12.1		24.8	24.8		40.9	40.9		19.6	9.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.4	12.1		24.8	24.8		40.9	40.9		19.6	9.8	
LOS	A	B		C	C		D	D		B	A	
Approach Delay		11.9		24.8	24.8		40.9	40.9			13.1	
Approach LOS		B		C	C		D	D			B	
Queue Length 50th (ft)	9	124		245	245		79	79		35	25	
Queue Length 95th (ft)	27	208		#484	#484		#187	#187		74	74	
Internal Link Dist (ft)		554		1208	1208		528	528			820	
Turn Bay Length (ft)	75									50		
Base Capacity (vph)	323	1119		1136	1136		363	363		429	655	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.17	0.51		0.76	0.76		0.67	0.67		0.29	0.37	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 54.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 20.8
 Intersection Capacity Utilization 85.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Cottage St./Baker Ave. & Route 62



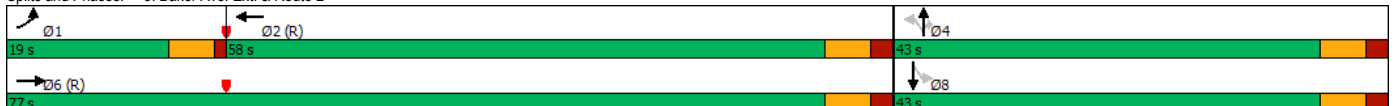
Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	5	110	70	75	175	10
Future Vol, veh/h	5	110	70	75	175	10
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	0	0
Mvmt Flow	5	120	76	82	190	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	433	199	204	0	0	
Stage 1	199	-	-	-	-	
Stage 2	234	-	-	-	-	
Critical Hdwy	6.4	6.2	4.1	-	-	
Critical Hdwy Stg 1	5.4	-	-	-	-	
Critical Hdwy Stg 2	5.4	-	-	-	-	
Follow-up Hdwy	3.5	3.3	2.2	-	-	
Pot Cap-1 Maneuver	584	847	1380	-	-	
Stage 1	839	-	-	-	-	
Stage 2	810	-	-	-	-	
Platoon blocked, %	-	-	-	-	-	
Mov Cap-1 Maneuver	548	845	1377	-	-	
Mov Cap-2 Maneuver	548	-	-	-	-	
Stage 1	789	-	-	-	-	
Stage 2	808	-	-	-	-	
Approach	EB	NB	SB			
HCM Control Delay, s	10.1	3.7	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1377	-	826	-	-	
HCM Lane V/C Ratio	0.055	-	0.151	-	-	
HCM Control Delay (s)	7.8	0	10.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗			↖↗	↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	190	1255	65	0	1275	50	250	70	60	30	55	0
Future Volume (vph)	190	1255	65	0	1275	50	250	70	60	30	55	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		0	0		250	200		200	0		0
Storage Lanes	1		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	3518	0	0	3574	1615	1805	1900	1615	1805	1900	0
Flt Permitted	0.950						0.718			0.708		
Satd. Flow (perm)	1787	3518	0	0	3574	1615	1364	1900	1594	1345	1900	0
Right Turn on Red			Yes		Yes		Yes		Yes			Yes
Satd. Flow (RTOR)		8				127			73			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		476			2464			521			212	
Travel Time (s)		10.8			56.0			11.8			4.8	
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	1435	0	0	1386	54	272	76	65	33	60	0
Turn Type	Prot	NA			NA	Free	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6			2		4	4			8	
Permitted Phases						Free	4		4	8		
Detector Phase	1	6			2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	6.0	10.0			10.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	11.0	26.0			26.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	19.0	77.0			58.0		43.0	43.0	43.0	43.0	43.0	
Total Split (%)	15.8%	64.2%			48.3%		35.8%	35.8%	35.8%	35.8%	35.8%	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0			2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None	None	None	None	
Act Effct Green (s)	18.6	79.2			55.6	120.0	28.8	28.8	28.8	28.8	28.8	
Actuated g/C Ratio	0.16	0.66			0.46	1.00	0.24	0.24	0.24	0.24	0.24	
v/c Ratio	0.75	0.62			0.84	0.03	0.83	0.17	0.15	0.10	0.13	
Control Delay	66.6	14.1			34.8	0.0	63.6	34.7	6.6	33.2	33.8	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	66.6	14.1			34.8	0.0	63.6	34.7	6.6	33.2	33.8	
LOS	E	B			C	A	E	C	A	C	C	
Approach Delay		20.7			33.5			49.3			33.6	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	150	310			513	0	200	47	0	20	37	
Queue Length 95th (ft)	#320	457			#620	0	281	81	28	44	67	
Internal Link Dist (ft)		396			2384			441			132	
Turn Bay Length (ft)	350					250	200		200			
Base Capacity (vph)	276	2323			1655	1615	420	585	541	414	585	
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	
Reduced v/c Ratio	0.75	0.62			0.84	0.03	0.65	0.13	0.12	0.08	0.10	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 29.5
 Intersection Capacity Utilization 80.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

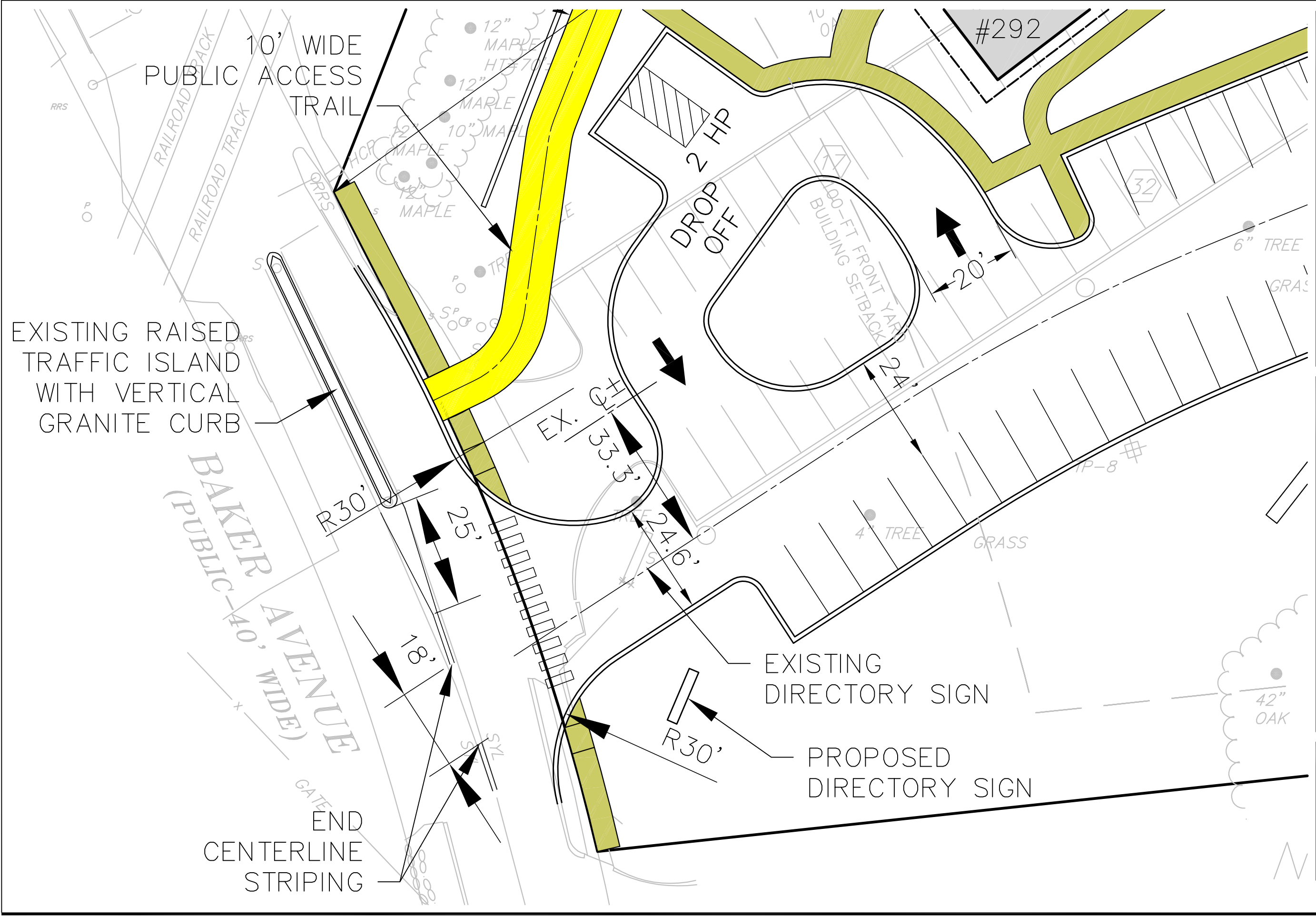
Splits and Phases: 3: Baker Ave. Ext. & Route 2



NOVO Riverside Commons – 292 & 294 Baker Avenue, Concord, Massachusetts
Ref: 15630.00
August 7, 2023



Baker Avenue Driveway Concept



Proposed Site Entrance
 Figure Number 001

Scale: 1"=20'

Date: July 31, 2023

B+T Drawing No. 206327P122A-001
 B+T Project No. 2063.27

NOVO Riverside Commons
 #292 & #294 Baker Avenue
 Concord, Massachusetts

Taurus Investment Holdings, LLC
 Two International Place
 Boston, Massachusetts

